

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.6, Action

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Subject: 2024 Trade Corridor Enhancement Program Guidelines Adoption,
Resolution G-24-62

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the proposed 2024 Trade Corridor Enhancement Program Guidelines, which are included as Attachment B. The adoption of the 2024 Trade Corridor Enhancement Program Guidelines will initiate the call for projects for the upcoming program cycle, with applications due November 22, 2024.

Issue:

The 2024 Trade Corridor Enhancement Program represents the fourth cycle of this competitive program and will provide two years of funding in Fiscal Years 2025-26 and 2026-27, for a total of \$900,389,000.

Commission staff prepared the proposed 2024 Trade Corridor Enhancement Program Guidelines (Attachment B) in consultation with the Interagency Equity Advisory Committee, California Department of Transportation (Caltrans), California Air Resources Board, regional transportation planning agencies, local agencies, advocates, and other stakeholders.

Following the initial kick-off workshop in December 2023, Commission staff hosted four public workshops to solicit stakeholder feedback to inform the draft guidelines. Workshop materials and recordings are posted on the [Commission's website](#). Commission staff also hosted 29 virtual office hour sessions from March to May 2024 to provide technical assistance to applicants for project nominations for the 2024 Trade Corridor Enhancement Program.

The initial draft 2024 Trade Corridor Enhancement Program Guidelines were presented to the Commission at the June 2024 Commission meeting. Since the draft was published, Commission staff have made minor adjustments to the Memorandum of Understanding requirements under the Section 10 "Eligible Applicants" segment of guidelines. Additionally, the Commission received one comment letter (included with Attachment C). Commission staff have met with the signatories and have incorporated recommendations, where feasible. In

some cases, recommendations were consistent with specific statutory changes to the program that were considered and rejected by the Legislature earlier this year. For those recommendations, Commission staff have not incorporated recommended changes.

Background:

The Road Repair and Accountability Act of 2017, or Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation, SB 103 (Committee on Budget and Fiscal Review, Chapter 95, Statutes of 2017), directs the Commission to allocate the state Trade Corridor Enhancement Account funds and federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement.

State Trade Corridor Enhancement Program funding is based on 50 percent of the estimated annual revenues generated by the diesel fuel excise tax imposed by state statute and on the federal obligation authority limits that are part of the National Highway Freight Program. According to SB 103, which added Streets and Highways Code section 2192, state Trade Corridor Enhancement Program funding must be consistent with Article XIX of the California Constitution.

SB 1 requires the Commission develop program guidelines in consultation with Caltrans, regional transportation planning agencies, local agencies, and other stakeholders.

The proposed 2024 Trade Corridor Enhancement Program Guidelines describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Trade Corridor Enhancement Program. The proposed guidelines address statutory requirements, incorporate stakeholder feedback, and include Commission procedures for programming and project delivery.

Attachments:

- Attachment A: Resolution G-24-62
- Attachment B: 2024 Trade Corridor Enhancement Program Guidelines
- Attachment C: Comment Letters

**CALIFORNIA TRANSPORTATION COMMISSION
2024 TRADE CORRIDOR ENHANCEMENT PROGRAM
GUIDELINES ADOPTION**

RESOLUTION G-24-62

- 1.1 **WHEREAS**, Streets and Highways Code Section 2192 requires the California Transportation Commission (Commission) to develop and adopt guidelines for the Trade Corridor Enhancement Program, and
- 1.2 **WHEREAS**, the Trade Corridor Enhancement Program objective is to fund projects that make infrastructure improvements along corridors that have a high volume of freight movement, and
- 1.3 **WHEREAS**, the Commission hosted five virtual public workshops and 29 virtual office hour sessions and worked collaboratively with the Interagency Equity Advisory Committee, California Department of Transportation, California Air Resources Board, regional transportation agencies, local agencies, advocates, and other stakeholders to develop the 2024 Trade Corridor Enhancement Program guidelines, and
- 1.4 **WHEREAS**, Commission staff presented an initial draft of the 2024 Trade Corridor Enhancement Program Guidelines to the Commission at its June 28, 2024, meeting, and
- 1.5 **WHEREAS**, the Commission will administer the Trade Corridor Enhancement Account funds, and the National Highway Freight Program funds under the Trade Corridor Enhancement Program.
- 2.1 **NOW, THEREFORE BE IT RESOLVED**, that the Commission adopts the 2024 Trade Corridor Enhancement Program Guidelines, and
- 2.2 **BE IT FURTHER RESOLVED**, that the purpose of these guidelines is to identify the Commission's policy, standards, criteria and procedures for the development, adoption, and management of the 2024 Trade Corridor Enhancement Program, as well as provide guidance to applicants, implementing agencies, and the California Department of Transportation, and
- 2.3 **BE IT FURTHER RESOLVED**, that Commission staff is authorized to make minor technical changes to the guidelines, as needed, and
- 2.4 **BE IT FURTHER RESOLVED**, that the guidelines do not preclude any project nomination or any project selection that is consistent with the implementing legislation, and

- 2.5 **BE IT FURTHER RESOLVED**, that the Commission directs Commission staff to post these guidelines to the Commission's website, and
- 2.6 **BE IT FURTHER RESOLVED**, that the adoption of the 2024 Trade Corridor Enhancement Program Guidelines will initiate the call for projects for the upcoming program cycle, with applications due November 22, 2024.

2024

Trade Corridor Enhancement Program Guidelines

Adopted August 15, 2024
Resolution G-24-62





TABLE OF CONTENTS

I. Introduction.....	4
1. Program Purpose.....	4
2. Program Authority.....	4
3. Program Schedule	4
II. Funding.....	5
4. Funding and Program Cycle	5
5. Distribution.....	5
6. Matching Requirements	7
7. Leveraging Federal Discretionary Funds.....	8
8. Funding Restrictions	8
9. Reimbursement	9
10. Eligible Applicants.....	10
11. Eligible Projects	10
12. California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) Requirements	11
13. Delivery Methods	12
14. Project Segmenting.....	12
15. Multiple Projects / Modes / Contracts.....	13
16. Screening Criteria	13
17. Project Rating Process	13
18. Evaluation Criteria.....	14
19. Other Project Information Areas.....	20
20. Programming Capacity	30
21. Program of Projects	30
22. Committed/Uncommitted Funds.....	30
III. Project Amendments	31
23. Amendment Requests	31
24. Allocation Requests	32
25. Letter of No Prejudice	33
26. Timely Use of Funds	33
27. Project Inactivity.....	35
28. Project Cost Savings.....	36
IV. Reporting.....	36
29. Project Reporting	36



California Transportation Commission
2024 Trade Corridor Enhancement Program Guidelines

30. Project Tracking Database.....	37
31. Project Auditing.....	37
32. Project Signage	37
33. Workforce Development.....	37
V. Title VI Requirements	37
VI. Attachments	39
Attachment 1. SB 1 Programs Transportation Equity Supplement	39
Attachment 2. Project Nominations Format.....	47
Attachment 3. Performance Metrics Form.....	56
Attachment 4. Project Programming Request	59
Attachment 5. State Highway System Project Impact Assessment (Form CTC-0002).....	60
Attachment 6. Clean Freight Corridor Efficiency Assessment	62
Attachment 7. Fund Estimate.....	63
Attachment 8. Goals and Guiding Principles	64



I. Introduction

1. Program Purpose

The objective of the Trade Corridor Enhancement Program is to fund freight infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the Commission, including Senate Bill 671 Corridors. Senate Bill 671 corridors are corridors that were identified in the Commission adopted Senate Bill 671 Assessment as freight corridors that are priority candidates for zero-emission freight. The Trade Corridor Enhancement Program also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. Projects within the boundaries of a metropolitan planning organization shall be included in an adopted regional transportation plan that includes a sustainable communities strategy determined by the California State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets, if implemented. Attachment 8 provides a list of the various goals and guiding principles.

2. Program Authority

The Road Repair and Accountability Act of 2017 or Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation was enacted with the approval of SB 103 (Chapter 95, Statutes of 2017) which directs the California Transportation Commission (Commission) to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement. The Infrastructure Investments and Jobs Act (IIJA), signed on November 15, 2021 by President Biden, continued the funding for the federal National Highway Freight Program that is used in the Trade Corridor Enhancement Program.

The Commission is responsible for programming and allocating these state and federal funds and the funds will be administered through the Trade Corridor Enhancement Program.

These guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the Trade Corridor Enhancement Program. The guidelines were developed in consultation with stakeholders representing state, regional, and local government entities, advocacy groups and private industry.

The Commission may amend these guidelines after first giving notice of the proposed amendments. The Commission will make a reasonable effort to amend the guidelines prior to a call for projects or may extend the deadline for project submission in order to comply with the amended guidelines.

3. Program Schedule

The following schedule lists the major milestones for the development and adoption of the Trade Corridor Enhancement Program:



Milestone	Date
Draft Guidelines presented to the Commission	June 27-28, 2024
Adoption of the Guidelines and Call for Projects	August 15-16, 2024
Project Nominations Due	November 22, 2024
Release staff recommendations	June 06, 2025
Program adoption	June 26-27, 2025

II. Funding

4. Funding and Program Cycle

The 2024 Program will provide two years of programming in fiscal years 2025-26 and 2026-27 for an estimated total of \$1.071 billion. Due to approved advanced programming and supplemental project funding requests, the available funding capacity for the 2024 Trade Corridor Enhancement program is \$900,389,000. Any unused balance or savings generated will be added to the available funding in the following cycle.

Over the two years in this programming cycle (2025-26 and 2026-27) it is estimated that \$254 million of National Highway Freight Program Funds will be available and that \$646 million from the Trade Corridor Enhancement Account Fund will be available. A two-year Fund Estimate is provided in Attachment 7.

5. Distribution

The Commission supports a corridor-based programming approach to the Trade Corridor Enhancement Program, which recognizes and complements the goods movement planning work already done within the major trade corridors. The Commission also recognizes and supports the key role that the state and regions have in project identification.

After consulting the California Freight Mobility Plan and conducting several stakeholder workshops, the Commission has determined that the following corridors (a.k.a. freight regions) are eligible for funding under this program:

- Bay Area (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties)
- Central Valley (El Dorado, Placer, Fresno, Kern, Kings, Madera, Merced, Sacramento, San Joaquin, Stanislaus, Sutter, Tulare, and Yolo counties)
- Central Coast (Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz counties)
- Los Angeles/Inland Empire (Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties)
- San Diego/Border (Imperial and San Diego counties)
- Other (Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, Glenn, Humboldt, Inyo, Lake, Lassen, Mariposa, Mendocino, Modoc, Mono, Nevada, Plumas, Shasta, Sierra, Siskiyou, Tahoe Basin Counties, Tehama, Trinity, Tuolumne, and Yuba counties)



California Transportation Commission 2024 Trade Corridor Enhancement Program Guidelines

The Commission acknowledges that other regions may have goods movement infrastructure needs along corridors that have a high volume of freight movement that are eligible for funding. The Commission anticipates those regions will nominate their projects for consideration.

Pursuant to Streets and Highways Code, Section 2192, 40 percent of identified program funding shall be available for projects nominated by the California Department of Transportation (Caltrans), in consultation with regional transportation agencies, and 60 percent of identified program funding shall be available for projects nominated by regional transportation agencies and other public agencies, including counties, cities, and port authorities, in consultation with the department.

The Commission has developed targets for distribution of the 60 percent of regional funds to the general freight regions identified above. The regional corridor targets are based on key freight indicators. Many of these indicators were originally used in the 2007 Goods Movement Action Plan.

In 2021, Commission staff led a workgroup of approximately 50 experts, including staff from Caltrans, regional agencies, and local governments. The workgroup held six meetings over the course of seven months to develop and come to consensus on the target methodology to be used for the Trade Corridor Enhancement Program. The following key freight indicators were used for the target methodology: value by customs district, annual truck vehicle miles travelled, average annual daily truck traffic, daily vehicle hours of delay, annual tons of emissions per day, population, maritime twenty-foot equivalent units, disadvantaged community populations, border freight, and “Other”/ “Central Coast” unfunded freight costs. In general, data was aggregated by county and grouped into the larger freight regions. The target methodology was also discussed in Trade Corridor Enhancement Program workshops.

In considering geographic balance for the overall program, the Commission may program below the targets in a region or regions to account for projects programmed from the statewide target.

The targets are neither minimums, maximums, nor guarantees. They do not constrain what any agency may propose or what the Commission may approve for programming and allocation within any particular corridor.



Programming Targets		
<i>(This table will be completed once the fund estimate is finalized.)</i>		
Statewide Target (40 percent of total funds)		
Caltrans		\$320,789,000*
Regional Corridor Targets (60 percent of total funds) \$579,600,000**		
	Percentage	Target
Bay Area/Central Valley	29 percent	\$123,354,000
Central Coast	2.5 percent	\$16,065,000
Los Angeles/Inland Empire	56 percent	\$359,856,000
San Diego/Border	10 percent	\$64,260,000
Other	2.5 percent	\$16,065,000

*40 percent of total funds is \$428,400,000. This amount is reduced by \$107,611,000 to account for approved cost increases and approved advance 2024 Trade Corridor Enhancement Programming for one project.

**60 percent of total funds is \$642,600,000. This amount is reduced by \$63,000,000 to account for the approved advance 2024 Trade Corridor Enhancement Programming for one project out of the Bay Area/Central Valley Regional Corridor Target. The \$63,000,000 reduction comes solely from that one region's target; all other targets were calculated using the original amount of \$642,600,000.

6. Matching Requirements

Projects funded from the Trade Corridor Enhancement Program require a match of private, local, federal, or state funds. The required match is 30 percent.

- For the 40 percent of funding where projects are nominated by Caltrans, no match will be required. These projects may be nominated by Caltrans or jointly nominated by Caltrans and another agency.
- For the 60 percent of funding where projects are nominated by regions, the match is required.
- When calculating the required match, the Commission will, except for State Transportation Improvement Program funding, only consider funds that are not allocated by the Commission on a project specific basis.
- The match will be calculated based on the total amount of regional Trade Corridor Enhancement Program funds being requested.
- When calculating the match, funds programmed in fiscal years prior to the first year of the requested Trade Corridor Enhancement Program funds will not be counted, unless non-



California Transportation Commission 2024 Trade Corridor Enhancement Program Guidelines

proportional spending is approved. Please note that whether or not non-proportional spending is approved, funds programmed in prior program cycles do not count towards the match requirement.

- If the initial funding request is broken into separate projects after initial programming because of project segmenting, and this impacts the regional Trade Corridor Enhancement Program funds, the local match will be re-calculated.

Costs incurred prior to allocation will not be counted towards match.

The matching funds must be expended concurrently and proportionally on the project programmed with Trade Corridor Enhancement Program funds unless the Commission approves non-proportional spending at the time of programming or allocation.

For projects receiving federal National Highway Freight Program funds, non-proportional spending must be approved by the Federal Highway Administration prior to allocation.

Adjustments will be made at project closeout to ensure matching funds were spent proportionally to the Trade Corridor Enhancement Program funds.

7. Leveraging Federal Discretionary Funds

The Commission will consider approving state Trade Corridor Enhancement Program funds in advance of the normal program approval timeframes for projects that are both eligible Trade Corridor Enhancement Program projects and are also being submitted to the federal government for federal discretionary (grant) funding. Advance funds will be considered when the applicant could use state Trade Corridor Enhancement Program Funds as a non-federal match in a federal grant application to increase the grant's competitiveness.

Commission staff must have the time needed to adequately review the project, analyze potential impacts on the applicable program cycle, and make a recommendation to the Commission. Where feasible, staff should receive applications requesting advance funds 60 days prior to the Commission meeting at which the advance funds will be voted on.

The project must demonstrate a significant freight benefit as defined in these guidelines.

These advance funds are limited to up to 50% of the applicable regional corridor target.

The federal grant must be awarded before any advance funds will be allocated via this process. If the project requesting advance funds is not successful in obtaining the federal discretionary funds, then the state Trade Corridor Enhancement funds will be returned to the regional corridor funding target and will not be awarded to the project. In that case, to obtain funds the project must compete through the regular process.

8. Funding Restrictions

Trade Corridor Enhancement Program funds shall not:

- Supplant other committed funds.
- Fund a project that is already fully funded.



California Transportation Commission 2024 Trade Corridor Enhancement Program Guidelines

- Fund a capital improvement that is required as a condition for private development approval or permits.
- Be shifted between programmed project phases/components unless the project justifies the reason for this need and obtains special approval from the Commission to do so. In order for requests to be considered, they must be submitted to Caltrans 60 days in advance of a Commission action. Any shift must be approved in advance of expenditures.
- Fund cost increases, except as noted below.

A project must demonstrate significant public benefit to be eligible for funding.

Trade Corridor Enhancement Program funding may be used to fund cost increases on Caltrans nominated projects. The Trade Corridor Enhancement Program funding available in future programming cycles will be adjusted accordingly. The Commission will allocate the cost increase on a project-by-project basis consistent with Section 23 of these guidelines. For projects jointly nominated by Caltrans and another local agency, the Commission expects the responsibility to pay for cost increases will be negotiated and agreed upon prior to application, and that this agreement will be memorialized in the baseline agreement and adhered to by all parties involved.

Each year California receives Federal-aid funding for transportation projects, including the National Highway Freight Program funding that is used in the Trade Corridor Enhancement Program. It is the intent of the Commission that California utilizes all available federal funding and does not lose federal funding because not enough projects have been federalized. To be prepared for unanticipated project delays and failures, it is necessary to federalize more projects than may ultimately be allocated federal funding while recognizing that unnecessarily federalizing a project increases project costs. In this context, “federalize” means to fund a project with federal National Highway Freight Network funds. If a project is funded with federal funds, it is then subject to federal requirements, such as National Environmental Policy Act requirements. Commission staff will work with Caltrans to update its Federal-Aid Project Funding Guidelines to specifically address the Trade Corridor Enhancement Program to establish Federal-aid funding level requirements for this program.

Applicants and implementing agencies must comply with all relevant federal and state laws, regulations, policies, and procedures.

Projects on the state highway system and/or projects implemented by Caltrans require a Caltrans approved Project Report.

9. Reimbursement

The Trade Corridor Enhancement Program is a reimbursement program for eligible costs incurred. An agency may begin incurring eligible costs upon allocation. However, reimbursement is dependent upon entering into an agreement with Caltrans. Costs incurred prior to Commission allocation and, for federally funded projects, Federal Highway Administration project approval (i.e. Authorization to Proceed) are not eligible for reimbursement.



10. Eligible Applicants

Eligible applicants are public entities, such as cities, counties, Metropolitan Planning Organizations, Regional Transportation Planning Agencies, port authorities, public construction authorities, and Caltrans.

Project proposals from private entities must be submitted by a public agency sponsor. The Commission requires private entities who are partnered with a public agency sponsor to adhere to all Commission policies and deadlines when implementing projects, as well as legal requirements for the program. A written Letter of Interest between involved parties must also be provided with the project nomination. A written Memorandum of Understanding, that outlines how all contractual arrangements will be achieved within the program's required deadlines must also be provided by the time a project Baseline Agreement is approved by the Commission, or within six months of program adoption, whichever occurs sooner. It is encouraged that potential private/public partnerships begin well in advance of application deadline to ensure compliance with Commission policies.

The Commission expects collaboration and cooperation between the applicant, implementing agency, and Caltrans for all projects. Any statements about cost increases agreed to in a project's Commission approved baseline agreement must be adhered to and baseline agreements must be consistent with these guidelines.

A nomination may identify an entity other than the applicant to be the project implementing agency. The implementing agency assumes responsibility and accountability for the use and expenditure of program funds.

The Metropolitan Planning Organizations will be responsible for compiling project nominations from their respective agencies as described in Attachment 1 Project Nominations.

11. Eligible Projects

To be eligible for funding under this program, a project must meet the following conditions:

- Be a freight infrastructure improvement with public benefits and meet the screening and evaluation criteria.
- Be compliant with Streets and Highways Code section 2192.
- Be consistent with Article XIX of the California Constitution.
- Meet the objectives of the Trade Corridor Enhancement Program and support the goals of the National Highway Freight Program, The California Freight Mobility Plan, and the California Sustainable Freight Action Plan.
- Be included in an adopted regional transportation plan by the time of program adoption and if applicable, consistent with a Sustainable Communities Strategy determined by the California Air Resources Board to achieve the region's greenhouse gas emissions reduction targets.
- As applicable by law, projects that propose to construct a toll transportation facility must request approval from the Commission to operate the toll facility in accordance with the Commission's Toll Facility Application Guidelines prior to the project being programmed.



California Transportation Commission 2024 Trade Corridor Enhancement Program Guidelines

Trade Corridor Enhancement Program funds may be used for the plans, specifications, and estimates; right-of-way; and construction phases. Trade Corridor Enhancement Program funds may not be used for the Project Approval and Environmental Documents phase.

Projects eligible for funding under the program include, but are not limited to, the following: Highway improvements, freight rail system improvements, border improvements, port enhancements, truck corridor improvements, surface transportation, local road, and connector road improvements to effectively facilitate the movement of goods, freight infrastructure (excluding vehicles) that enables zero-emission or near-zero emission goods movement, environmental/community mitigation that occurs as a part of a freight infrastructure (including zero-emission vehicles if they are part of an approved CEQA mitigation for a larger freight infrastructure project), and freight infrastructure related advanced technology. Advanced technology includes the installation of broadband (conduit and fiber) where appropriate and feasible along strategic corridors.

Purchases of human-operated zero-emission or near-zero emission equipment are eligible for funding if they are part of an infrastructure project.

Where possible, it is the intent of the Commission that the Trade Corridor Enhancement Program work in alignment with other state and federal funding programs to support projects that achieve multiple objectives, such as freight throughput, air quality, and zero emissions goals. The Commission encourages projects that align with the state's climate and equity goals as well as projects that identify and incorporate the installation of conduit and fiber optic cable where appropriate and feasible along strategic corridors.

National Highway Freight Program Fund Requirements

In addition to meeting the requirements above, projects receiving federal National Highway Freight Program funds must also meet the following requirements.

Project must comply with the provisions of Section 167 of Title 23 of the U.S. Code of Federal Regulation and be located on the Primary Highway Freight System or a designated Critical Rural Freight Corridor or Critical Urban Freight Corridor.

The designation of the Critical Rural Freight Corridor or Critical Urban Freight Corridor is not required at the time of project nomination; however, the designation must be federally approved prior to the project requesting allocation. Grade Crossing improvement projects, Grade Separation projects, Intermodal projects, and Intelligent Transportation System projects are not required to have a Critical Rural Freight Corridor or Critical Urban Freight Corridor designation.

Pursuant to federal statute, the Commission may not program more than 30 percent of the total federal yearly apportionment amount for freight intermodal or freight rail projects, which include the following:

- Projects within the boundaries of public or private freight rail or water facilities (including ports).
- Projects that provide surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into or out of the facility.

12. California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) Requirements



Design, right of way, and construction capital costs will only be programmed if the agency completes a project level environmental process in accordance with the California Environmental Quality Act (CEQA), within six months of program adoption.

If the project requires National Environmental Policy Act (NEPA) compliance, design, right of way, and construction capital costs will only be programmed if the agency completes a project level environmental process in accordance with the National Environmental Policy Act, within six months of program adoption. Furthermore, all projects subject to federal action must complete the NEPA process.

If these requirements are not met, the project will be deleted from the program. For projects that will not meet the applicable environmental requirements by program adoption, applications must explain the status of the environmental phase and the plan for environmental requirements to be met within six months of program adoption.

It is the intent of the Commission to expend all federal funds every program period, therefore, it is strongly encouraged that projects achieve NEPA clearance in order to maximize each project's federal funding eligibility. Projects with NEPA clearance may, therefore, have a higher likelihood of securing an award through the TCEP program.

13. Delivery Methods

The Commission supports and encourages innovative delivery methods. Projects using alternative delivery methods such as design-build, progressive design-build, design sequencing procurement, or Construction Manager/General Contractor delivery should be identified in the project nomination, before programming, or as soon as possible before allocation. Due to the non-traditional nature of alternative delivery methods, it is possible that projects using alternative delivery methods might not follow the same procedures as projects utilizing design bid-build delivery. Flexibility may be requested and approved consistent with programming and allocation capacity, program guidelines, and state and federal law.

For a project expected to use design-build or design-sequencing delivery method, the Commission will program the Trade Corridor Enhancement funds in the construction component of the project. The allocation however may be a combined amount to include design, right-of-way, and construction.

When using the Construction Manager/General Contractor delivery method, the project will be programmed and allocated in the same manner as design-bid-build. During the environmental or design phase, Construction Manager/General Contractor contract costs are considered environmental and/or design phase expenditures. As the project advances in the design phase, it may be desirable to separate the project into packages for efficiencies in the construction delivery. If this is the case, the project may be separated into separate delivery contracts and the Commission must be notified as soon as possible. The delivery dates and the scope of work must be consistent with the approved baseline agreement. If there is a change in cost, the change must be identified as specified in Section 23.

14. Project Segmenting

Scaling a project in segments because of its size, funding or delivery schedule may be necessary for certain large corridor projects. When segmenting a project into separate independent segments, the nomination should discuss the total corridor and the reasons for



segmenting the project. Each construction phase segment must have independent utility, meaning that each segment must have stand-alone benefits specific to that segment. The nomination should address how each segment of the corridor project will have independent utility, and how it will be delivered. The nomination should include an estimated timeline for completing the overall project and each segment in the corridor.

The evaluation of the project will be based on the segment proposed for funding. Therefore, the nomination should: clearly identify the benefits (outputs and outcomes) for the segment proposed for funding; provide a full funding plan of the segment; and demonstrate the segment has independent utility.

15. Multiple Projects / Modes / Contracts

Project nominations may include multiple modes to be delivered in separate contracts (i.e. roadwork, port/rail work, advanced technology elements) referred to as project modes. The applicant must clearly identify the scope of work for each mode. The benefits (outputs and outcomes) that will be achieved may be described for all project modes combined in the project nomination. If a proposed project mode does not show a clear connection or a benefit to the corridor, the Commission may choose not to fund that individual project mode.

If the scope of a project mode includes more than one contract to achieve the benefits as proposed (i.e. roadwork, advanced technology), the application must identify the scope, funding plan and schedule for each contract (each contract should have a Project Programming Request Form), including any contracts not requesting Trade Corridor Enhancement Funds. The nomination should explain the strategy for project delivery. If after program adoption, the project is divided into more than one contract, it should be reported as soon as possible. A project amendment will need to be approved by the Commission prior to allocation.

16. Screening Criteria

Nominations will receive an initial screening by the Commission for completeness and eligibility, before moving to the evaluation process. An agency submitting multiple project applications must clearly prioritize its project nominations.

Incomplete or ineligible applications will not be evaluated.

Nominations will be screened for the following:

- The Project Nomination form in Attachment 1 must be complete, including the performance metrics form.
- Project must be an eligible project listed in Section 11 of these guidelines.

17. Project Rating Process

All project nominations that meet the screening criteria will be selected through a competitive process by evaluating the applications for compliance with the objectives of the program and rating them based on the evaluation criteria as specified in Section 18.

Each evaluation criteria will be scored with a “High”, “Medium-High”, “Medium”, “Medium-Low” or “Low”. The highest-ranking nominations will be selected for funding. The Commission may group projects for the purposes of comparing the ratings of like applications or for purposes of comparing projects within a region.



California Transportation Commission 2024 Trade Corridor Enhancement Program Guidelines

The Commission will prioritize projects jointly nominated and jointly funded by Caltrans and local agencies, and construction ready projects. Caltrans' commitment of State Transportation Improvement Program funds or State Highway Operation and Protection Program funds will be considered joint funding.

Priority will also be given to projects that have committed discretionary federal funds at time of project nomination. The commitment should be in the form of a letter or public announcement issued by the authorizing federal agency.

To maximize the effectiveness of program funds, the Commission's intent is to fund a small number of projects which provide for the greatest benefits and may elect to only evaluate the highest priority application(s) submitted by each applicant.

The Commission may collaborate with the following state agencies when evaluating project nominations: The California Air Resources Board to review the air quality and greenhouse gas emissions benefits and Caltrans to review the Life-Cycle Benefit-Cost Analysis.

18. Evaluation Criteria

The project nomination must include information that demonstrates how the project meets each of the criteria below.

Providing information for each of these criteria is required.

Completing the performance metrics form and required back-up information will provide quantitative information for some of these criteria.

Where a project is proposed to improve private infrastructure, the Commission's evaluation will examine the public/private benefit assessment of the project.

For the criteria that are also performance metrics, the performance metrics instructions are in Attachment 4.

The governing statute for the Trade Corridor Enhancement Program (Streets and Highways Code 2192 (g)) requires the Commission to consider velocity, throughput, reliability, and congestion reduction when allocating program funds. Zero-emission infrastructure projects, when combined with projects that produce significant freight benefits, will better meet the intention of the governing statute. Projects that do not evaluate well in these freight system criteria, such as standalone zero-emissions infrastructure projects, can still be competitive when evaluated across other criteria.

Applicants must provide a response for each of the evaluation criteria listed below.

Nominations will be evaluated on the following:

- **Freight System Factors**
 - **Throughput** – Project provides for increased volume of freight traffic through capacity expansion or operational efficiency to improve the interregional transportation network and move goods to, through, and from ports. This is a performance metric and instructions are in Attachment 4.



- **Velocity** – Project increases the speed of freight traffic moving through the distribution system, including critical freight corridors and ports. This is a performance metric and instructions are in Attachment 2.
- **Reliability** - Project reduces the variability and unpredictability of travel time. This is a performance metric and instructions are in Attachment 2.
- **Transportation System Factors**
 - **Safety** - Project increases the safety of the public, industry workers, and traffic. This is a performance metric and instructions are in Attachment 2.
 - **Congestion Reduction/Mitigation** - Project reduces daily hours of delay on the system and improves access to freight facilities. This is a performance metric and instructions are in Attachment 2.
 - **Key Transportation Bottleneck Relief** - Project relieves key freight system bottlenecks where forecasts of freight traffic growth rates indicate infrastructure or system needs are inadequate to meet demand, this includes bottlenecks on critical freight corridors and near our state's borders.
 - **Multi-Modal Strategy** - Project employs or supports multi-modal strategies to increase port and transportation system throughput while reducing truck vehicle miles/hour traveled (VMT/VHT) or truck idling times.
 - **Interregional Benefits** - Project links regions/corridors to serve statewide or national trade corridor needs and to improve the interregional transportation network.
 - **Advanced Technology** – Project employs advanced and innovative technology and integrates transformative ideas to increase the amplitude of benefits for the state's people, economy, and environment. Examples include Intelligent Transportation Systems (ITS) or supporting infrastructure for deployment of current and future technologies, and those that include the installation of broadband (conduit and fiber optic cable).
 - **Zero-Emission Infrastructure** - Project supports zero-emission freight infrastructure. Sub-criteria containing instructions are provided below. Each of the sub-criteria apply to zero-emission infrastructure projects only.
- **Community Impact Factors**
 - **Air Quality Impact** – Project reduces local and regional emissions of diesel particulate (PM 10 and PM 2.5), carbon monoxide, nitrogen oxides, greenhouse gases, and other pollutants. This is a performance metric and instructions are in Attachment 2. To ensure the benefits of public health, project reduces exposure to air pollutants.
 - **Community Engagement** – In alignment with the Commission's Racial Equity Statement, nominations will be evaluated based on their ability to create mobility opportunities for all Californians, especially those from disadvantaged or historically impacted and marginalized communities. Equitable projects will demonstrate meaningful and effective public participation in decision-making processes, particularly by disadvantaged or historically impacted and marginalized communities.



Refer to the SB 1 Programs Transportation Equity Supplement included in Part VIII, Attachment 1 and use the indicators and examples provided to respond to this criterion.

- Identification: Identify the disadvantaged or historically impacted and marginalized communities within the project study area. Provide a demographic profile and metropolitan area map that identify locations of disadvantaged or historically impacted and marginalized communities within the project study area.
- Engagement: Explain how communities in the project study area were engaged to identify their needs. If there are disadvantaged or historically impacted and marginalized communities within the project study area, how did the agency directly engage them? How was community feedback incorporated into the project? How did the agency inform the community about whether their feedback was incorporated into the project?
- Outcomes: Describe how the project scope was developed with community feedback. Was the alternatives analysis developed to include community feedback? Can the agency demonstrate its partnership and collaboration with the disadvantaged or historically impacted and marginalized communities? Identify any strategies included in the project scope that avoid or minimize impacts on disadvantaged or historically impacted and marginalized communities.
- Impacts: How did the agency assess if the project would cause any disparate impacts on the basis of race, color, socioeconomic status, gender, sexuality, disability status, or national origin? If disparate impacts were identified, did the agency consider and incorporate alternate options as applicable?

Pre-existing community engagement plans and activities developed and implemented in the project study area in the recent past (at most five years before program guidelines adoption) may be referenced to respond to this criterion. The nomination must explain how and why the pre-existing community engagement plans and activities are still applicable and why developing new community engagement plans and activities was either not feasible or not necessary. Provide the month and year the existing community engagement plans and activities were finalized and implemented. Include information about any community engagement plans and activities that are under development or planned for the near-term future (within two years) specifically for the nominated project.

- **Economic Impact** – Project stimulates local economic activity, enhances trade value, preserves or creates jobs, enhances California’s freight competitiveness, improves the economy, and when looking at the overall need, benefits and cost, the project provides more benefits than costs. Jobs created and the benefit cost ratio are performance metrics and instructions are included in Attachment 3. If applicable, provide the number and types of jobs created by this project’s delivery, include any efforts to develop local jobs and workforce development



opportunities consistent with federal and state laws. For more information about workforce development, visit the California Workforce Development Board's website. Economic Impact should also include the development of local and prevailing wage jobs and workforce development opportunities consistent with federal, state, and local laws or ordinances.

- **Other factors, including:**
 - **Urgent Freight Need** - How well the project addresses the state's most urgent freight needs.
 - **Project readiness and reasonableness of the schedule for project implementation, including the following:**
 - Progress towards achieving environmental protection requirements.
 - The comprehensiveness and sufficiency of agreements with key partners (particularly infrastructure owning railroads) that will be involved in implementing the project.
 - **Leveraging Funds** - The leveraging and coordination of funding from other private, federal, state, local or regional sources, with consideration of those sources that are discretionary compared to those that are nondiscretionary.
- **Zero- Emission Infrastructure Sub-Criteria:**
 - **Number of electric chargers or hydrogen dispensers** – how many electric chargers or hydrogen dispensers will be onsite? If there are electric chargers, what level are they (for example, is it a level 2 charger or a level 3 charger)?
 - **Zero-emission truck throughput** – the capacity of a station to support zero-emission truck movement. The estimated average annual number of zero-emission trucks on roads near (within 2 miles) the project segment in fiscal year (FY) 2044-45 (which represents year 20 after TCEP cycle 3 ends) multiplied by the anticipated station utilization rate.
 - **Proximity to “Top 6” and Zero-Emission Freight Corridors** – is the zero-emission infrastructure located 5 miles or less from interstate exits or highway intersections along one of the “Top 6 Freight Corridors” identified in the Senate Bill 671 Clean Freight Corridor Efficiency Assessment or along one of the Zero-Emission Freight Corridors identified in the National Zero-Emission Freight Corridor Strategy? For a list of the “Top 6 Freight Corridors”, see the Clean Freight Corridor Efficiency Assessment in Attachment 6.
 - **Proximity to major routes** – is the zero-emission infrastructure located 5 miles or less from interstate exits or highway intersections along one of the 34 “Priority Freight Corridors” identified in the Senate Bill 671 Clean Freight Corridor Efficiency Assessment? For a full list of the 34 Priority Freight Corridors, see the Clean Freight Corridor Efficiency Assessment in Attachment 6.
 - **Proximity to key freight locations** – is the zero-emission infrastructure located 2 miles or less from a port of entry (maritime or land), warehouse, logistics center, or transloading facility?
 - **Proximity to Other Charging/Refueling Infrastructure** – when looking at the truck route nearest to the zero-emission station being submitted for funding, how many other existing or funded zero-emission stations designed for trucks are located within 50 miles for battery electric charging stations and 270 miles for



hydrogen fueling stations? If other zero-emission truck stations are located nearby but are closer to other routes, please note that. Also specify whether the nearby stations are public or private.

- **Size of station land** – how large is the zero-emission truck station in square feet and is there an ability to expand the size of the station in the future?
- **Truck parking** – how many truck parking spaces will be onsite at the zero-emission charging or hydrogen fueling station?
- **Zoning** – what is the zoning designation for project area where the zero-emission truck station will be located? Is it industrial, commercial, or another type of land?
- **Proximity to residential neighborhoods** – how far is the zero-emission truck station from a residential community? In addition, how far is the zero-emission truck station from a low-income community and disadvantaged community? If the project is in or close to a residential community, please demonstrate how the community was included and engaged throughout the project development process to ensure their input is reflected. Please refer to the SB 1 Programs Transportation Equity Supplement for additional information.
- **Grid readiness or proximity to hydrogen supply** – if nominating a battery electric truck charging station, what is the maximum power output needed at the site and what is the estimated average annual electricity needed at the site? Is this level of output and annual electricity currently available at the site? If no, is there an estimated timeframe for when this will become available? For hydrogen fueling truck stations, how far is the site from the hydrogen distribution facility that will support the station? What is the plan for delivering hydrogen to the station? Will hydrogen be stored on location?

Zero-Emission Infrastructure Instructions

These are instructions for the zero-emission infrastructure criteria under the Transportation System Factors section of the above evaluation criteria.

"Zero-emissions vehicle" or "ZEV" means a vehicle with a zero-emissions powertrain that produces zero exhaust emission of any criteria pollutant (or precursor pollutant) or greenhouse gas under any possible operational modes or conditions.

"Zero-emission vehicle infrastructure" means fueling infrastructure that provides the appropriate fuel type to power a zero-emission vehicle and is equipped with a fueling interface that is compatible with the vehicles being charged or refueled.

"Near-zero emission infrastructure" means infrastructure that supports vehicles, fuels, and related technologies that reduce greenhouse gas and criteria pollutant emissions and improve air quality when compared with traditional diesel trucks. Near-zero emission infrastructure may include infrastructure that supports technologies that provide a pathway to emissions reductions, advanced or alternative fuel engines for long-haul trucks, and hybrid or alternative fuel technologies for trucks and off-road equipment.

In the interests of promoting safety and infrastructure workforce development, prime contractors for the installation of zero-emission infrastructure shall be licensed with an A, B, or C-10 classification. Prime contractors and subcontractors shall participate in Apprenticeship programs approved by the State of California, Division of Apprenticeship Standards that have a proven



California Transportation Commission 2024 Trade Corridor Enhancement Program Guidelines

track record of annually graduating persons from disadvantaged and low-income communities (“California Climate Investments Priority Populations”). As a part of the response to these criteria, the applicant should confirm that all contractors will be prequalified accordingly. To be eligible to work on zero-emission infrastructure projects, contractors and sub-contractors must not be found in willful violation of labor law.

Also, applicants should consider contractors with Electric Vehicle Infrastructure Training Program certifications where the scope of work requires a state licensed or certified electrician for installation of electric charging infrastructure for medium-and heavy-duty vehicles. This would align with existing requirements of other state funding programs administered by the California Air Resources Board, the California Energy Commission, and the California Public Utilities Commission.

For this criterion, please describe how the project supports the transition to zero-emission freight infrastructure. If this project does not support zero-emission freight infrastructure, please state that.

Actions that support the transition to zero-emission freight infrastructure include, but may not be limited to, the following:

- Building zero-emission infrastructure that supports freight.
- Improving access to freight charging or hydrogen fueling infrastructure to refuel battery electric and fuel cell powered trucks.
- As a part of a larger port freight infrastructure project, buying zero-emission or near-zero-emission human-operated equipment.

All zero-emission infrastructure, technology, battery electric charging stations, or hydrogen refueling stations must be primarily designed for freight, this includes medium and heavy-duty vehicles. Regarding zero emissions, only zero-emission infrastructure for freight is eligible under the Trade Corridor Enhancement Program, unless it is included as environmental (NEPA/CEQA) mitigation that is part of a larger freight infrastructure project. Within this context, any type of zero-emission infrastructure technology is allowable. This includes electric vehicle charging, fast charging, hydrogen, or other technology; and upgrades to maintenance facilities supporting zero-emission vehicles. It also includes different charging station types. The applicant will need to demonstrate how the infrastructure is compatible with and capable of refueling project related freight equipment, that stakeholders and the community were consulted, and the infrastructure will be used and maintained once it is built. A project could potentially score higher if it is building infrastructure that supports both electric and hydrogen charging.

The benefits described should be within the project study area.

Please note that if a port freight infrastructure project meets the general eligibility guidance from section 11 of these guidelines and includes the purchase of fully automated cargo handling equipment, it is not statutorily eligible for funding. However, if a port freight infrastructure project meets the eligibility requirements in section 11 and includes the purchase of human-operated zero-emission or near-zero-emission equipment, the project is eligible for funding.



Installation of zero-emission charging or hydrogen refueling infrastructure should be publicly accessible. Please state whether the infrastructure will be primarily for public or private use. Projects that serve only a private use are not eligible for federal or state funding.

If the project has a mix of private and public benefits, complete the public/private cost benefit analysis requested in the “Other” section of the Nomination Form and explain what the public benefits of the project are.

19. Other Project Information Areas

The information below is requested as a part of project applications. This information is not evaluated however it is captured for project informational purposes.

Project nominations must demonstrate the project’s consistency with identified co-benefits of the proposed project. Projects funded in the Trade Corridor Enhancement Program are expected to provide diverse benefits in a variety of areas, which may include some or all the criteria identified below. If an area below is not relevant to a project, please write “Not applicable” in your application.

Below are instructions for the following subject matter areas:

- **Accessibility** – Project improves access to jobs or key destinations, improves access for specific populations, or improves transportation options.
- **Climate Change Resilience and Adaptation** – Project identifies and includes project features or strategies to mitigate the impacts of climate change.
- **Protection of Natural and Working Lands, and Enhancement of the Built Environment** – Does the project minimize the impact on natural and working lands (e.g., forests, rangelands, farms, urban green spaces, wetlands, and soils) or incorporate natural and green infrastructure?
- **Public Health** – This section outlines the areas in which these guidelines capture public health information, and reviewer considerations related to public health.

A. Accessibility

There are many different ways a project may improve access. For example, a project may improve access to jobs or key destinations by allowing people to get there faster, adding more or different routes, or improving connections between existing transportation options. A project may also improve access for a specific group of people, such as a disadvantaged community or low-income population.

Since there are many different types of projects and ways in which a project may improve access, it is up to the applicant to demonstrate how the project improves access.

The definition of improved accessibility includes but is not limited to any improvement in the ability of a person to travel to or from a destination, such as a job; improvement in the options for how a person can travel to and from a destination, such as via car or train; and improvement in the ease with which a person can travel to or from a destination. The benefit may focus on specific segments of the population, such as improving access for the low-income people or people with disabilities.

Required Information



California Transportation Commission 2024 Trade Corridor Enhancement Program Guidelines

When determining access, first consider a few high-level questions to help define the improvement. For example:

- What segment of the population will access be improved for?
- What modes of travel (including roads, transit, walkways, bikeways) are located near the project?
- Where are the jobs or key destinations people will be able to access?

When considering access to jobs, determine the relevance of the jobs to the people who would benefit from the improved access. For example, if the project connects a university town neighborhood where many academics live with a new e-commerce distribution center, that connection has limited benefits, because the people living in that community are not likely to work at the distribution center. On the other hand, if the project makes it easier for port workers who live in a suburban neighborhood to get to their jobs on the coast, that improvement may have a significant impact.

In the application, please include the following information.

- A summary statement about what type of access improvement the project is making. Access improvements may include:
 - Improving travel times for residents to jobs or key destinations.
 - Adding a road, bus, or train route that provides additional options and better travel times.
 - Adding new access points, such as a new on or off-ramp.
 - Improving connections, by building a bike path, an overpass, a better offramp, a walking trail, etc.
 - Improving access for a specific type of population, such as a low-income, disadvantaged, individuals with disabilities or other vulnerable population.
- Specific examples that demonstrate how the access is being improved. Examples may include:
 - Creates a bike path that connects a low-income community to a local high school.
 - Adds a new offramp connecting the highway to a new warehouse, thereby allowing trucks to access the warehouse and bringing more jobs to the community.
 - Improves traffic flow on a congested highway, allowing residents to get to their jobs and other key destinations more quickly.
 - Adds a commuter train route connecting a workforce that lives in a particular area with their jobs that are located at ports.
- A map showing relevant areas that helps demonstrate the access improvement.
- Any relevant data or statistics that supports your claim.

Tools

There are a variety of different tools available to use. Below is a list of resources, with some instructions, that can be used to demonstrate access improvements.



California Transportation Commission
2024 Trade Corridor Enhancement Program Guidelines

- i. **OnTheMap**. This is a free online mapping tool available here: <https://onthemap.ces.census.gov/>. Using this map, you can identify population, jobs, and key destinations. To use this tool:
 - a) First, identify how you want to identify the location (county, workforce investment area etc.) on the “Start” tab.
 - b) Next, choose a map area to measure (a.k.a. “buffer”) on the “Selection” tab.
 - c) Click on the option that says, “Perform Analysis on Selection Area.” Different datasets will appear, such as jobs, areas of comparison, or destination.
- ii. **Poverty Data from the United States Census Bureau**. This is a free online resource available here: https://data.census.gov/map?layer=VT_2022_040_00_PP_D1&loc=43.3751,-113.1138,z2.6270The United States Census Bureau (the same entity that provides the “OnTheMap” tool) has poverty data available by county, census tract, or other categories. This can be helpful in determining low-income areas or low-income population affected by the project.
- iii. **TOD Database**. This is a free online mapping tool related to transit. It is available here: <https://toddata.cnt.org/>. You must create a user account in order to use this database. Not all areas in California are covered, but the major areas that have transit systems are included. The map shows existing, planned, and proposed transit in these areas. It also shows population, median household income, and other things. You can use this database to build a custom report that shows the low-income population near transit.
- iv. **TransitCenter Equity Dashboard**. This is a free online map/dataset tool available here: <https://dashboard.transitcenter.org/> This tool only has information for Los Angeles and San Francisco – Oakland. Within these areas, it has access information already gathered, and allows you to search by job type or destination, time of day, time travelling, and region. It also has other data available.
- v. **CalEnviroScreen Data File**. This is a free online datafile that is available here: <https://oehha.ca.gov/media/downloads/calenviroscreen/document/calenviroscreen40resultsdatadictionaryf2021.zip>. This ZIP file contains a Microsoft Excel file which organizes data by census tract number and by county. It has many helpful datasets that can be used in demonstrating access. For example, it has a “Poverty” and “Poverty Pctl” column (column AX and AY in the “CES4.0FINAL_results” tab) that can be used to determine low income populations near transit.
- vi. **California Climate Investments Priority Populations**. This is a free online map/dataset tool that identifies the location of disadvantaged communities and low-income communities as defined for California Climate Investments. It is available here: <https://webmaps.arb.ca.gov/PriorityPopulations/>.
- vii. **Geographic Information System (GIS) Mapping**. This is a data mapping tool that must be purchased and installed before it can be used.



- a) Create custom data associated with custom geographies, such as Master Geographic Reference Areas, traffic analysis zones, or other geographies. The data can be prepared as a geographic data file.
- b) Once the data is prepared, import the data into GIS as a layer.
- c) Select a point or points on the GIS map. You can create connections or “unions” between multiple locations, and you can create connections, or “intersections” between the locations and the data layer you imported. In ArcGIS, this is in the Geoprocessing menu.

B. Climate Change Resilience and Adaptation

Climate change resilience refers to the capacity of any entity, such as a transportation agency, to prepare for weather-related disruptions, to recover from shocks and stressors, and to adapt and grow from a disruptive experience. Climate change impacts – including increased wildfires, droughts, landslides, rising sea levels, floods, severe storms, heat waves, and impacts to wildlife – are occurring and will only become more frequent and severe. Climate change poses many threats to our communities’ health, well-being, environment, and property, and to the resilience of the State’s transportation system upon which we all rely.

Climate resilience and adaptation are often discussed together; however, adaptation is typically an action or set of actions, while resilience describes the desired outcome. Resilience is achieved through a series of adaptation steps that aim to make adjustments in natural or human systems in response to actual or expected impacts from climate change and extreme weather events.

Incorporating adaptation elements into transportation projects will enhance the resiliency of California’s transportation system to protect the infrastructure itself as well as Californians from climate impacts. Preparing for the impacts of climate-related disasters will also support preparedness for other potential disasters, such as earthquakes. These measures are critical to ensure the safety of Californians, the health of the State’s economy, and they will extend the lifespan of our infrastructure.

Project Benefits: Climate Resilience and Adaptation

To communicate a project’s benefits related to advancing climate change resilience, an applicant should identify both the climate change impact(s) that are occurring or anticipated, and the adaptive strategies. Identifying which climate change impacts will be felt, as well as the level of risk they pose, to a transportation asset is a key step in identifying the appropriate adaptation strategies.

Climate change impacts include:

- Changes in temperature, including more frequent and severe extreme heat events
- Changes in precipitation, including extreme rainfall and drought
- Wildfire
- Sea level rise and storm surge

Secondary climate change impacts include, but are not limited to the following:

- Flooding
- Severe Storms



California Transportation Commission 2024 Trade Corridor Enhancement Program Guidelines

- Landslides
- Cliff retreat

It is recommended that the applicant evaluate multiple adaptation strategies during the development of the project and provide sufficient evidence for choosing certain strategies over others.

Examples of climate change adaptation strategies:

- Including roadway warning systems for extreme weather events.
- Realigning or relocating transportation infrastructure that is impacted by sea level rise.
- Incorporating nature-based solutions, such as wetlands restoration, along transportation corridors to protect infrastructure from flooding and storm impacts.
- Including covers over a pedestrian path with shade or other means of cooling in locations expected to see temperature increases.
- Replacing wooden infrastructure with fire-resistant infrastructure in areas vulnerable to wildfire.
- Including energy storage solutions to both safeguard against loss of power and to support electric vehicles in case of climate-related grid disruptions (which can include public power safety shut-offs).
- Including a wildlife crossing element for species that are intended to shift migratory patterns due to climate change.
- Incorporating 'Complete Street' elements, such as street trees, to provide cooling and shade for pedestrians and bicyclists in locations expected to see temperature increases.
- Providing evacuation planning and infrastructure to deploy expanded throughput or transportation options and temporary increases in person throughput (such as through reversible lanes) in corridors that have been identified to support emergency evacuation.
- Prioritizing conservation of roadside fire-resistant native plant species that may expand fuel breaks and adaptation to fire risk.
- Integrating fire-resistant native vegetation, rocks and other hardscaping features, and road placement to limit fire spread in communities vulnerable to wildfire.

Resources

The resources below are included to assist applicants with measuring and communicating the potential climate change impacts to projects and adaptive strategies that can be pursued. These resources are not intended to be an exhaustive list, and applicants are encouraged to also refer to local resources (climate action plans or climate adaptation plans for instance) and expert testimony.

State Resources to Identify Climate Change Impacts:



These resources were created by the State to both identify climate impacts in California as well as provide guidance on adaptation and resilience planning.

- **Climate Change and Health Vulnerability Indicators (CCHVIs) for California:** The CCHVIs include "health indicators, narratives, and data to provide local health departments and partners tools to better understand the people and places in their jurisdictions that are more susceptible to adverse health impacts associated with climate change, specifically extreme heat, wildfire, sea level rise, drought, and poor air quality. The assessment data can be used to screen and prioritize where to focus deeper analysis and plan for public health actions to increase resilience. You can access this tool here: <https://www.cdph.ca.gov/Programs/OHE/Pages/CC-Health-Vulnerability-Indicators.aspx> or here: <https://skylab.cdph.ca.gov/CCHVIZ/>
- **Cal-Adapt:** Cal-Adapt provides State-endorsed climate change projections for the primary climate impacts listed above through various tools and datasets, providing climate information specific to California. <http://cal-adapt.org/>
- **California Heat Assessment Tool:** This tool allows applicants to understand and identify how extreme heat from climate change will impact specific communities across the state. It is available here: <https://www.cal-heat.org/explore>.
- **"Extreme Heat" edition of the Healthy Places Index:** This edition of the Healthy Places Index was developed by Public Health Alliance of Southern California in partnership with the UCLA Luskin Center for Innovation. "The tool provides datasets on projected heat exposure for California, place-based indicators measuring community conditions and sensitive populations. It also provides a list of state resources and funding opportunities that can be used to address extreme heat. <https://heat.healthyplacesindex.org/>
- **California Ocean Protection Council's Sea Level Rise Policy Guidance:** For sea level rise specifically, applicants should consult the OPC's sea level rise guidance for additional information on evaluating and planning for sea level rise risk that is not captured on Cal-Adapt. https://opc.ca.gov/webmaster/ftp/pdf/agenda_items/20180314/Item3_Exhibit-A_OPC_SLR_Guidance-rd3.pdf
- **Caltrans Vulnerability Assessments:** To ensure the resiliency of the State Highway System, Caltrans conducted vulnerability assessments statewide to identify vulnerable segments to climate change and extreme weather events. These reports can be used to see vulnerability of the State Highway System to various climate impacts in Caltrans Districts. <https://dot.ca.gov/programs/transportation-planning/2019-climate-change-vulnerability-assessments>
- **Fire Hazard Severity Zones Map:** While most of California is subject to some degree of fire hazard, there are specific features that make some areas more hazardous. This mapping utility may help applicants identify areas based on the severity of fire hazard that is expected to prevail there, considering factors such as fuel, slope, and fire weather. The map is intended to be used for implementing wildland-urban interface building standards for new construction and property development standards such as



road widths. This resource is available here: <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>

- **State Guidance on Resilience Planning: The Adaptation Planning Guide:** This resource, which is accessible in an interactive format as well as for download on the State's Adaptation Clearinghouse, was created by the State in 2020 to provide guidance to local governments on local adaptation and resilience planning. It contains a step-by-step process that communities can use to plan for climate change (including identifying climate impacts), and it was designed to be flexible and responsive to community needs. It also contains a summary of statewide guidance, resources, and tools, as well as best practices, best available science, and the latest updates to state plans, policies, programs and regulations. Importantly, equity and community engagement considerations are integrated throughout all planning phases. <https://resilientca.org/apg/>
- **Strategic Fire Plan for California:** CalFire's Plan provides objectives to achieve a vision for infrastructure that are more fire resistant and a natural environment that is more fire resilient. Applicants may review Unit Strategic Fire Plans to explore county-specific fire management strategies and tactics that should be considered when designing projects. This resource can be found here: <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/fire-plan/>
- **Defining Vulnerable Communities in the Context of Climate Adaptation:** This resource guide includes information on publicly available tools and resources that may be used to define vulnerable communities in an adaptation context. While definition of "vulnerable communities" provides clarity on the underlying factors of community vulnerability, and how these are exacerbated by climate impacts, a definition alone may not provide the level of detail needed to take actionable steps within the context of climate adaptation plans and implementation actions. The California Governor's Office of Planning and Research, with input from the Integrated Climate Adaptation and Resiliency Program (ICARP) Technical Advisory Council, developed this resource guide as a starting point for practitioners to use when first considering how to define vulnerable communities in an adaptation context. [https://opr.ca.gov/docs/20200720-Vulnerable Communities.pdf](https://opr.ca.gov/docs/20200720-Vulnerable_Communities.pdf)
- **California's Fourth Climate Assessment:** California's Climate Change Assessments contribute to the scientific foundation for understanding climate-related vulnerability and informing resilience actions. There were some studies performed on transportation in the Fourth Climate Change Assessment, which can be found under "Technical Reports". The Statewide Summary Report also offers a statewide view of climate impacts to various sectors. <http://www.climateassessment.ca.gov/>

Identifying Adaptation Strategies

- **Caltrans Adaptation Strategy Report:** This report was released in 2020 to provide information and recommendations to Caltrans on integrating adaptation into project planning and implementation. Appendix A, which starts on page 100, provides detailed information on the representative types of projects that Caltrans will likely be implementing more regularly in the future due to climate change and associated



changing weather patterns. This information may also be useful for applicants in considering various adaptation strategies to climate impacts.

- **California Adaptation Clearinghouse:** The Adaptation Clearinghouse is the State of California's consolidated searchable database of resources for local, regional, and statewide climate adaptation planning and decision-making. These resources include examples of adaptation strategies for transportation projects. Also as mentioned above, the Adaptation Planning Guide, housed on the site, can offer guidance on adaptation strategies as well. <https://resilientca.org/>
- **Sacramento Area Council of Governments (SACOG) Project-Level Adaptation Strategies Guidance Document:** This report provides guidance for transportation practitioners for addressing climate change risk at the project-level in the Sacramento Region, but practitioners working in other regions may also find it useful. https://www.sacog.org/sites/main/files/sacog_project-level_climate_adaptation_strategies_for_transportation_guidance_report.pdf
- **California Coastal Commission Sea Level Rise Policy Guidance:** This guide provides an overview of the science on sea level rise for California as well as adaptation strategies. https://documents.coastal.ca.gov/assets/slr/guidance/2018/7_Ch7_2018AdoptedSLRGuidanceUpdate.pdf

C. Protection of Natural and Working Lands and Enhancement of the Built Environment

Natural and working lands have the potential to sequester carbon, reduce greenhouse gas emissions, and increase the capacity for California to withstand climate impacts.¹ In addition, projects can increase carbon sequestration in the natural and built environments through natural and green infrastructure. Executive Order B-30-15 directs state entities to give priority to natural and green infrastructure in its plans and investments.

This project information area looks at whether the project employs land conservation measures and integrates natural or green infrastructure.

Employ Land Conservation Measures

Projects should aim to protect natural and working lands from conversion to more intensified uses and enhance biodiversity by supporting local and regional conservation planning that focuses development where it already exists and aligns with conservation priorities to reduce transportation's impact on the natural environment. Examples of land conservation measures include:

- Prioritizing large habitat preservation, particularly in any environmentally sensitive areas, and locating construction along existing transportation corridors.
- Avoiding habitat/population fragmentation and invasive species expansion.

¹ CalEPA, et. al., January 2019 Draft California 2030 Natural and Working Lands Climate Change Implementation Plan, April 2019, available at: <https://ww2.arb.ca.gov/resources/documents/nwl-implementation-draft>.



California Transportation Commission 2024 Trade Corridor Enhancement Program Guidelines

- Design and incorporate wildlife crossing/passage structures to allow movement of plants and animals between different habitats.
- Design structures that reduce stressors (e.g., erosion and sedimentation) impacting water bodies.
- Implement species and habitat mitigation measures, such as restoration activities or establishing permanent conservation easements.

Natural or Green Infrastructure Solutions

Projects should evaluate whether natural or green infrastructure solutions are available to integrate into design. These are natural/ecological processes and features that are engineered to supplement traditional built infrastructure, which can provide benefits such as water catchment, infiltration, and surface cooling. Examples of this hybrid use of natural infrastructure include:

- Planting trees along streets and walkways, and
- Creating urban greenspaces, such as public parks or gardens.

Resources

The resources below are included to assist applicants with considering strategies that can be pursued to protect natural and working lands. These resources were created to both identify impacts on natural and working lands in California as well as provide guidance on conservation, restoration, and management activities. These resources are not intended to be an exhaustive list, and applicants are encouraged to also refer to local resources.

- **Areas of Conservation Emphasis:** The Areas of Conservation Emphasis is an effort from the California Department of Fish and Wildlife to gather spatial data on wildlife, vegetation, and habitats from across the state, and then synthesize this information into thematic maps to determine locations to prioritize biodiversity conservation, habitat connectivity, and climate change resiliency. The maps may help applicants to obtain a coarse level view of information for conservation planning purposes. Resource available here: <https://wildlife.ca.gov/Data/Analysis/Ace>
- **California 2030 Natural and Working Lands Climate Change Implementation Plan:** The natural and working lands implementation plan aims to coordinate all natural and working lands programs under a united approach that will move the State towards the combined goal of maintaining a resilient carbon sink and improved air and water quality, water quantity, wildlife habitat, recreation, and other benefits. Applicants may use this resource to explore mitigation strategies when siting projects in or near existing natural and working lands. Resource available here: <https://ww2.arb.ca.gov/our-work/programs/natural-and-working-lands>
- **California Biodiversity Collaborative:** Established by Executive Order N-82-20, the collaborative brings together state agencies, other governmental partners, California Native American tribes, experts, business and community leaders and other stakeholders from across California to protect and restore the State's biodiversity.



Applicants may engage with the collaborative during the planning process to help advise on potential project impacts and mitigation strategies. Resource available here:

<http://biodiversity.ca.gov/>

- **Natural Community Conservation Plans:** Working with landowners, environmental organizations, and other interested parties, a local agency oversees the numerous activities that compose the development of a Natural Community Conservation Plan. The plans help applicants identify strategies that support the regional protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. Resource available here:
<https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans>
- **State Wildlife Action Plan 2015 Transportation Companion Plan:** The California State Wildlife Action Plan 2015 Update provides a vision and a framework to sustainably manage ecosystems across the state in balance with human uses of natural resources. The transportation companion plan provides guidance on methods to incorporate natural and wildlife resource conservation in transportation project planning and can help applicants identify adaptation strategies. Resource available here:
<https://wildlife.ca.gov/SWAP/Final/Companion-Plans>
- **TerraCount:** This tool models the greenhouse gas and natural resource implications of different development patterns and management activities. TerraCount can allow applicants to evaluate the application of management activities including restoration activities, such as riparian restoration, and avoided conversion, such as avoided conversion of agricultural land to development. Resource available here:
<https://maps.conservation.ca.gov/terracount/>

D. Public Health

Public health has many aspects and can be described in both quantitative and qualitative terms. The facets most easily connected to transportation planning include the categories of physical activity and mental health; traffic safety; environmental quality and pollution exposure; and accessibility to health-promoting goods and services.

These guidelines collect information about public health in the safety performance metric (which is also an evaluation criterion), the air quality performance metric (which is also an evaluation criterion), and the accessibility information request that is part of this section. In addition, the community engagement evaluation criterion requires applicants to consider health impacts to communities disproportionately burdened by air pollution.

In addition to these measures, project designs that remove or alleviate conflicts between freight vehicles and other travel modes are encouraged. For example, the inclusion of protected intersection designs or signal phasing in locations with existing freight/active transportation conflicts would improve safety and support physical activity.

Project evaluators will take into consideration the need to reduce toxic air pollutants in the most polluted and/or vulnerable communities. This will be reflected in the evaluation of the air quality evaluation criterion and the community engagement evaluation criterion.



20. Programming Capacity

The Trade Corridor Enhancement Program will be developed consistent with the estimated annual amount of funds available based on 50% of the revenues generated by the diesel fuel excise tax imposed by state statute and the obligation authority limits on the National Highway Freight Program.

21. Program of Projects

The program of projects is a list that is created at the beginning of each cycle that shows which Trade Corridor Enhancement Program funds were approved for each selected project. The program of projects will include, for each project, the amount to be funded from the Trade Corridor Enhancement Program, the fiscal year in which the Trade Corridor Enhancement Program Funds are programmed, and the estimated total cost of the project.

Caltrans and Commission staff will have additional details such as the phase funded for each project in their tracking documents.

Project costs must be programmed in the fiscal year the work can be done. In other words, Trade Corridor Enhancement Program Funds will be programmed in the fiscal year in which the phase is implemented, not before.

For Caltrans implemented projects, the cost of right-of-way support and construction support will be separated out and programmed separately from the right-of-way capital and construction capital cost.

22. Committed/Uncommitted Funds

The Commission will program and allocate funding to projects in whole thousands of dollars and will include a project only if the phase being funded is fully funded from a combination of Trade Corridor Enhancement Program funds, other committed funds, and eligible uncommitted funds.

The Commission will regard funds as committed when they are programmed by the Commission or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution.

For federal formula funds, including Surface Transportation Block Grant, Congestion Mitigation and Air Quality, and federal formula transit funds, the commitment may be by federal Transportation Improvement Program adoption. For federal discretionary funds, the commitment may be by federal approval of a funding grant agreement or by grant approval.

Uncommitted funds may only be from the following competitive programs: the Solutions for Congested Corridors Program, the Local Partnership Program, or a federal discretionary grant program. The applicant must indicate its plan for securing a funding commitment; explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments must be secured prior to July 1 of the year in which the project is programmed, or the project will be removed from the program.



Projects programmed by the Commission in the Trade Corridor Enhancement Program will not be given priority in other programs under the Commission's purview.

III. Project Amendments

23. Amendment Requests

Project amendments will be considered for the Trade Corridor Enhancement Program as follows:

- **Scope Changes** – The Commission may not consider changes to the scope of the project unless the change is minor and has no impact to the project benefits or the scope change increases the benefits of the project. The Commission should be notified as soon as possible of a change in project scope. In the case where scope changes are significant, and the project benefits are less, the Commission will evaluate the proposed changes and make a determination to either continue funding the project with reduced TCEP funds or to delete the project from the program through a formal amendment.
- **Cost Changes** – The Trade Corridor Enhancement Program will not participate in cost increases to the project, except as allowed under Section 8 for Caltrans nominated projects. Any cost increases must be funded from other fund sources. If there is a change in the cost estimate, the Commission should be notified as soon as possible in writing explaining the change and the plan to cover the increase. A revised Project Programming Request form identifying the source of funding must also be included as described below.
- **Schedule Changes** – Schedule changes to a project will not be considered unless a time extension was approved as specified in Section 26. For projects programmed in the last year of the Trade Corridor Enhancement Program, the implementing agency may request to reprogram the project only once with justification. The request must include: a cover letter from all the partners that nominated the project; a clear and concise explanation for the request; the extraordinary circumstances that led to the request; consequences if the request is not approved; and an updated Project Programming Request. The Commission may approve the request only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the change.

General Instructions for All Amendments:

- Implementing agencies must notify Caltrans in writing of proposed project amendments.
- Caltrans shall coordinate all amendment requests and utilize the Project Programming Request to help document the change.
- In a timely manner, Caltrans will review the proposed amendment change and forward the proposed amendment change with Caltrans' written analysis and recommendation to the Commission for the Commission's approval.
- The written notification to Caltrans must include:
 - An explanation of the proposed change.



California Transportation Commission
2024 Trade Corridor Enhancement Program Guidelines

- The reason for the proposed change.
 - The impact the proposed change would have to the project.
 - An estimate of the impact the proposed change would have on the potential of the project to deliver the project benefits as compared to the benefits identified in the project application (increase or decrease in benefits) and an explanation of the methodology used to develop the aforementioned estimate.
 - A revised Project Programming Request form must be included in the notification.
- Project amendments requested by implementing agencies, must be consistent with program guidelines, and shall receive the approval of all partner and funding entities before presentation to the Commission.
 - Amendment requests should be submitted in a timely manner and include documentation that supports the requested change and its impact on the scope, cost, schedule, and benefits (outputs and outcomes).
 - Commission staff will present recommended changes deemed by staff to be minor changes, such as those with little or no impact to project benefits or which increase the benefits of the project, to the Commission as a part of the project allocation request. Staff will present all other amendment changes to the Commission as project amendments.

24. Allocation Requests

The Allocation Submission, Review, and Approval Process

When an agency is ready to implement a project component/phase, the following steps will occur as part of the allocation approval process.

1. The agency submits a request to Caltrans **at least 60 days prior** to the meeting in which they wish to have the allocation approved.
 - a. This allows time for Caltrans review and recommendation, Commission staff review and recommendation, and Commission allocation.
 - b. Where the project is to be implemented by an agency other than the applicant, the allocation request must include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency.
2. Caltrans will review the allocation request and provide a recommendation to Commission staff for review.
3. Commission staff will review the allocation request when Caltrans provides the request and a recommendation on how to proceed.
4. The recommendation from Caltrans must include:
 - a. A determination of project readiness
 - b. The availability of appropriated funding
 - c. The availability of all identified and committed supplementary funding
 - d. Consistency with the executed Baseline Agreement, if applicable.



- e. For a construction allocation recommendation, certification from Caltrans showing that a project's plans specifications and estimate are complete, environmental and right-of-way clearances are secured, and all necessary permits and agreements (including railroad construction and maintenance) are executed. Caltrans considers these projects Ready to List (RTL).
5. Commission staff may request additional information as part of the Commission's review.

Allocation Requirements

In compliance with Section 21150 of the Public Resources Code, the Commission will not allocate funds for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act. As a matter of policy, the Commission will not allocate funds for plans, specifications, and estimate; right-of-way; or construction of a federally funded project prior to documentation of environmental clearance under NEPA. Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of NEPA review.

Projects receiving federal National Highway Freight Program funds must comply with the provisions of Title 23 of the U.S. Code of Federal Regulation and be located on the Primary Highway Freight System or a designated Critical Rural Freight Corridor or Critical Urban Freight Corridor. The designation of the Critical Rural Freight Corridor or Critical Urban Freight Corridor must be federally approved prior to the project requesting allocation. Grade Crossing improvement projects, Grade Separation projects, Intermodal projects, and Intelligent Transportation System projects are not required to have a Critical Rural Freight Corridor or Critical Urban Freight Corridor designation.

When Caltrans is the implementing agency, right-of-way support and construction support costs must be allocated separately from right-of-way capital and construction capital costs.

The Commission will approve an allocation in whole thousands of dollars. If there are insufficient program funds to approve an allocation, the Commission may delay the allocation of funds to a project.

25. Letter of No Prejudice

The Commission will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the Trade Corridor Enhancement Program. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The LONP Guidelines are on the Commission's [website](#).

26. Timely Use of Funds

The Commission expects certain deadlines to be met as programmed projects are implemented. If the expected deadlines are not met and a time extension is not approved prior to the expiration of a deadline, the project will be deleted from the Trade Corridor Enhancement Program.



Deadlines

- **Allocation deadline.** Unless an extension is granted, allocation for a programmed project phase must be requested in the fiscal year in which the funds are programmed. Funds programmed to a project expire on June 30 of the fiscal year in which the funds are programmed. An allocation request must be placed on a Commission meeting agenda no later than the June Commission meeting of the fiscal year in which the funds are programmed.
- **6 month contract award deadline.** Construction phase/component contracts must be awarded within six months of allocation. If the contract(s) are not awarded within six months of allocation, the project phase/component will be deleted from the Trade Corridor Enhancement Program.

Also, the implementing agency must not award the contract for a project until the Commission has allocated funds for the project.

- **Additional time for project delivery at the time of allocation.** The Commission may approve additional time for project delivery at the time of allocation, which includes completion of work and liquidation of funds. Since expenditures will be delayed along with a change in the work schedule, an expenditure extension is part of the project delivery extension. Requests for project delivery extensions shall be submitted to Caltrans before the allocation date.
- **Expenditure deadline for pre-construction.** Funds allocated for right-of-way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. The implementing agency must invoice Caltrans for these costs no later than 180 days after the expenditure.
- **Construction contract completion deadline.** After award of the construction phase/component contract(s), the implementing agency has up to 36 months to complete (accept) the contract(s). The implementing agency must invoice Caltrans for these costs no later than 180 days after the completion deadline.
- **10-year requirement.** Projects must commence right-of-way acquisition or actual construction with-in 10 years of receiving pre-construction funding through the Trade Corridor Enhancement Program, or the implementing agency must repay the Trade Corridor Enhancement Program funds. Repaid funds will be made available for redistribution in the subsequent programming cycle.

Extensions

All extension requests must be received by Caltrans prior to the deadline. Extension requests should be submitted to Caltrans 60 days prior to Commission action. For allocation of funds, the time extension must be approved by the Commission by June 30th of the year the funds are programmed; otherwise, the funds will lapse as specified in this section.



No deadline may be extended more than once. However, there are separate deadlines for allocations, contract award, expenditures, and project completion. Each project component has its own deadlines. The Commission may consider the extension for each of the deadlines separately.

- **Allocation extension (12 months maximum).** The Commission may extend the deadline only once for allocation and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months.
- **Contract award extension (12 months maximum).** The Commission may extend the deadline only once for contract award and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months.
- **Expenditure extension (12 months maximum).** Upon request of the implementing agency, the Commission may extend the deadlines for expenditures for any phase/component no more than one time, only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed more than 12 months.
- **Project delivery extension after allocation.** If additional time is needed for project delivery (including expenditures) after allocation, the Commission may extend the deadline one time if there is an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed more than 20 months.
- **Schedule Changes with No Commission Action**
 - If an agency has a schedule change that does not impact the timing of the phase where Trade Corridor Enhancement Program funds are programmed, then no Commission action is needed for the Trade Corridor Enhancement Program. However, a corrected Project Programming Report should be submitted to Caltrans and Commission staff.
 - If, prior to allocation, an agency has a minor schedule change that changes the month but not the fiscal year programmed for allocation of Enhancement Program funds, no Commission action is needed. However, a corrected Project Programming Report should be submitted to Caltrans and Commission staff.

27. Project Inactivity

Once funds for a project are encumbered, project applicants are expected to invoice on a regular basis (for federal funds, see 23 CFR 630.106 and the Caltrans' Inactive Obligation



Policy). Failure to do so will result in the project being deemed "inactive" and subject to de-obligation and deallocation if proper justification is not provided.

28. Project Cost Savings

Project cost savings will be evaluated taking each phase into account.

When the word "proportionally" is used in reference to project cost savings, it includes the following meanings.

- If there are savings that affect more than one funding source, for example, there are savings in the right-of-way phase and the right-of-way phase was funded with two different funding sources, then the savings will be returned to each funding program proportionally based on the percentage of funds that were originally programmed to the phase from each fund source. The only exception is if an agency wishes to use the savings to fund a cost increase on the project as allowed in this section.
- If the project is funded with both the 40 percent of Caltrans statewide Trade Corridor Enhancement Program funds and the 60 percent of regional Trade Corridor Enhancement Program funds, the savings will go back to each category of funds based on the proportional amount originally programmed from each funding type.

Savings at construction contract award may be used to expand the scope of the project only if the expanded scope provides additional quantifiable benefits. The expanded scope must be approved by Commission prior to contract award. All other contract award savings will be returned proportionally and made available for redistribution in subsequent programming cycles.

Trade Corridor Enhancement Program savings may be used to fund cost increases in any subsequent project phase until the proportions match those at programming. Any additional savings must be returned proportionally at project completion, through a Commission action, and made available for programming in subsequent programming cycles.

IV. Reporting

29. Project Reporting

SB 1 places responsibility on the Commission to track the performance of and report to the public how well funding recipients are delivering projects receiving Trade Corridor Enhancement Program funds. The reporting requirements as outlined in the Commission's Accountability and Transparency Guidelines are required for all projects programmed in the Trade Corridor Enhancement Program.

The National Highway Freight Program funds administered under the Trade Corridor Enhancement Program will be subject to the National Performance Management Measures for assessing Performance of Freight Movement. These are Federal Highway Administration performance measures used to help identify needed transportation improvements and monitor their effectiveness. Contact [Caltrans' Division of Transportation Planning](#) for further information. Below is a link to a website about these measures:

https://ops.fhwa.dot.gov/freight/freight_analysis/perform_meas/index.htm#fhwa



30. Project Tracking Database

Caltrans maintains an electronic database of the adopted Trade Corridor Enhancement Program and Commission actions. The database includes project specific information, including project description, location, cost, scope, schedule, progress of the project, and a map. The project information from the database is accessible at www.RebuildingCA.ca.gov.

31. Project Auditing

The audit requirements as outlined in the [Commission's Accountability and Transparency Guidelines](#) will be required for all projects programmed in the Trade Corridor Enhancement Program.

32. Project Signage

An implementing agency must include construction signage stating that the project was made possible by SB 1 - The Road Repair and Accountability Act of 2017 (or Rebuilding California Funds) and include the Commission's official logo which can be requested from the Clerk of the Commission. The signage should comply with applicable federal and state laws, and Caltrans' manual and guidelines, including but not limited to the provisions of the California Manual on Uniform Traffic Control Devices. Reference Caltrans' Construction Project Funding Identification Sign webpage for additional details and requirements about project construction signage.

33. Workforce Development

Implementing agencies may track and report any information about how they participate in, invest in, or partner with, new or existing State of California approved pre-apprenticeship training programs following the requirements specified in [Part VII, Section 25](#).

V. Title VI Requirements

Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq. ("Title VI") prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives federal funds or other federal financial assistance.

All projects programmed for TCEP funds shall comply with Title VI requirements, as follows:

- The implementing agency assumes responsibility and accountability for the use and expenditure of program funds. Applicants and implementing agencies must comply with all relevant federal and state laws, regulations, policies, and procedures.
- The implementing agency will ensure that no person or group(s) of persons shall, on the grounds of race, color, national origin, sex, age, disability, limited English proficiency, or income status, be excluded, or otherwise subject to discrimination, related to projects programmed and allocated by the Commission, regardless of whether the programs and activities are federally funded. The implementing agency will comply with all Federal and State statutes and implementing regulations relating to nondiscrimination.



California Transportation Commission
2024 Trade Corridor Enhancement Program Guidelines

- A current list of Title VI nondiscrimination and related authorities is available on the Commission's website at: <https://catc.ca.gov/programs/equity-and-public-engagement/title-vi-information>.



VI. Attachments

Attachment 1. SB 1 Programs Transportation Equity Supplement

On January 27, 2021, the California Transportation Commission (Commission) adopted its [Racial Equity Statement](#), which states:

The California Transportation Commission recognizes that throughout California's history, improvements to the State's transportation system have disproportionately benefitted some population groups and burdened others. The Commission condemns all forms of racism and is actively working to promote equitable outcomes through our programs, policies, and practices.

In the mid-Twentieth Century, California undertook a major expansion of transportation infrastructure aided by an influx of federal funding. While infrastructure improvements were being planned, designed, and constructed, Black, Indigenous, and other people of color were disenfranchised, lacked voting protections, and were underrepresented in government decision-making. New highways were frequently constructed through predominately Black, Latino, Asian, and low-income neighborhoods to meet the needs of primarily white suburban commuters, and through tribal lands. Racist policies and decisions also influenced the siting of other types of transportation infrastructure, such as commuter railways, and the delivery of transit services. The results of racial segregation and disinvestment of transportation funds in communities of color are still visible in cities today.

Californians who live in historically underserved communities are more likely to be negatively impacted by increased exposure to air pollution and noise from cars, trucks, ships, trains, and aircraft, and struck or killed by drivers when walking and biking. These vulnerable communities may have limited access to safe and affordable transportation options to connect residents to jobs, education, healthcare, and recreation. In addition, people of color may experience diminished safety and comfort while walking, biking, driving, or using public transportation as a result of racial discrimination in enforcement.

The Commission vows to create mobility opportunities for all Californians, especially those from underserved communities, to thrive in all aspects of life. The Commission will:

- Work to build and strengthen relationships with community-based organizations, non-profits, advocacy organizations, and other equity experts and practitioners.
- Empower the Commission's Equity Advisory Roundtable and future related efforts to help inform transportation decision making;
- Strengthen understanding of community transportation needs and challenges through the forthcoming Community Listening Sessions;



California Transportation Commission 2024 Trade Corridor Enhancement Program Guidelines

- Ensure equity, public health, and robust public engagement via our planning and programming guidelines;
- Provide expanded opportunities for Commissioner and staff training related to diversity, equity, and inclusion; and
- Feature equity topics and elevate diverse perspectives in public meetings of the Commission.

We uphold our dedication to serve and improve the quality of life for all Californians by continuing to prioritize transportation equity issues and ensuring all experience safe, affordable, and efficient transportation.

The Commission developed this supplement in collaboration with members from the Interagency Equity Advisory Committee and stakeholders as a resource for applicant agencies preparing project nominations for Senate Bill (SB) 1 Programs (Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program). The Commission endeavors to ensure program policies progress by embedding equity considerations in the project development, nomination, and selection process.

This supplement provides information on key statistics, benefits, and communication strategies that may be used during project development to yield more equitable outcomes. An applicant agency may use the information and strategies presented here to explain how a project advances transportation equity from identification and inclusion to impacts and outcomes:

- How did the agency engage communities in the project study area to identify their needs? Did the agency directly engage with disadvantaged or historically impacted and marginalized groups, including Black, Indigenous, and other people of color, displaced or unhoused persons, individuals with disabilities, seniors and elders, and low-income individuals or communities? How was community feedback incorporated into the project? How did the agency inform communities about whether their feedback was incorporated into the project?
- How did the agency develop the project scope? Was the alternatives analysis developed to include community feedback? Can the agency demonstrate its partnership and collaboration with the disadvantaged or historically impacted and marginalized communities in the project study area?
- How did the agency assess if the project would cause any disparate impacts on the basis of race, color, socioeconomic status, gender, sexuality, disability status, or national origin? If disparate impacts were identified, did the agency consider and incorporate alternate options as applicable?

Equitable practices should be considered through a project's lifecycle (planning, development, and delivery). This can include structural and procedural equity strategies like the examples provided in this supplement. Structural strategies reform planning practices to create inclusive, affordable, and resource-efficient transportation infrastructure, whereas procedural strategies provide special benefits to disadvantaged groups to create fairness in process. Mindful and



meaningful inclusion and engagement are critical to successfully advance equity in transportation planning as well as project development and delivery.

Agencies may use this supplement to incorporate equitable corridor improvement strategies and advance projects with more equitable outcomes in their comprehensive multimodal corridor plans, as required in the Solutions for Congested Corridors Program.

Agencies may also consult the [California Strategic Growth Council's Racial Equity Resource Hub](#) to learn more about racial equity best practices (key focus hubs to consider: Creating Your Roadmap, Growing Awareness, Taking Action). The California Strategic Growth Council represents seven state member agencies, including the California State Transportation Agency, and created the Racial Equity Resource Hub to consolidate, streamline, and promote racial equity resources and tools for state agencies' implementation.

A. Example Indicators Used to Identify Disadvantaged or Historically Impacted and Marginalized Groups

Pursuant to California Health and Safety Code Section 39711, disadvantaged communities are identified based on geographic, socioeconomic, public health, and environmental hazard criteria. Disadvantaged communities may include either of the following:

- (1) Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.
- (2) Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

Recognizing localized differences helps to identify disadvantaged or historically impacted and marginalized groups. Some example indicators are included for reference below.

- **Median Household Income** – Is less than 80 percent of the statewide median based on the most current Census Tract (ID 140) level data. Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at the United States Census Bureau [website](#).
- **California Communities Environmental Health Screening Tool (CalEnviroScreen)** – A mapping tool developed by the California Office of Environmental Health Hazard Assessment on behalf of the California Environmental Protection Agency that uses environmental, health, and socioeconomic information to produce scores for every census tract in the state which can be accessed on the California Office of Environmental Health Hazard Assessment's [website](#).
 - SB 535 (De León, Chapter 830, Statutes of 2012) established initial



requirements for minimum funding levels to “Disadvantaged Communities” for specified programs and required the California Environmental Protection Agency to identify those communities. The [SB 535 Designation of Disadvantaged Communities](#) identifies four types of geographic areas as disadvantaged, including census tracts that receive the highest 25 percent of overall scores in the most recent version of CalEnviroScreen.

- **Healthy Places Index** – Developed by the Public Health Alliance of Southern California, the Healthy Places Index includes a composite score for each census tract in the state. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the state. Within the Healthy Places Index, a census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and direct data can be accessed on the [California Healthy Places Index website](#).
 - **Extreme Heat Edition** – Developed by the Public Health Alliance in partnership with the UCLA Luskin Center for Innovation, the Healthy Places Index Extreme Heat Edition provides datasets on projected heat exposure for California, place-based indicators measuring community conditions and sensitive populations. It also provides a list of resources and funding opportunities that can be used to address extreme heat. More information about the tool and a live map can both be found on the [UCLA Luskin Center for Innovation website](#). This tool complements the [California Heat Assessment Tool](#) funded by the California Natural Resources Agency as part of the state’s Fourth Climate Change Assessment.
- **Native American Tribal Governments** – Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria) or projects that provide benefits to Native American Tribal Governments and communities.
- **Regional Definition** – Such as “environmental justice communities,” “equity priority communities,” or “communities of concern.” The regional definition must be developed through a robust public outreach process that includes community stakeholders’ input and must be stratified based on severity. A regional definition of disadvantaged communities must be adopted as part of a regular four-year cycle adoption of a Regional Transportation Plan (RTP) or Sustainable Communities Strategy (SCS) by a metropolitan planning organization or regional transportation planning agency per obligations with Title VI of the Federal Civil Rights Act of 1964. A regional definition of disadvantaged communities must be used for the region’s broader planning purposes rather than only to apply for SB 1 Program funding.
- **California Department of Transportation’s Transportation Equity Index (EQI)** – A spatial screening tool designed to identify transportation-based priority populations at the census block level. The Transportation Equity Index integrates transportation and



socioeconomic indicators into three screens that all reflect low-income status and tribal land status: 1) transportation-based priority populations, 2) traffic exposure, and 3) access to destinations. The live map and detailed use instructions can be accessed on the [California Department of Transportation's website](#).

- **United States Department of Transportation's Equitable Transportation Community (ETC) Explorer** – Developed under the [Justice40 Initiative](#), this interactive web application uses census tracts and data to explore the cumulative impacts of transportation underinvestment in the areas of transportation insecurity, environmental burden, social vulnerability, health vulnerability, and climate and disaster risk burden. Census tracts are considered “disadvantaged” in communities if the final index score is greater than the 65th percentile. The map can be accessed on the United States Department of Transportation's [website](#).
- **Other** – If an applicant agency cannot utilize the aforementioned indicators, it may submit other documentation to demonstrate the project benefits a disadvantaged or historically impacted and marginalized community. Suggested alternatives include:
 - Census data that represents an assessment of the project study area. The agency must submit a quantitative assessment (e.g.: a survey) to demonstrate that the population contained within the project study area boundary includes:
 - A median household income that is at or below 80 percent of the state median household income.
 - A significant number of households at risk of displacement due to cost-of-living burden or project siting.
 - A significant number of households receiving food stamps or public assistance.
 - A significant population of seniors and elderly residents.
 - A significant population of individuals with disabilities or mobility impaired residents.
 - A significant population of single-parent households.
 - A significant population of immigrant or foreign-born households.
 - A significant population of veterans.
 - A significant number of car-less households.
 - A significant number of public transit users (including mobility impaired users).
 - Unemployment measurements.
 - Nearby amenities including shopping centers, health centers, schools, social services, and employment sites, or lack thereof.
 - Traffic safety indicators including collisions and injuries sustained.
 - Community derived safety information and indicators such as high-risk zones for pedestrians and cyclists, illegal dumping hot-spots, or school-safety priority zones.



- Areas of Persistent Poverty and Historically Disadvantaged Communities as defined by the United States Department of Transportation and identified using the mapping tools provided [here](#).

B. Example Equity Benefits

Advancing equity in transportation results in a more diverse, affordable, accessible, and efficient transportation system for everyone. Equitable transportation projects can:

1. Increase access to social, educational, and economic opportunities and amenities, including shopping centers, health centers, schools, community organizations, museums, social services, transit centers, and employment sites.
2. Reduce travel times and congestion.
3. Reduce pollution.
4. Improve access to active transportation and provide alternatives to automotive options.
5. Improve safety of active transportation and non-motorized modes of travel in the community and the corridor.
6. Enhance opportunities to increase physical activity by encouraging use of active transportation.
7. Enhance opportunities to encourage use of zero-emission modes of travel.
8. Increase access to accessible facilities and infrastructure with first-and-last-mile connectivity to accommodate all types of travelers, especially mobility impaired users.

C. Example Inclusion and Engagement Strategies

Meaningful inclusion and engagement require sustained interactions and consistent, transparent communications to build trust through every step of the project planning process—from first thought to last action. This is especially important in disadvantaged and historically impacted and marginalized communities.

Community inclusion and engagement may be pursued during each stage in the project development and delivery process. An applicant agency should demonstrate how its inclusion and engagement strategies align with the types of strategies included as examples below, describe how recently that engagement has occurred, and how it is actively implemented.

While there are many types of engagement strategies to utilize, multifaceted approaches may yield optimal benefits for communities and applicant agencies. For example, direct engagement strategies, such as meeting with community leaders to develop relationships, can be combined with indirect strategies, such as surveys and polls to understand community needs, in which case both the communities and the applicant agencies benefit from building trust and gaining new insights through collaboration. Potential strategies include:

1. Identify, contact, engage, and include the perspectives of disadvantaged or historically impacted and marginalized groups. Public outreach should include traditional forms of



communication, including phone calls, mailers, flyers, and in-person events as disadvantaged and historically impacted and marginalized groups may lack access to computers and the Internet. Provide resources in multiple languages and formats based on community needs (e.g., non-native English speakers, or persons living with visual or auditory impairments, etc.).

2. Develop relationships with community-based leaders, groups, or organizations, such as environmental justice groups, religious or spiritual leaders, well-known individual advocates and community organizers, local pedestrian and bike advocacy groups, public school leadership, local transit riders, long-distance commuters (super commuters), linguistically or physically isolated groups, seniors and elders, and youth individuals and groups. This can also include community members who may face barriers including formerly incarcerated persons; undocumented persons; individuals with disabilities; displaced and unhoused persons; and lesbian, gay, transgender, and queer communities.
3. Collaborate with community-based groups and organizations to establish a local or regional project study area organization or committee (e.g., planning, oversight, advisory, steering, etc.) with decision-making authority to empower community leaders and solicit quality community input and feedback through the project planning process.
4. Develop a community benefits agreement with a project study area community to strengthen incentives for good-faith community engagement and deliver targeted, meaningful benefits to the community.
5. Demonstrate how community-identified and community-driven perspectives were solicited and included or integrated into the project purpose and need or scope.
6. Survey and collect information on non-motorized travel demands and the unmet mobility needs of disadvantaged and historically impacted and marginalized groups identified in the project study area. Use this information to develop transportation improvements to address these needs.
7. Develop relationships and conduct meaningful engagement with tribal governments and incorporate their feedback into the project planning and delivery process.
8. Collaborate, fund, or contract with local organizations to support community engagement efforts in the project planning and delivery process.
9. Prioritize community identified high-need areas, such as those identified through robust community engagement.
10. Prioritize contracting strategies that benefit disadvantaged or historically impacted and marginalized groups such as the communities identified in this supplement.
11. Ensure stability in neighborhoods and communities through the successful implementation of short-term and long-term anti-displacement strategies and policies consistent with federal and state law.

D. Example Anti-Displacement Resources

1. [California Department of Housing and Community Development Final 2020 Analysis of Impediments to Fair Housing Choice](#) – Report detailing impediments to fair housing and recommendations for anti-displacement strategies.



2. [Urban Displacement Project](#) – Comprehensive website with reports, data mapping, and resources for California local, regional, and state entities.
3. [Framework for Evaluating Anti-Displacement Policies](#) – Criteria that can be utilized to better understand the ways that certain policy tools can be used to address the needs of vulnerable groups impacted by displacement.
4. [Greening Without Gentrification](#) – Ongoing study that identifies and classifies parks-related anti-displacement strategies.
5. [Transit-Oriented Development Without Displacement: Strategies to Help Pacoima Businesses Thrive](#) – Research study focused on commercial anti-displacement strategies that can support a predominantly immigrant-owned small business community.



Attachment 2. Project Nominations Format

Nomination Deadline

Project nominations and supporting documentation must be submitted to the Commission by **November 22, 2024**. Nominations will be treated in accordance with California Public Records Act requirements and information, subject to those requirements, may be publicly disclosed.

Metropolitan Planning Organization Letter

The Metropolitan Planning Organizations (MPOs) will be responsible for compiling project nominations from their respective agencies to the Commission. Project nominations coming from Imperial County will be considered as part of the San Diego/Border programming target, but the project nominations from Imperial County will be compiled and submitted through the Southern California Association of Governments as its Metropolitan Planning Organization. All other project nominations will be submitted directly to the Commission.

Each Metropolitan Planning Organization will submit a cover letter signed by the respective Executive Director. The submittal will include:

- A full list of all nominations received, and
- Confirm that projects that fall within the MPO boundary are included in an adopted Regional Transportation Plan and if applicable, its Sustainable Communities Strategies and adopted regional freight plan.

This cover letter is submitted by the MPOs and is separate from the cover letters that are to be submitted with each project.

The MPO cover letter is due prior to the nomination form deadline and can be submitted via email to TCEP@catc.ca.gov.

General Nomination Submission Instructions

- Applications must be submitted by the deadline listed above, which is November 22, 2024.
- Applicants must submit one (1) electronic copy. Electronic copies should be sent via e-mail to TCEP@catc.ca.gov.
- Each project nomination should be limited to 35 pages, excluding information requested in appendices.
- Each project nomination must utilize the lettering convention outlined below. For example, the overview of the project, the map, and the project scope should all be part of a section in your application that has a section heading such as, "C. General Information." Screening criteria information should be under a section labeled something like, "D. Screening Criteria."



A. Cover Letter

- The cover letter must include a brief non-technical description of the project scope, cost, schedule, benefits (outputs and outcomes), and requested funding amount. If the project includes multiple project modes, each project mode must be described. Specifically include a “project purpose and need” section to describe how the project meets the primary purpose of the Trade Corridor Enhancement Program as specified in Part I, Section 1 of the Trade Corridor Enhancement Program Guidelines. If multiple nominations are submitted, identify each nominated project and its priority.
 - If proposing a segment of a corridor, the applicant should discuss the entire corridor and why the project is being segmented. The project must demonstrate the segment proposed for funding has independent utility and include a narrative of the plan to complete the remaining improvements of the corridor.
 - If proposing the last segment of the corridor, the nomination should discuss the benefits that have been achieved through the completion of all other segments and the overall benefits of completing the corridor. The cover letter should address the impacts of not completing the segment(s). The analysis should be coordinated with other jurisdictions if the corridor crosses multiple jurisdictions.
- The cover letter must be addressed to the California Transportation Commission’s Executive Director and identify the nominating agency or agencies on a formal letterhead. Nominations from regional agencies must include the signature of the Chief Executive Officer or another authorized officer of the agency. Nominations from Caltrans must include the signature of the Director of Transportation, or a person authorized by the Director to submit the nomination. Jointly nominated projects must have the duly authorized signatures of both agencies.
- If a project will be implemented by an agency or multiple agencies other than the nominating agency, the nomination must include the signature(s) of the Chief Executive Officer or other authorized officer(s) of the implementing agency or agencies, and documentation of the agreement between the project nominator and implementing agency.

B. Fact Sheet

- A one-page or two-page fact sheet describing the project scope, cost, schedule, and benefits (outputs and outcomes), which also includes a brief narrative of how the project would impact Greenhouse Gas Emissions, how the project considers transportation equity, and how the project mitigated or avoided negative community impacts to result in better outcomes. The fact sheet should be written in “plain language” so a non-technical audience can understand it. It also must include a high-quality project picture or rendering of at least 300 Dots Per Inch (DPI), as well as a nominating agency logo. The fact sheet will be posted on the Commission’s website and therefore must meet the latest state and federal web accessibility laws. Information about [California website accessibility laws](#).

C. General Information

1. **Overview:** Include a brief, one to three paragraph, non-technical description of the project. The description should focus on why the project is a good freight project. It should include a brief project background, the project purpose, and the need for the project.



2. **Map:** A map (or maps) of the project location
3. **Priority:** Project priority (if submitting multiple nominations)
4. **Scope:** A relatively brief (no longer than two paragraphs) description of the project scope. Include a list of outputs for the project. Make sure the outputs listed here match the outputs submitted in the Project Programming Request (PPR).
5. **Independent Utility:** A project requesting construction funds must have independent utility. If the application is requesting funds for construction and proposing a project segment, then in no more than two paragraphs, explain why the project is being segmented, and why the proposed segment has independent utility.
6. **Consistency with RTP/SCS:** Confirm that the proposed nomination is included in the current approved Regional Transportation Plan and Sustainable Communities Strategies. Applicants must provide publicly accessible links to the approved Regional Transportation Plan/Sustainable Communities Strategies and include the project identification number(s) for reference, in addition to a signed letter from the applicant's Metropolitan Planning Organization stating that the project's cost, scope, and schedule is consistent with that Metropolitan Planning Organization's regional transportation plan and sustainable communities strategy.
7. **Nominating Agency/Implementing Agency Agreement:** If the project will be implemented by an agency other than the nominator, confirm that there is or will be a written agreement in place between the project nominator and implementing agency. This can be a single sentence stating this fact.
8. **Support Letters:** Any letters of support included as attachments must be preceded by a cover sheet which numerically lists all letters in the order they are attached. For congressional and legislative letters include the member(s) names and district numbers in the cover sheet.

D. Screening Criteria

1. **Eligible Projects:** Explain how the project is consistent with the projects described in Section 11 (eligible projects section) of the guidelines. To explain this, choose one or more of the types of eligible projects listed in Section 11 of the guidelines and explain how the project fits under the category/categories selected. Either limit the discussion to one or two paragraphs or present the information in the form of a short table.

E. Project Delivery

1. **Delivery Method:** Specify what delivery method is being used for the project. If a delivery method other than design-bid-build is used for the project, identify the delivery method used. If the delivery method is unknown at the time of nomination, it should be reported as soon as it is known. This can be a one sentence statement; it should not be longer than a paragraph.
2. **Contracts:** If more than one contract will be needed for the same phase, note that in this section.



3. **Schedule Risks:** Either in paragraph form or in a table, list any potential schedule risks and your proposed mitigation strategies to keep the project on schedule. Examples of schedule risks include geotechnical analysis needs or concerns, complicated utility relocations, or land acquisition needs.
 - a. If the project requests allocation in the last fiscal year of the program, explain why the project will be ready to allocate on time.
4. **Rail Company Coordination:** Include a timeline for any necessary coordination with rail companies such as the Union Pacific Railroad or the Burlington Northern Santa Fe railroad. Below are examples of rail company involvement.
 - a. A construction maintenance agreement.
 - b. Permission from a rail company is required to use, make changes to, acquire, or work on their land.
 - c. A rail company must review and approve the project design.
 - d. Any other kind of significant involvement.

If the project requires coordination with a rail company, include a timeline with the following information:

- e. When the project team will begin and end engagement with the rail company.
 - f. Average review and approval timeframes for the rail company.
 - g. Dates when the project team will secure any necessary approvals.
 - h. Any other major milestones.
5. **California Environmental Quality Act (CEQA)/National Environmental Policy Act Status:**
 - a. For projects requesting design, right-of-way, or construction funding:
 - i. A one to two paragraph description of where the applicant is in the process of securing approval for CEQA and, if necessary, NEPA.
 - ii. A one to two paragraph description of the environmental and community impacts identified in the environmental document and if applicable the proposed mitigations. You can also present this in a table.
 - iii. A link to the final environmental document/s, or the draft environmental document/s, must be included for all project segments.
 - iv. If your environmental documents are not complete, then in one or two paragraphs, explain how you will ensure the completion of CEQA and NEPA within six months of program adoption.

F. Evaluation Criteria

Performance Metrics: The Performance Metrics form is included in these guidelines as Attachment 4. The applicant must complete the Performance Metrics form. For evaluation criteria that are also performance metrics, it is how the quantitative information is provided. Make sure the numbers from the Performance Metrics form match/align with the qualitative descriptions provided. Instructions for calculating the performance metrics can be found in the Performance Metrics Guidebook, available here: <https://catc.ca.gov/-/media/ctc-media/documents/ctc-workshops/2022/sb-1/performance-measurement-guidebook-final-draft.pdf>



Required Criteria: Each of the criteria identified in Section 18 of the guidelines must be addressed. If a criterion is not addressed, the project may not be funded in the Trade Corridor Enhancement Program. Include a separate paragraph addressing each of the criteria from section 18 of the guidelines. The required criteria from section 18 are listed below for reference.

1. Freight System Factors

- a. **Throughput** – Project provides for increased volume of freight traffic through capacity expansion or operational efficiency. This is also a performance metric.
- b. **Velocity** – Project increases the speed of freight traffic moving through the distribution system. This is also a performance metric.
- c. **Reliability** - Project reduces the variability and unpredictability of travel time. This is also a performance metric.

2. Transportation System Factors

- a. **Safety** - Project increases the safety of the public, industry workers, and traffic. This is also a performance metric.
- b. **Congestion Reduction/Mitigation** - Project reduces daily hours of delay on the system and improves access to freight facilities. This is also a performance metric.
- c. **Key Transportation Bottleneck Relief** - Project relieves key freight system bottlenecks where forecasts of freight traffic growth rates indicate infrastructure or system needs are inadequate to meet demand.
- d. **Multi-Modal Strategy** - Project employs or supports multi-modal strategies to increase port and transportation system throughput while reducing truck vehicle miles/hour traveled (VMT/VHT) or truck idling times.
- e. **Interregional Benefits** - Project links regions/corridors to serve statewide or national trade corridor needs.
- f. **Advanced Technology** – Project employs advanced and innovative technology and integrates transformative ideas to increase benefits for the state’s people, economy, and environment, and those that include the installation of broadband (conduit and/or fiber).
- g. **Zero-Emission Infrastructure** - Project supports zero-emission freight infrastructure.

3. Community Impact Factors

- a. **Air Quality Impact** - Project reduces local and regional emissions of diesel particulate (PM 10 and PM 2.5), carbon monoxide, nitrogen oxides, greenhouse gases, and other pollutants. This is also a performance metric. To ensure the benefits of public health, project reduces exposure to air pollutants.
- b. **Economic Impact** – Project stimulates local economic activity, enhances trade value, preserves or creates jobs, enhances California’s freight competitiveness, improves the economy, and when looking at the overall need, benefits and cost, the project provides more benefits than costs. This makes up two performance metrics, jobs created and the benefit cost ratio. If applicable, provide the number and types of jobs created by this project’s delivery, include any efforts to develop local jobs and workforce development opportunities consistent with federal and state laws. For



more information about workforce development, visit the California Workforce Development Board's website.

- c. **Community Engagement** – In alignment with the Commission's Racial Equity Statement, nominations will be evaluated based on their ability to create mobility opportunities for all Californians, especially those from disadvantaged or historically impacted and marginalized communities. Equitable projects will demonstrate meaningful and effective public participation in decision-making processes, particularly by disadvantaged or historically impacted and marginalized communities. Refer to the SB 1 Programs Transportation Equity Supplement included in Part VI, Attachment 1 and use the indicators and examples provided to respond to this criterion.
- **Identification:** Identify the disadvantaged or historically impacted and marginalized communities within the project study area. Provide a demographic profile and metropolitan area map that identify locations of disadvantaged or historically impacted and marginalized communities within the project study area.
 - **Engagement:** Explain how communities in the project study area were engaged to identify their needs. If there are disadvantaged or historically impacted and marginalized communities within the project study area, how did the agency directly engage them? How was community feedback incorporated into the project? How did the agency inform the community about whether their feedback was incorporated into the project?
 - **Outcomes:** Describe how the project scope was developed with community feedback. Was the alternatives analysis developed to include community feedback? Can the agency demonstrate its partnership and collaboration with the disadvantaged or historically impacted and marginalized communities? Identify any strategies included in the project scope that avoid or minimize impacts on disadvantaged or historically impacted and marginalized communities.
 - **Impacts:** How did the agency assess if the project would cause any disparate impacts on the basis of race, color, socioeconomic status, gender, sexuality, disability status, or national origin? If disparate impacts were identified, did the agency consider and incorporate alternate options as applicable?

Pre-existing community engagement plans and activities developed and implemented in the project study area in the recent past (at most five years before program guidelines adoption) may be referenced to respond to this criterion. The nomination must explain how and why the pre-existing community engagement plans and activities are still applicable and why developing new community engagement plans and activities was either not feasible or not necessary. Provide the month and year the existing community engagement plans and activities were finalized and implemented. Include information about any community engagement plans and activities that are under development or planned for the near-term future (within two years) specifically for the nominated project.

4. Other Criteria

- a. How well the project addresses the state's most urgent freight needs.



- b. **Leveraging Funds** – The leveraging and coordination of funding from other private, federal, state, local or regional sources, with consideration of those sources that are discretionary compared to those that are nondiscretionary.
- c. **Project Readiness** – Project readiness and reasonableness of the schedule for project implementation, including the following:
 - Progress towards achieving environmental protection requirements. If CEQA/NEPA information has already been provided in the “CEQA/NEPA” section above, simply reference that section.
 - The comprehensiveness and sufficiency of agreements with key partners that will be involved in implementing the project. For rail information, if it has already been provided in the “Rail Company Coordination” section above, simply reference that section.
- d. The commitment of multiple partners in the delivery of the project, as evidenced by joint nomination and/or joint funding of a project.
- e. Any other factors considered relevant at the time of application.

G. Other Project Information Areas

Please provide information about the following areas below. Instructions about what specifically is being requested can be found in section 19 “Other Information Areas” in the guidelines.

1. **Accessibility** – Project improves access to jobs or key destinations, improves access for specific populations, or improves transportation options.
2. **Climate Change Resilience and Adaptation** – Project identifies and includes project features or strategies to mitigate the impacts of climate change.
3. **Protection of Natural and Working Lands, and Enhancement of the Built Environment** – Does the project minimize the impact on natural and working lands (e.g., forests, rangelands, farms, urban green spaces, wetlands, and soils) or incorporate natural and green infrastructure?
4. **Public Health** – Does the project remove or alleviate conflicts between freight vehicles and other travel modes?

H. Funding and Deliverability

1. **Funding Table:** Fill out the table below for all phases of the project. This should align with the Project Programming Request submitted with the application. In the notes section of the submitted Project Programming Request, specify whether the funds requested are TCEP State or TCEP Regional.
 - **Cost estimates:** Costs should be escalated to the year of proposed implementation and be approved by the Chief Executive Officer or other authorized officer of the implementing agency.



California Transportation Commission
2024 Trade Corridor Enhancement Program Guidelines

- **Required Match:** Make sure it is clear the project funding includes the required 30% funding match for each programmed component as outlined in section 6 of the guidelines. Please note that when calculating the required match, Commission staff will not count funds programmed in years prior to the first year in which TCEP funds are requested. Also, the match is calculated separately for each phase where TCEP funds are requested.

Include a few sentences explaining why local funds can be reasonably assumed to be available.

Phase	Fiscal Year of Allocation	Amount	Funding Source	Committed or Uncommitted

2. **Total Project Cost:** Include the total project cost. You can include the total costs at the end of the table or in a separate sentence or bullet. Make sure it matches the PPR.
3. **Committed/Uncommitted Funds:** If any funds are not committed, review the requirements outlined in Section 22 of the guidelines. Explain the risk of not securing the commitment, and the plan for securing an alternate source of funding if necessary.
4. **Cost Overruns:** Describe the ability to absorb any cost overruns and deliver the proposed project with no additional funding from this program, except as noted in Section 22 of these guidelines.
5. **Contracts:** If more than one contract is needed for the same phase, and as a result two separate allocations will be needed for the same phase, note that in this section.
6. **Preconstruction Requests:** If proposing to fund only preconstruction project components, explain how future construction will be funded.
7. **Federal Grants:** Identify any discretionary federal funds that have been committed as of the application due date. Proof of the commitment should be provided in the form of a letter or public announcement issued by the authorizing federal agency.
8. **Ineligible Elements:** Identify any ineligible elements of a project and confirm that those ineligible elements will not be funded with Trade Corridor Enhancement Program funds.

I. Other

1. **Public/Private Benefits:** If the project includes significant benefits to private infrastructure or a private company, then please include the following analysis.
 - a. Include a list of public benefits and a list of private benefits of the project. If there is overlap in some benefits that's ok but please be as specific as possible.
 - b. Based on the total project cost, provide an estimate of what percent of the funds will directly benefit private infrastructure or a private company, and what percent will directly benefit the public.
 - c. Explain who will own the asset once the project is completed.
 - d. If the project results in private benefits, explain why the public benefit of the project warrants the investment of public funding and why the share of public benefit is commensurate with the share of public funding.



2. **Interagency Cooperation:** For projects on the state highway system, evidence must be provided of cooperation between the nominating agency and Caltrans. This statement only needs to be a few sentences that explain your cooperation.
3. **Bulk Coal:** Confirmation that any new terminal project will not have significant environmental impacts, as described in related environmental documents as a result of the storage, handling, or transport of coal in bulk pursuant to Government Code Section 14525.3. In evaluating each new terminal, if related environmental documents are not yet complete, the Commission shall base their review on written confirmation from the project applicant. This can be a single sentence statement.
4. **Reversible Lanes:** Confirmation that any capacity-increasing project or a major street or highway lane realignment project was considered for reversible lanes pursuant to Streets and Highways Code Section 100.15. This does not need to be longer than a few sentences.



Attachment 3. Performance Metrics Form

Trade Corridor Enhancement Program

Existing Average Annual Vehicle Volume on Project Segment						
Existing Average Annual Truck Percent on Project Segment						
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project						
Estimated Year 20 Average Annual Truck Percent on Project Segment with Project						
Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Congestion Reduction (Freight)	Change in Daily Vehicle Hours of Delay	All				
	Change in Daily Truck Hours of Delay	All (except rail)				
	(Optional) Person Hours of Travel Time Saved	All				
	(Optional) Daily Truck Trips Due to Mode Shift	Rail, Sea Port				
	(Optional) Daily Truck Miles Travelled Due to Mode Shift	Rail, Sea Port				
	(Optional) Other Information	All				
Throughput (Freight)	Change in Truck Volume	Highway, road, and port projects only				
	Change in Rail Volume	Rail				



California Transportation Commission
2024 Trade Corridor Enhancement Program Guidelines

	(Optional) Change in Cargo Volume	Sea port, airport				
	(Optional) Other Information	All				
System Reliability (Freight)	Truck Travel Time Reliability Index ("No Build" Only) (Optional Metric)	National and State Highway System Only				
	(Optional) Other Information	All				
Velocity (Freight)	Travel time or total cargo transport time	All				
	(Optional) Change in Average Peak Period Weekday Speed for Road Facility	Road				
	(Optional) Average Peak Period Weekday Speed for Rail Facility	Rail				
	(Optional) Other Information	All				
Air Quality	Particulate Matter (PM 10)	All				
	Particulate Matter (PM 2.5)					
	Carbon Oxide (CO2)					
	Volatile Organic Compounds (VOC)					
	Sulphur Oxides (SOx)					
	Carbon Monoxide (CO)					
	Nitrogen Oxides (NOx)					
Safety	Number of Fatalities	Road and Land Port				
	Rate of Fatalities per 100 Million VMT					



California Transportation Commission
2024 Trade Corridor Enhancement Program Guidelines

	Number of Serious Injuries					
	Number of Serious Injuries per 100 Million VMT					
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information		All			
Cost Effectiveness	Cost Benefit Ratio	All				
	(Optional) Other Information	All				
Economic Development	Jobs Created	All				
	(Optional) Other Information	All				



Attachment 4. Project Programming Request

Each application must include a Project Programming Request form. The Project Programming Request must list federal, state, local, and private funding categories by project component and fiscal year. If the proposed project includes multiple project modes to be delivered under separate contracts, each project mode must have its own Project Programming Request. The scope, benefits, schedule and funding plan of the Project Programming Request must be consistent with the information in the application. The template of the Project Programming Request form may be found at: <https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip>



Attachment 5. State Highway System Project Impact Assessment ([Form CTC-0002](#))

Applicant must complete ALL fields in Sections I and II. Write N/A if not applicable. Applicant must also provide the Attachments requested in Section IV.

Assessment Form and all attachments must be submitted to Caltrans District Contacts (contact link in Section III) no later than four (4) weeks prior to Application Due Date. Late or incomplete submissions of this form and attachments may delay applications.

1. Applying Agency
2. Name of Person submitting the application
3. Title
4. Phone
5. Email
6. Project Title - The title must be consistent with the application and all project documentation
7. Indicate the State Funding Program(s) associated with the project. Check all that apply.
8. Percentage of project area within State Right of Way: $(\text{Area within State Right of Way} \div \text{Total project area}) \times 100$ and Estimated dollar (\$) value of project area within State Right of Way
9. Total construction cost of physical project elements within State Right of Way: Provide a separate estimate for the total construction cost (capital and support costs) of the project for only those physical elements and/or portions of elements that are on or within State Right of Way. This includes project elements within State airspace. Please refer to the completed estimates form or figures included in the project application.
10. Indicate the anticipated environmental documentation that will be required for California Environmental Quality Act and National Environmental Policy Act (ex. Negative Declaration, EIR/ EIS, etc.) Indicate N/A if a National Environmental Policy Act document is not required.
11. Fully describe the scope of work to be performed within State Highway Right of Way. This includes all new or modifications to any physical assets within State Right of Way.
12. Follow the steps and linked resources to determine induced Vehicle Miles Traveled (VMT) on the State Highway System (SHS) and applicable calculations. Enter text inputs on 4, 5, or 6 as applicable. Note: Active Transportation Program (ATP) projects may not induce VMT per the ATP Guidelines. ATP applicants check number 1 and proceed to Section 13.
13. Review the linked flowchart and resources for appropriate level of involvement. Check the applicable items in the checklist to determine appropriate process. Check the processes that apply.

Caltrans will review and retains the right to make a final determination.



California Transportation Commission 2024 Trade Corridor Enhancement Program Guidelines

STATE OF CALIFORNIA - CALIFORNIA TRANSPORTATION COMMISSION

Page 1 of 1

STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT

CTC-0002 (06/2024)

I. APPLICANT INFORMATION

1. APPLICANT

2. APPLICANT CONTACT

3. CONTACT TITLE

4. CONTACT PHONE

5. CONTACT EMAIL

II. PROJECT INFORMATION

6. PROJECT TITLE

7. PROJECT PROGRAM ☐ ATP ☐ LPP-C ☐ LPP-F ☐ LSRP ☐ SCCP ☐ SGR ☐ TCEP ☐ SHOPP ☐ STIP ☐ TIRCP ☐ LTCAP

8. PERCENT OF PROJECT AREA WITHIN STATE HIGHWAY RIGHT OF WAY

9. TOTAL CONSTRUCTION COST WITHIN STATE HIGHWAY RIGHT OF WAY

10. ANTICIPATED ENVIRONMENTAL DOCUMENTATION FOR:

CEQA:

NEPA:

11. DESCRIBE THE SCOPE OF WORK TO BE DONE WITHIN STATE HIGHWAY RIGHT OF WAY

12. SB743 VEHICLE MILES OF TRAVEL (VMT) IMPACT ASSESSMENT

- ☐ 1. Project is screened as unlikely to induce traffic under Section 5.1.1 in [Transportation Analysis under CEQA](#). If checked, Stop. Proceed to Section 13.
- ☐ 2. Project is in a [Metropolitan Statistical Area](#). If checked, proceed to step 3. If not, proceed to step 6.
- ☐ 3. Project adds lane-miles to the SHS. If yes, proceed to step 4. If the project adds other types of traffic-inducing capacity, e.g. an interchange, proceed to step 6.
- ☐ 4. Enter the project lane-miles in the [NCST Induced Travel Calculator](#) and report the result here.
- ☐ 5. If the project team believes induced VMT will be different than what is shown in step 4, provide a best estimate based on guidance in the [Transportation Analysis Framework](#) and [Transportation Analysis Under CEQA](#), and a brief justification here. Stop. Proceed to Section 13.
- ☐ 6. Provide an estimate of the project's induced VMT based on guidance in the [Transportation Analysis Framework](#) and [Transportation Analysis Under CEQA](#), and a brief justification here. Stop. Proceed to Section 13.

13. EXPECTED LEVEL OF CALTRANS INVOLVEMENT (Note: Final determination will be at the discretion of Caltrans)

Follow the [Flowchart to Determine the QMAP \(ca.gov\)](#) and [Applicant's checklist to determine the appropriate Caltrans review process \(TR-0416\)](#) to identify the applicable Caltrans review process that best fits the project parameters. Encroachment requests with completed permit application, checklists and supporting project documents must be submitted to District encroachment permit offices for further processing.

For determination of the processes required, check the following if the project:

- ☐ a.) Will impact an Environmentally Sensitive Area, or requires an Environmental Impact Report (EIR) or Environmental Impact Statement (EIS),
- ☐ b.) Requires Federal Highway Administration (FHWA) approval,
- ☐ c.) Requires Right-of-Way dedication from Caltrans,
- ☐ d.) Requires modification to a Caltrans Bridge or Structure,
- ☐ e.) Requires Design Standard Decision Document (Reference: Highway Design Manual, Design Information Bulletin 78),
- ☐ f.) Requires Encroachment Exception Approval (Reference: Encroachment Permit Manual, Chapter 300),
- ☐ g.) None of the Above.

If any items "a" through "f" are checked a Standard Project Delivery Process is required, see #2 below. If item "g" is selected a Short Form is permitted, see #3 below.

- ☐ 1. Encroachment Permit Oversight Process - [Standard Encroachment Permit Application \(TR-0100\)](#), instructions and related forms
- ☐ 2. Standard Project Delivery Quality Assessment Process
- ☐ 3. Project Delivery Short Form Quality Assessment Process (using a DEER) - [Design Engineering Evaluation Report Guidelines](#)

III. CALTRANS PROJECT

SIGNATURE: _____ DATE: _____

PRINT NAME: _____

District Director, District ____

The above signature indicates, based on available information:
Caltrans acknowledges the Project

***APPLICANTS SUBMIT TO
DISTRICT CONTACT LIST FOUND HERE***
<https://dot.ca.gov/contact-us>
Form submissions with attachments are due
Four Weeks PRIOR to Application Deadline.

IV. ATTACHMENTS

The Project Programming Request (PPR) must be provided to Caltrans with this form. Additional information may be required by Caltrans, including, but, not limited to: (1) project level documents and (2) draft funding application(s).



Attachment 6. Clean Freight Corridor Efficiency Assessment

Senate Bill 671 (Gonzalez, Chapter 679, 2021) required that the CTC prepare a Clean Freight Corridor Efficiency Assessment to identify freight corridors, or segments of corridors, and the infrastructure needed to support the deployment of zero-emission medium and heavy-duty vehicles. The Clean Freight Corridor Efficiency Assessment was submitted to the Legislature in December 2023 and can be found on the CTC website here:

<https://catc.ca.gov/-/media/ctc-media/documents/programs/sb671/sb671-final-clean-freight-corridor-efficiency-assessment-dor.pdf>



Attachment 7. Fund Estimate

TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)
FUND ESTIMATE
(\$ millions)

	2025-26	2026-27	2-Year Total
RESOURCES			
STATE RESOURCES			
Trade Corridor Enhancement Account ¹	\$405	\$413	\$817
Previously Programmed Resources	0	0	0
State Resources Subtotal	\$405	\$413	\$817
FEDERAL RESOURCES			
National Highway Freight Program ^{2,3}	\$126	\$128	\$254
Previously Programmed Resources	0	0	0
Federal Resources Subtotal	\$126	\$128	\$254
TOTAL RESOURCES	\$531	\$541	\$1,071
Prior Commitments ⁴	(\$171)	\$0	(\$171)
NET RESOURCES AVAILABLE	\$360	\$541	\$900

Note: Individual numbers may not add to total due to independent rounding.

TCEP projects must be compliant with Streets and Highways Code, Section 2192.

¹ Amounts provided by the Department of Finance and includes adjustments for inflation.

² Federal Resource dollars are representative of obligation authority and are estimated California apportionments under the Infrastructure Investment and Jobs Act (IIJA) including reductions for post-apportionment set-asides, penalties, and sequestration. Fiscal Year 2026-27 is escalated using the average inflationary rate over the entire IIJA funding period (1.7%).

³ California may use up to 30% of the National Highway Freight Program funds on freight and/or freight rail projects.

⁴ Includes pending and allocated commitments in excess of prior cycle programming, offset by anticipated savings.



Attachment 8. Goals and Guiding Principles of the Trade Corridor Enhancement Program

2023 California Freight Mobility Plan

The California Freight Mobility Plan 2023 is a complete update to California's previous Freight Mobility Plan adopted in 2018, the CFMP 2018. The creation of a state freight plan is required by Assembly Bill (AB) 14 (Lowenthal, 2013), codified under California State Government Code (GC) Section 13978.8, and the Infrastructure Investment and Jobs Act (IIJA, 2021), codified under 49 United States Code 70202 to update the plan every four years to receive programmatic funding.

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/cfmp/cfmp-july-2023-final-v1-a11y.pdf>

California Sustainable Freight Action Plan

This document integrates investments, policies, and programs across several State agencies to help realize a singular vision for California's freight transport system. This Action Plan provides a recommendation on a high-level vision and broad direction to the Governor to consider for State agencies to utilize when developing specific investments, policies, and programs related to the freight transport system that serves our State's transportation, environmental, and economic interests.

https://ww2.arb.ca.gov/sites/default/files/2019-10/CSFAP_FINAL_07272016.pdf

National Highway Freight Program Implementation Guidance (Updated December 2022)

This document provides background and guidance to clarify eligibility requirements for the National Highway Freight Program (NHFP) under the Infrastructure Investment and Jobs Act (IIJA)

https://ops.fhwa.dot.gov/freight/documents/NHFP_Implementation_Guidance.pdf?_gl=1*1opois*_ga*Mjg5MjUyOTg3LjE2ODAxOTAyNTQ.*_ga_VW1SFWJKBB*MTcxNzg4OTQ1NS43LjEuMTcxNzg4OTU1MC4wLjAuMA



May 30, 2024

Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Re: Guidelines for Trade Corridor Enhancement Program Cycle 4

Dear Executive Director Taylor:

Thank you for the opportunity to comment on the draft guidelines for the fourth cycle of the Trade Corridor Enhancement Program (TCEP).

The Charge Ahead Campaign appreciates the Commission's engagement with community stakeholders and advocacy organizations. We are also acutely aware of the harmful impacts of freeway expansion projects that put significantly more truck traffic in communities of color and low-income communities which often bear the brunt of air pollution. In addition to air quality impacts that lead to adverse health outcomes and sometimes even shortened life-spans, freeway expansion in environmental justice communities often lead to the displacement of long-term residents, noise impacts, traffic impacts and other adverse impacts. While job creation in front-line communities is imperative, we believe those jobs created should be sustainable jobs on projects that advance equity, inclusion, diversity of transportation options (including active transportation options and zero-emission vehicle options), environmental protection and meeting our state's climate goals.

The undersigned organizations write to share the following recommendations for inclusion in the Cycle 4 TCEP guidelines.

1. **We request that the guidelines explicitly or functionally exclude general purpose travel lanes in major urban areas as an eligible expense using TCEP funds, as this category of investment is demonstrated not to improve freight travel times.** By contrast, truck-only lanes, managed lane conversions,

and rail infrastructure and capacity investments each have the potential to improve both travel time and goods throughput. Published Caltrans and Office of Planning and Research guidance, based on the most robust available academic literature, find that this category of highway investment has a demand elasticity of 1—and by implication, that these investments will fail to reduce traffic and therefore fail to reduce travel times for all vehicles, including but not limited to trucks. There is no longer a place in the state's investment portfolio for general purpose lanes in major urban areas.

- a. For example—consider an existing three-lane [per-direction] highway segment with no managed lanes in a major urban area. Adding a fourth general purpose lane will, within 3-5 years of project completion, increase throughput by a third while travel times remain roughly flat, at a tremendous capital cost, at least in the hundreds of millions of dollars. By contrast, a managed lane conversion project for one of the three existing travel lanes could achieve the same throughput improvement while significantly and sustainably reducing travel times along the corridor—at significantly lower capital cost and while generating stable revenues that can be reinvested in transportation system maintenance.
 - b. For projects constructed outside of major urban areas that propose to expand lane capacity, we ask that they provide an alternatives analysis demonstrating why that option was chosen. Not only is this alternatives analysis identified as one of the strategies in the California Freight Mobility Plan, the goals of which TCEP is required to support, but this analysis would also allow project developers to identify whether a freeway expansion is necessary to accomplish the goals of the project, or if there are alternatives that could work better, such as the use of clean rail technology to increase freight throughput.
2. **We request that the Cycle 4 TCEP guidelines (and other applicable program guidelines) in the Project Rating Process give greatest weight ranking to Community Impact Factors, specifically Community Engagement and Air Quality Impact.** The Commission's Racial Equity Statement *"recognizes that throughout California's history, improvements to the State's transportation system have disproportionately benefited some population groups and burdened others. The Commission condemns all forms of racism and is actively working to promote equitable outcomes through our programs, policies, and practices."* Even though the TCEP guidelines claim to be in alignment with this Statement, they are not because the TCEP guidelines do not prioritize the Community Impact Factors criteria in evaluating and nominating projects for funding. The Commission continues to fund projects that increase truck traffic, vehicle miles traveled (VMT), criteria air pollution and greenhouse gas emissions. The projects

lead to displacement and greater toxic pollution exposure for historically disadvantaged, redlined, and low income communities. In order to produce equitable outcomes as it aims to do, the TCEP Project Rating Process should give the greatest weight ranking to the Community Impact Factors criteria.

- a. **In addition to weighting Community Impact Factors greatest, the Commission's evaluation should either:**
 - i. Require applicants to use at least one of the updated equity tools (e.g. Caltrans Transportation Equity Index, or US DOT's Equitable Transportation Community Explorer) in the project's planning and development processes in order to receive funding from TCEP
 - ii. *Or* rank projects higher that utilize the updated equity tools and demonstrate how the project will use findings to produce equitable outcomes.
3. **We request that the Cycle 4 TCEP (and other applicable program) guidelines establish stronger, explicit protections for environmental justice communities (e.g., projects sited in the highest-scoring CalEnviroScreen tracts, and/or using a similar Caltrans EQI-based criteria) that currently suffer and remain at risk of harm from CTC-funded investments, a risk that is particularly acute with respect to investments designed to facilitate increased heavy truck traffic. For example:**
 - a. **Stipulate that as a condition of receiving TCEP funding, CEQA analysis for TCEP-funded projects must:**
 - i. Include reduced pollution exposure for any relevant environmental justice communities in the applicable purpose and need statement.
 - ii. Include at least one project alternative that exclusively utilizes non-general purpose highway capacity strategies (e.g., truck-only lanes, managed lane conversions, demand management, public transit or rail investments) to facilitate goods movement.
 - iii. Not include project alternatives that are inconsistent with applicable Sustainable Communities Strategies.
 - iv. Propose a mitigation plan that fully mitigates the project's environmental impacts, including any induced VMT
 - b. **Require all project sponsors to use consistent methodologies in assessing the vehicle traffic and pollution impacts of the proposed investments across project submittals.**
 - i. Insofar as federal, state, MPO, and/or local funding applications or environmental processes require different modeling assumptions, require project sponsors to include side-by-side comparisons of key modeling assumptions across and outputs across methods. Recent discrepancies in the Yolo I-80 and I-15 environmental and planning

analyses are symptomatic of a systemic problem in transportation planning and analysis practice—not unique to California—that can and should be mitigated by ensuring that both project sponsors and any applicable funding and oversight entities clearly understand the intended and foreseeable impacts of any given project. It is not acceptable to make conflicting claims about project impacts simply because one oversight or funding body requires one modeling approach and another body requires a different modeling approach. CTC has a basic responsibility to ensure that your staff, commissioners, and all relevant stakeholders receive an honest and transparent accounting of project impacts—an accounting that CTC does not currently require or receive under existing program guidelines.

- ii. Additionally, the CTC should follow up on projects that have previously received TCEP funding to ensure that those projects have accomplished the goals they identified within their methodologies. Currently, there are no safeguards against projects that promise a certain outcome and do not accomplish it. In order to ensure that TCEP funding is going to projects that truly support the goals of the program, CTC should conduct a study a few years after the project has been constructed to compare the project outcomes with those identified in the TCEP application. If the CTC finds that the project outcomes do not feasibly match what was stated in the application, it should enforce penalties for not achieving the projected outcomes. For example, the CTC may require project developers to conduct additional improvements or not award those developers future TCEP funding if those improvements cannot be completed.

- c. **Require funding applicants proposing new highway capacity projects in identified environmental justice communities to work with most-impacted community stakeholders to draft a community benefits agreement as a condition of any TCEP funding award.** This approach would significantly strengthen incentives for good-faith community engagement and delivering targeted, meaningful benefits in most-impacted communities—forcing project sponsors to grapple in specific terms with the reality that claims of ‘equity’ benefits remain too-often at odds with feedback from environmental justice and community-based organizations. The root cause problem of environmental injustice is a lack of power and agency for residents of environmental justice communities. CTC can share its institutional power with these

communities by ensuring they have a seat at the table to guide projects that carry the risk of substantial harm.

- d. **Require, as part of RTP/SCS compliance, for developers to identify how exactly their project will help accomplish the goals stated in the RTP/SCS.** As part of SB 375, MPOs are required to achieve GHG reduction targets set by the California Air Resources Board. The SCS, thus, is a plan developed by the MPO on how exactly it will accomplish that GHG reduction target. While TCEP projects are required to be a part of that planning process by being included within the SCS plan, it is not often clear how the proposed project will help move the region in the right direction when it comes to achieving its regional climate targets. Thus, we ask that all TCEP projects state in their application how their project will advance the goals of the RTP/SCS, especially focusing on the impact it will have on the region achieving its climate target.
4. **We request that the Cycle 4 TCEP guidelines build on Cycle 3 guidance to further support increased ZEV infrastructure investments.** Prospective project sponsors and freight industry stakeholders are actively seeking to understand their role in the ZEV transition, with important questions about the role of local governments in a complex ecosystem of public and private goods movement stakeholders. TCEP (and other relevant CTC-administered programs) should utilize strategies including but not limited to:
 - a. **Clarifying and providing examples of eligible ZEV project types to give local agencies as much confidence as possible regarding fundable projects and the role(s) that project sponsors of various types can play in fostering ZEV infrastructure investment.** For example, highlighting the variety of different approaches that project sponsors can take—building ZEV infrastructure on property owned by the project sponsor or State of California, partnering with freight rail entities to electrify rail, or partnering with ports or heavy-duty fleet operators to build ZEV infrastructure. In consultation with Caltrans, the California Energy Commission, CARB, and any other identified stakeholders, CTC should also provide and/or link to documented examples of prior TCEP-funded ZEV projects and other relevant ‘best practice’-style resources. These could include, for example, resources to help identify and prioritize among the most beneficial and sufficiently ‘energized’ locations in which to install ZEV infrastructure, or examples of the public and agency benefits that can be derived from ZEV infrastructure partnerships (e.g., pollution reduction, economic development, or new public or community benefits revenue through charging revenue-sharing agreements).

- b. **Sending a clear ‘market’ signal to encourage project applicants to prioritize ZEV infrastructure projects and project elements in their applications**, for example by setting an overall program investment target—ideally at or above last year’s share of funding awarded to ZEV infrastructure.
5. **We request that the Cycle 4 TCEP guidelines solicit specific job information on Economic Impacts of projects.** We commend the Commission’s efforts to collect information on job creation and workforce development as part of Cycle 4 TCEP guidelines. As the state strives to meet its climate goals and reduce its dependence on fossil fuels, it is critical to *transition* the workforce accordingly from emissions-increasing projects like freeway expansion, which disproportionately increase pollutants and hurt health outcomes in disadvantaged communities, to projects that support zero emissions infrastructure and electrification, without losing job quality or labor standards. In order to ultimately achieve this transition, we first need to collect measurable data on the number, type, and quality of jobs created from transportation infrastructure funding, so we can use that data to track progress. To that end, we request that the “types of jobs created by project delivery” solicited in the updated draft Cycle 4 TCEP guidelines include information on the job sector/trade, training and certification requirements, apprenticeship inclusion, and union representation, if applicable.
6. **We request that the Cycle 4 TCEP guidelines update the Equity Supplement Section B as follows:**
 - a. **Clarify and revise example two from “2. Reduce travel times, congestion, and pollution” to “2. Reduce pollution” and insert a separate number for “Reduce travel times and congestion in the long term”.** Projects in urbanized areas that add capacity to highways result in changes in travel behavior due to a short-term reduction in travel time, however in the long-term these projects result in induced VMT and fail to relieve congestion over the long term. These projects actually intensify dependence on automobiles, increase emissions and hazards, and encourage further displacement of neighborhoods. It is important to clarify to applicants that projects should result in long term reduction of travel times and congestion once accounting for induced VMT in order to be considered equitable.
7. **We request that the Cycle 4 TCEP guidelines indicate in the Project Rating Process that the CTC also give priority to project proposals from community based organizations and environmental justice organizations submitted by a public agency sponsor.** In CTC’s Racial Equity Statement, the Commission states it will “Work to build and strengthen relationships with community-based organizations, non-profits, advocacy organizations, and other equity experts and practitioners,” and in order to do this, the CTC must make

racial equity real with tangible outcomes by explicitly being clear it will encourage, prioritize, and fund project proposals drafted by community based and environmental justice organizations submitted by public agency sponsors.

Thank you for your consideration of these comments. We look forward to discussing them further.

Best,

Carter Rubin
Director of Transportation Advocacy, NRDC

Sofia Rafikova
Policy Advocate, Coalition for Clean Air

Maurissa Brown
Transportation Equity Program Manager, The Greenlining Institute

Laura Deehan
State Director, Environment California Research and Policy Center

Maya Iñigo – Anderson
Transportation Equity Fellow, Communities for a Better Environment