Memorandum

To: CHAIR AND COMMISSIONERS **CTC Meeting**: August 20-21, 2026

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.7, Action

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Published Date: August 7, 2026

Subject: 2026 Trade Corridor Enhancement Program Guidelines Adoption,
Resolution G-26-62

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the proposed 2026 Trade Corridor Enhancement Program Guidelines, which are included as Attachment B. The adoption of the 2026 Trade Corridor Enhancement Program Guidelines will initiate the call for projects for the upcoming program cycle, with applications due November 20, 2026.

Issue:

The 2026 Trade Corridor Enhancement Program represents the fifth cycle of this competitive program and will provide two years of funding in Fiscal Years 2027-28 and 2028-29, for a total of $1,287,958,000, as reflected in the Fund Estimate under Reference Number 4.26 on this agenda.

Commission staff developed the proposed 2026 Trade Corridor Enhancement Program Guidelines (Attachment B) in consultation with the Interagency Equity Advisory Committee, the California Department of Transportation (Caltrans), the Governor's Office of Business and Economic Development, the California Workforce Development Board, regional transportation planning agencies, metropolitan planning organizations, local agencies, advocates, freight industry representatives, and other program partners and interested parties.

Following the initial kick-off workshop on November 20, 2025, Commission staff hosted five additional workshops through May 2026 to solicit partner feedback on the guidelines, including three program-specific workshops, as well as two standalone workshops focused on workforce development considerations and on advancing equity and community engagement across the Senate Bill 1 Programs. Workshop materials and recordings are posted on the Commission's website. Commission staff also hosted 33 virtual office hour sessions from February 2026 to May 2026 to provide technical assistance to applicants for project nominations for the 2026 Trade Corridor Enhancement Program.

The initial draft 2026 Trade Corridor Enhancement Program Guidelines were presented to the Commission at the June 2026 Commission meeting. Since then, Commission staff hosted one additional standalone workshop on July 15 that involved the Trade Corridor Enhancement Program, which was focused on alternative delivery methods guidance included in all Senate Bill 1 Programs. Additionally, the Commission received multiple comment letters (included in Attachment C) following the publication of the draft 2026 Trade Corridor Enhancement Program Guidelines. The following updates were informed by public comment received at the July 2026 workshop, feedback from implementing agencies, and comments submitted in response to the draft guidelines, and are each reflected as **bolded**, **red** font in Attachment B:

Delivery Methods and Project Segmenting
Part III, Sections 12 and 13

The Delivery Methods and Project Segmenting sections were updated to clarify how the Commission programs and allocates funds for projects using alternative delivery methods, including design-build, progressive design-build, and Construction Manager/General Contractor, and to outline a consistent project segmentation standard across SB 1 Programs. The updates confirm that projects using alternative delivery methods follow the existing programming and allocation process and consolidate the segmentation requirements into a single four-part standard consistent with state and federal law. These changes support timely and flexible project delivery while ensuring responsible expenditure of program funds committed by the Commission.

Evaluation Criteria – Passenger Vehicle Miles Traveled Mitigation Measure Examples
Part IV, Section 19

In response to one of the received comment letters (dated June 24, 2026), staff incorporated the recommendation to add a link to the Caltrans Vehicle Miles Traveled Mitigation Playbook, providing applicants with additional examples of passenger vehicle miles traveled mitigation measures. Staff also met with the letter signatories to discuss their recommendations. Staff will continue to engage with the letter signatories to explore their recommendations for future guidelines cycles.

Background:

The Road Repair and Accountability Act of 2017, or Senate Bill 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, Senate Bill 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 through the Trade Corridor Enhancement Program.

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 National Highway Freight Program's federal obligation authority limits. Under Senate Bill 103, state Trade Corridor Enhancement Program funding must be consistent with Article XIX of the California Constitution.

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 priority candidates for zero-emission freight infrastructure as identified in the Senate Bill 671 Clean Freight Corridor Efficiency Assessment.

The 2026 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 guidelines address statutory requirements, incorporate partner feedback, and include Commission procedures for programming and project delivery.

Attachments:

- Attachment A: Resolution G-26-62
- Attachment B: 2026 Trade Corridor Enhancement Program Guidelines
- Attachment C: Comment Letters

Reference No.: 4.7
August 20-21, 2026
Attachment A

CALIFORNIA TRANSPORTATION COMMISSION
2026 Trade Corridor Enhancement Program Guidelines Adoption

RESOLUTION G-26-62

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's 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 seven virtual public workshops and 33 virtual office hour sessions and worked collaboratively with the Interagency Equity Advisory Committee, the California Department of Transportation, the Governor's Office of Business and Economic Development, the California Workforce Development Board, regional transportation planning agencies, metropolitan planning organizations, local agencies, advocates, freight industry representatives, and other program partners and interested parties to develop the 2026 Trade Corridor Enhancement Program Guidelines; and

1.4 **WHEREAS,** Commission staff presented an initial draft of the 2026 Trade Corridor Enhancement Program Guidelines to the Commission at its June 25, 2026 meeting; and

1.5 **WHEREAS,** pursuant to Streets and Highways Code Section 2192, the Commission administers Trade Corridor Enhancement Account and National Highway Freight Program funds through the Trade Corridor Enhancement Program.

2.1 **NOW, THEREFORE, BE IT RESOLVED**, that the Commission adopts the 2026 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 2026 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 2026 Trade Corridor Enhancement Program Guidelines will initiate the call for projects for the upcoming program cycle, with applications due November 20, 2026.

CALIFORNIA TRANSPORTATION COMMISSION

2026 TRADE CORRIDOR ENHANCEMENT PROGRAM GUIDELINES

ANTICIPATED ADOPTION
August 20, 2026

RESOLUTION
G-26-62

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I. INTRODUCTION

1. **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 those identified in the Commission-adopted Senate Bill 671 Clean Freight Corridor Efficiency Assessment as priority candidates for zero-emission freight infrastructure. 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. Part VIII, Appendix H provides a list of the program's various goals and guiding principles.

2. **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 Senate Bill 103 (Committee on Budget and Fiscal Review, 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 National Highway Freight Program, established under federal surface transportation authorization legislation, provides federal funding to the Trade Corridor Enhancement Program.

   The Commission is responsible for programming and allocating these state and federal funds, and the funds are 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 program partners and other interested parties representing state, regional, and local government agencies, 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. **Schedule**
The following schedule lists the major milestones for the development and adoption of the 2026 Trade Corridor Enhancement Program:

MILESTONE	DATE
Draft Guidelines Presented to the Commission	June 25, 2026
Guidelines Adoption and Call for Projects	August 20, 2026
Project Nominations Due	**November 20, 2026**
Staff Recommendations Released	June 2027
Program Adoption	June 24-25, 2027

II. FUNDING

4. **Funding and Program Cycle**
The 2026 Trade Corridor Enhancement Program will provide two years of programming in fiscal years 2027-28 and 2028-29 for an estimated total of **$1,287,958,000**. 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 (2027-28 and 2028-29), it is estimated that **$256,000,000** in National Highway Freight Program Funds will be available, and that **$767,000,000** from the Trade Corridor Enhancement Account Fund will be available. **An additional $264,958,000 is available through programming adjustments from project savings and increases to prior cycle programming.** A two-year Fund Estimate is provided in Part VIII, Appendix G.

5. **Distribution**
The Commission supports a corridor-based programming approach for 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 workshops with interested parties, the Commission defined the following freight regions for the distribution of funding:

- **Bay Area:** Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.
- **Central Valley*:** El Dorado, Fresno, Kern, Kings, Madera, Merced, Placer, 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.

**The Central Valley is geographically divided into two parts: the Northern Central Valley, known as the Sacramento Valley, and the Southern Central Valley, known as the San Joaquin Valley.*

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 Caltrans.

The Commission has developed funding targets for distribution of the 60 percent of regional funds to the general freight regions identified above. These regional corridor funding targets are informed by key freight indicators, many of which were originally established through the 2007 Goods Movement Action Plan. Although these key freight indicators were developed in 2007, the underlying data are routinely updated to ensure they reflect current freight system conditions.

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 seven months to develop and reach a consensus on the funding target calculation methodology to be used for the Trade Corridor Enhancement Program. The funding target calculation methodology utilizes the following indicators:

- Value by customs district
- Annual truck vehicle miles traveled
- 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
- Other and Central Coast unfunded freight costs.

In general, data was aggregated by county and grouped into the larger freight regions. The funding target calculation methodology was also discussed in Trade Corridor Enhancement Program workshops.

In considering geographic balance for the overall program, the Commission may program below the funding targets in a region or regions to account for projects programmed from the statewide funding 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		
Statewide (40 percent of total funds)	**Caltrans**	**$522,930,000***
Regional (60 percent of total funds)		**$765,028,000****
Region	**Percentage**	**Target**
Bay Area / Central Valley	29 percent	**$221,858,000**
Central Coast	2.5 percent	**$19,126,000**
Los Angeles / Inland Empire	56 percent	**$428,416,000**
San Diego / Border	10 percent	**$76,503,000**
Other	2.5 percent	**$19,126,000**

The Statewide share includes 40 percent of the appropriated funds from the Trade Corridor Enhancement Account and the National Highway Freight Program, totaling $409,200,000. Additionally, the Statewide share includes $113,730,000 in programming adjustments from prior cycles, comprised of project savings and pending commitments.
*****The Regional share includes 60 percent of the appropriated funds from the Trade Corridor Enhancement Account and the National Highway Freight Program, totaling $613,800,000. Additionally, the Regional share includes $151,228,000 in programming adjustments from prior cycles, comprised of project savings.***

6. **Matching Requirements**

Projects funded by the Trade Corridor Enhancement Program may require a 30 percent match of private, local, federal, or state funds, depending on the agency by which the project is nominated:

- 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.

The match will be calculated as follows:

- The match must equal at least 30 percent of the total cost of the project phase(s) being requested for funding in the Trade Corridor Enhancement Program.
- 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.
- Costs incurred prior to allocation will not be counted towards the 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.
- 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-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 split into separate projects after initial programming due to project segmenting, and this impacts the regional Trade Corridor Enhancement Program funds, the local match will be recalculated.

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 can use state Trade Corridor Enhancement Program Funds as a non-federal match in a federal grant application to increase the application’s competitiveness. If the project has already secured federal discretionary funding, the applicant must demonstrate that the obligation deadline for the federal discretionary funds on or before September 30 of the first fiscal year of programming of the upcoming Trade Corridor Enhancement Program cycle, making it infeasible to wait for the standard programming cycle. This restriction does not apply to projects that have not yet secured federal discretionary funds.

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.

Advance funds are limited to up to 50 percent of the applicable regional corridor funding target.

The federal grant must be awarded before any advance funds will be allocated through this process. If the project requesting advance funds is unsuccessful in obtaining the federal discretionary funds, then the state Trade Corridor Enhancement Program funds will be returned to the applicable funding target and will not be awarded to the project. In that case, the project must compete through the standard application process to receive Trade Corridor Enhancement Program funding.

8. Funding Restrictions

Trade Corridor Enhancement Program funds shall not:

- Supplant other committed funds.
- Fund a project that is already fully funded.
- Fund a capital improvement that is required as a condition for private development approval or permits.
- Fund the Project Approval and Environmental Document phase of any project.
- Be shifted between programmed project phases or 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.

With Commission approval, Trade Corridor Enhancement Program funding may be used to fund cost increases on Caltrans-nominated projects. When the Commission approves supplemental funding for cost increases, the Trade Corridor Enhancement Program funding available within the statewide target for future programming cycles will be adjusted accordingly. The Commission will allocate the cost increase on a project-by-project basis consistent with Part VI, Section 26 of these guidelines. For projects jointly nominated by Caltrans and another agency or private entity, the responsibility to pay for cost increases must be negotiated and agreed upon prior to application, and this agreement must be documented 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 due to an insufficient number of federalized projects. 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. For the purposes of these guidelines, “federalize” means to fund a project with federal National Highway Freight Program funds. If a project is funded with federal funds, it is then subject to federal requirements, such as National Environmental Policy Act requirements. As necessary, 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 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.

III. ELIGIBILITY

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 that 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 the involved parties must also be provided with the project nomination. A written Memorandum of Understanding outlining 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 the nomination deadline to ensure compliance with Commission policies.

The Commission expects collaboration and cooperation between the applicant, implementing agency, and Caltrans for all projects. Applicants, implementing agencies, and Caltrans must adhere to any commitments related to cost increases identified in a project's Commission-approved baseline agreement, and must ensure that baseline agreements remain 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 Part XIII, Appendix A.

11. **Eligible Projects**

11.1. Eligibility Requirements

To be eligible for Trade Corridor Enhancement Program funding, 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 obtain approval from the Commission to operate the toll facility in accordance with the Commission's Toll Facility Application Guidelines before the project is programmed in the Trade Corridor Enhancement Program for any project phase.

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 Document phase.

Projects eligible for Trade Corridor Enhancement Program funding 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 that facilitate the efficient movement of goods.
- Freight infrastructure (excluding vehicles) that enables zero-emission or near-zero emission goods movement.
- Environmental and community mitigation measures implemented as part of a freight infrastructure project (including zero-emission vehicles when included as part of an approved California Environmental Quality Act mitigation measure for a larger freight infrastructure project).
- Freight infrastructure-related advanced technology. Advanced technology includes the installation of broadband (including 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-emission freight 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 freight corridors.

11.2. 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:

- The project must comply with the provisions of Section 167 of Title 23 of the U.S. Code of Federal Regulations.
  The project must 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 annual federal fiscal year 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 marine ports).
- Projects that provide surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into or out of the facility.

12. Zero-Emission Freight Infrastructure Requirements and Guidance

This section provides additional project requirement guidance for applicants proposing zero-emission freight infrastructure. Applicants should also refer to Part XIII, Appendix F for guidance on application narratives, performance measures, and other resources related to zero-emission freight infrastructure projects.

12.1. Zero-Emission Freight Definitions

- **Zero-emissions vehicle:** A vehicle with a zero-emission powertrain that produces zero exhaust emissions of any criteria pollutant (or precursor pollutant) or greenhouse gas under any possible operational modes or conditions.
- **Zero-emission vehicle infrastructure:** Infrastructure that provides the appropriate energy or fuel type to power a zero-emission vehicle and is equipped with an interface that is compatible with the vehicles being charged or refueled.

- **Near-zero emission infrastructure:** 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.

12.2. Zero-Emission Freight Project Eligibility

- All zero-emission infrastructure funded by the Trade Corridor Enhancement Program must be primarily designed for freight, unless the infrastructure is included as a California Environmental Quality Act or National Environmental Policy Act mitigation for the larger freight project.
- Any type of zero-emission freight infrastructure technology is allowable. This includes electric vehicle charging, fast charging, hydrogen, or other technology; and upgrades to maintenance facilities supporting zero-emission vehicles.
- If a port freight infrastructure project meets the general eligibility guidance from Part II, 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 Part II, Section 11 and includes the purchase of human-operated zero-emission or near-zero-emission equipment, the project is eligible for funding.
- All zero-emission freight infrastructure funded by the Trade Corridor Enhancement Program must be publicly accessible. If the project provides both private and public benefits, applicants must complete the public/private cost-benefit analysis included in the "Other" section of the Nomination Form and clearly describe the project's public benefits.

12.3. Zero-Emission Freight Project Workforce Development Requirements

- In the interest 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 track record of annually graduating persons from disadvantaged and low-income communities ("California Climate Investments Priority Populations"). As a part of the response to evaluation criterion 18.3.C, 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.
- 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 aligns 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.

13. Environmental Process

Design, right-of-way, and construction capital costs will only be programmed if the final draft project-level environmental document required under the California Environmental Quality Act (CEQA) is complete at the time of program adoption or is expected to be complete within six months of program adoption.

For projects that require National Environmental Policy Act (NEPA) compliance, design, right-of-way, and construction capital costs will only be programmed if, at the time of program adoption, either the project-level process or the final draft of a project-level environmental document is complete in accordance with the National Environmental Policy Act, or is expected to be complete within six months of program adoption. Furthermore, all projects subject to federal action must complete the National Environmental Policy Act process.

Environmental clearance must be achieved within six months of program adoption. Funds will not be allocated to any portion of a project until all segments of the project have completed the environmental 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 National Environmental Policy Act clearance in order to maximize each project’s federal funding eligibility. Projects with National Environmental Policy Act clearance may, therefore, have a higher likelihood of securing an award through the Trade Corridor Enhancement Program.

Zero-emission freight infrastructure may be eligible for streamlined local permitting under Assembly Bill 1236 (Chiu, Chapter 598, Statutes of 2015) and Assembly Bill 970 (McCarty, Chapter 710, Statutes of 2021). In some cases, permits issued under this process are considered ministerial actions and may therefore be exempt from review under the California Environmental Quality Act. Applicants should coordinate with the applicable local permitting agency to determine whether the proposed project qualifies for streamlined permitting. Applicants that pursue streamlined permitting must demonstrate that local permitting approvals are secured within six months of program adoption. Resources related to permit streamlining are available in Part VIII, Appendix F of these guidelines.

14. Delivery Methods

The Commission supports and encourages innovative delivery methods. Projects **may** use alternative delivery methods such as design-build, progressive design-build, or Construction Manager/General Contractor **in accordance with the statutory authority applicable to the implementing agency and/or mode being delivered**. **Projects using these** methods **do** not follow the same procedures as projects using design-bid-build delivery. Flexibility may be requested and approved, consistent with programming and allocation capacity, program guidelines, and state and federal law.

14.1. Programming and Allocating Projects Using Alternative Delivery Methods

- **Funds programmed in pre-construction phases of a project or project segment are not affected by this section and remain subject to the existing programming process as specified in Part V, Section 22, and allocation process as specified in Part VI, Section 24.**
- **If an implementing agency changes the delivery method of a programmed project, the implementing agency shall notify Commission staff as soon as the change is identified. The change will be processed through the project amendment process as specified in Part VI, Section 26, and does not extend timely use of funds deadlines.**
- **Projects using any alternative delivery method remain subject to the existing programming process as specified in Part V, Section 22, and allocation process as specified in Part VI, Section 24. Construction phase allocation requests shall be based on the final engineer's estimate, as specified in Part VI, Section 24.**
  - For projects **using the design-build and progressive design build delivery methods**, the Commission will program the Trade Corridor Enhancement Program funds in the construction phase of the project. **However, the allocation** may be a combined amount to include design, right-of-way, and construction.
  - **Construction allocations for progressive design-build projects may fund costs associated with both design and construction, or construction only, depending on how the contracts are structured.**
  - **Allocations for projects will not be approved before environmental clearance is achieved for the entire project, as specified in Part VI, Section 24.2.**
- **Progressive design-build and Construction Manager/General Contractor projects may be divided into segments or work packages to facilitate project delivery. A segment is a portion of a project that has independent utility, as provided in Part III, Section 15. A work package is a contracting and delivery bundle within a project or segment, such as grading, demolition, utility relocation, or long-lead procurement. A work package is not required to have independent utility.**
- **If progressive design-build or Construction Manager/General Contractor projects are divided into separate work packages for the construction phase, then:**

- Work packages will be programmed in the Trade Corridor Enhancement Program by the Commission through an amendment after receiving a request from the implementing agency, as specified in Part VI, Section 26.
- Allocations for a work package will be approved only if the work package is part of a project or segment that is fully funded (i.e., the current cost estimate for the entire project is within the project's committed funding).
- A list of the anticipated work packages with their delivery years and scopes of work must accompany the allocation request for the initial work package, and subsequent work package allocation requests must provide an updated list of the remaining anticipated work packages.
- Work packages shall be for severable portions of work, such that:
  - The implementing agency is not obligated to have the contractor construct any other portion of the work.
  - The magnitude of the remaining work packages maintains the contractor's engagement for the remainder of the project.
  - The work package does not conflict with work to be performed under subsequent work packages.
- Implementing agencies must engage with Commission staff and Caltrans when considering work packages.

15. Project Segmenting

Larger corridor projects may require segmenting because of size, funding, or delivery schedule. The nomination should address the total corridor and the reasons for segmenting the project.

An implementing agency may request to segment a project for delivery purposes consistent with the project segmentation standards provided here. Segmenting does not alter the implementing agency's obligation to deliver the full project funded by the Commission consistent with the scope, schedule, cost, and anticipated benefits as committed in the project Baseline Agreement.

Consistent with state and federal law, a project may be segmented only if each segment meets all of the following requirements:

a) The segment is consistent with the project's purpose and need.
b) The segment has independent utility, meaning it is usable with standalone benefits and constitutes a reasonable expenditure of program funds even if no additional transportation improvements are made in the corridor.
c) The segment connects logical termini, meaning its end points are rational end points for corridor improvement and for evaluation of segment benefits.

d) **The segment does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.**

Projects are evaluated based on the segment(s) proposed for funding. Therefore, the nomination must:

- **Demonstrate that each segment meets the requirements provided above.**
- Identify the benefits (outputs and outcomes) for each segment proposed for funding.
- Provide a full funding plan for each segment.
- **Describe the delivery method for each segment.**
- Include an estimated timeline **to complete the** overall project **and each** segment in the corridor.

16. Multimodal Projects, Modes, and Contracts

Project nominations may include multiple modes to be delivered in separate contracts (e.g., roadwork, port improvements, rail improvements, advanced technology elements). The project nomination must clearly identify the scope of work for each project mode. The benefits (outputs and outcomes) that will be achieved may be described for all project modes 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 multiple independent contracts to achieve the benefits as proposed (e.g., roadwork, advanced technology), the project nomination must identify the scope, funding plan, and schedule for each contract (each contract should have a separate electronic Project Programming Request Form), including any contracts not requesting Trade Corridor Enhancement Program funds. The nomination should explain the strategy for project delivery. If, after program adoption, the project is divided into independent contracts, it should be reported to the Commission as soon as possible. To divide a project into independent contracts, a programming amendment must be approved by the Commission before allocation.

17. Screening Criteria

Commission staff will screen all project nominations for completeness and eligibility before they move to the evaluation process. Incomplete or ineligible applications will not be evaluated.

An agency submitting multiple project applications must clearly prioritize its project nominations.

Nominations will be screened for the following:

- A completed project nomination prepared and submitted in accordance with 2026 Trade Corridor Enhancement Program Guidelines and the instructions provided in Part VIII, Appendix A.
- The project meets the primary purpose of the Trade Corridor Enhancement Program, as described in Part I, Section 1.
- The applicant is an eligible applicant as defined in Part III, Section 10.
- The project is an eligible project as defined in Part III, Section 11.
- The nomination demonstrates the required funding match, as defined in Part I, Section 6.
- The project and each project segment, if applicable, demonstrates a complete funding plan with committed funds or eligible uncommitted funds, as defined in Part V, Section 23.
- The project is included in an adopted regional transportation plan.
- If the project is within the boundaries of a metropolitan planning organization: the project is included in an adopted regional transportation plan that includes a sustainable communities strategy determined by the California Air Resources Board to achieve the region's greenhouse gas emission reduction targets.
- The project has achieved (or will achieve) environmental clearance at the time of program adoption. If not, confirm that the project will achieve environmental clearance within six months of program adoption as specified in Part VIII, Appendix A.
- If the project is proposing zero-emission freight infrastructure project: the proposed infrastructure will be publicly accessible.

18. Project Rating Process

All project nominations that meet the screening criteria specified in Part III, Section 17 (Screening Criteria) will be considered for funding through a competitive process that evaluates nominations for consistency with program objectives and rates them based on the evaluation criteria specified in Part IV, Section 19.

Each evaluation criterion will be rated using the following scale:

- High
- Medium-High
- Medium
- Medium-Low
- Low

The highest-rated nominations will be selected for funding. The Commission may group projects for the purpose of comparing ratings of similar projects or of projects within the same region.

The Commission will prioritize projects jointly nominated and jointly funded by Caltrans and local or regional 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 the time of project nomination. The commitment should be documented 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 that provide the greatest overall benefits. The Commission may elect to only evaluate the highest priority application(s) submitted by each applicant.

The Commission may collaborate with the following entities when evaluating project nominations:

- The California Air Resources Board, to review the air quality and greenhouse gas emissions benefits.
- Caltrans, to review the Life-Cycle Benefit-Cost Analysis.
- The Interagency Equity Advisory Committee, to evaluate the community engagement criteria.

IV. EVALUATION

19. **Evaluation Criteria**

Project nominations must demonstrate how the project meets the primary purpose and policy objectives of the Trade Corridor Enhancement Program by responding to the evaluation criteria below with quantitative data and qualitative information. For the criteria that require a quantitative performance measure, applicants should refer to the Performance Indicators and Measures in Part VIII, Appendix C of these guidelines.

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 freight 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-emission freight infrastructure projects, may still be competitive based on their performance across other evaluation criteria. Zero-emission freight infrastructure project applicants should refer to Part VIII, Appendix F for examples of qualitative and quantitative measures that can be used to address these statutorily required criteria in the context of zero-emission freight infrastructure.

Where a project is proposed to improve private infrastructure, the Commission's evaluation will examine the public/private benefit assessment of the project. Such projects must demonstrate a clear public benefit, and projects using federal funding must be located on the federal-aid system.

For projects that are expected to induce passenger vehicle miles traveled, freight projects that mitigate these impacts will be better prioritized for funding in the Trade Corridor Enhancement Program. Examples of mitigation measures include investments in bus and rail transit service, especially those that improve travel time or service frequency, active transportation, complete streets, and highway solutions that improve transit travel times and reliability or generate revenue to fund projects that reduce vehicle miles traveled through employing vehicle demand management strategies. Other mitigation measures may be considered, provided they are eligible uses of the applicable funding source. **Applicants may refer to the Caltrans Vehicle Miles Traveled Mitigation Playbook for additional examples of mitigation strategies.** Applicants should discuss the benefits of any passenger vehicle miles traveled mitigation strategies under the evaluation criteria that align with the specific mitigation approach. This could include, but is not limited to, the Congestion Reduction/Mitigation, Multi-Modal Strategy, Air Quality Impacts, and Community Engagement criteria.

Passenger vehicle miles traveled mitigation measures funded with Trade Corridor Enhancement Program funds must meet Trade Corridor Enhancement Program eligibility requirements as outlined in Part III, Section 11. Measures that are not Trade Corridor Enhancement Program-eligible must be funded through another source.

Nominations will be evaluated on the following:

19.1. Freight System Factors

A. **Throughput:** The nomination should address how the project provides for increased freight truck, rail, or cargo volume through capacity expansion or operational efficiency to improve the interregional transportation network and move goods to, through, and from ports. This criterion is a performance measure.

B. **Velocity**: The nomination should address how the project increases the speed of freight traffic and cargo moving through the distribution system, including critical freight corridors and ports. This criterion is a performance measure.

C. **Reliability**: The nomination should address how the project reduces the variability and unpredictability of freight travel time. This criterion is a performance measure.

19.2. Transportation System Factors

A. **Safety:** The nomination should address how the project increases the safety of the public, industry workers, and traffic. This criterion is a performance measure.

B. **Congestion Reduction/Mitigation:** The nomination should address how the project reduces daily hours of delay on the system and improves access to freight facilities. This criterion is a performance measure.

C. **Key Transportation Bottleneck Relief:** The nomination should address how the project relieves key freight system bottlenecks where forecasts of freight traffic growth rates indicate infrastructure or system needs are inadequate to meet demand, including bottlenecks on critical freight corridors and near California's borders.

D. **Multi-Modal Strategy:** The nomination should address how the 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:** The nomination should address how the project links regions or corridors to serve statewide or national trade corridor needs and to improve the interregional transportation network.

F. **Advanced Technology:** The nomination should address how the 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).

G. **Zero-Emission Infrastructure:** The nomination should address how the project supports zero-emission freight infrastructure. Actions that support the transition to zero-emission freight infrastructure include, but are not 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.

   Applicants proposing zero-emission freight infrastructure must also address the sub-criteria under Part IV, Section 19.5. Each of the sub-criteria apply to zero-emission freight infrastructure projects only, including traditional projects with zero-emission freight infrastructure elements.

19.3. Community Impact Factors

A. **Air Quality Impact:** The nomination should address how the 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 criterion is a performance measure. The nomination should also discuss the project's public health benefits related to reducing exposure to air pollutants.

B. **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.

   Applicants may refer to the Senate Bill 1 Programs Transportation Equity Supplement included in Part VIII, Appendix D and use the indicators and examples provided as a resource to respond to this criterion.

   a. **Identification:**
      i. Identify the disadvantaged or historically impacted and marginalized communities within the project study area.

ii. Provide a demographic profile and metropolitan area map that identify locations of disadvantaged or historically impacted and marginalized communities within the project study area.

b. **Engagement:**

i. Explain how communities in the project study area were engaged to identify their needs, how engagement opportunities were made accessible to a broad range of participants, and during which project development phase engagement was conducted.

ii. If there are disadvantaged or historically impacted and marginalized communities within the project study area, how did the agency directly engage them?

iii. How was community feedback incorporated into the project?

iv. How did the agency inform the community about whether their feedback was incorporated into the project?

v. Describe any collaboration with community-based leaders, groups, or organizations that informed and shaped the project's engagement strategy, including how their input influenced engagement approaches and priorities. These leaders, groups, or organizations can include, but are not limited to, 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, senior centers, long-distance commuters (super commuters), linguistically or physically isolated groups, seniors and elders, and youth individuals and groups.

vi. Describe any efforts to identify and deliver targeted community benefits. This could include, but is not limited to:

1. The implementation of a Community Benefits Agreement.
2. Collaboration with community-based organizations.
3. The creation of a community advisory committee.
4. Community listening sessions targeted at disadvantaged or historically impacted and marginalized communities that shaped project development.

c. **Outcomes:**

i. Describe how the project scope and this nomination were developed with community feedback, including through collaboration 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, senior centers, long-distance commuters (super commuters), linguistically or physically isolated groups, seniors and elders, and youth individuals and groups.

   ii. Was the alternatives analysis developed to include community feedback?
   iii. Can the agency demonstrate its partnership and collaboration with the disadvantaged or historically impacted and marginalized communities?
   iv. Identify any strategies included in the project scope that avoid or minimize impacts on disadvantaged or historically impacted and marginalized communities.
   v. Describe how the project will deliver equitable outcomes for disadvantaged or historically impacted and marginalized communities.

d. **Impacts:**
   i. 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? Describe any tools, analyses, or engagement methods used to evaluate impacts.
   ii. If disparate impacts were identified, did the agency consider and incorporate alternate options as applicable?
   iii. Did the agency evaluate potential unintended consequences of delivering the project, such as displacement or other community impacts that may disproportionately affect disadvantaged or historically impacted and marginalized communities?

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.

C. **Economic Impact:** The nomination should address how the project enhances trade value, strengthens California's freight competitiveness, provides benefits that justify the proposed project costs, stimulates local economic activity, supports economic development, and creates, increases, or retains access to employment by responding to each prompt provided below:

a. **Trade Value and Freight Competitiveness:** Describe how the project supports trade value and improves California's freight competitiveness.
b. **Project Cost Effectiveness:** Describe how the project need and expected benefits justify the proposed project costs. This criterion is a performance measure.

c. **Workforce Development and Outreach:** Describe how the project supports workforce development and reaches workers in the communities it serves. Respond to each prompt to the extent information is available. Early-stage estimates and descriptions based on available or comparable data for similar project types are acceptable.
   i. Describe the jobs this project is expected to generate, by type:
      1. Construction-phase positions, by trade or classification (where known), including first period apprenticeship positions.
      2. Long-term operational positions
      3. Indirect positions (supply chain, vendors, materials providers)
   ii. Describe the wage context for construction-phase positions. Where prevailing wage applies, note the applicable determination. Where apprenticeship wage schedules apply, describe the entry-level to journey-level wage progression.
   iii. Identify the communities where project-generated jobs are primarily located. Indicate whether any portion of the project area falls within an economically distressed area, a disadvantaged community, or a region with unemployment significantly above the state average. Designation information is publicly available via CalEnviroScreen (disadvantaged communities) and the Employment Development Department's Local Workforce Development Areas data.
   iv. List any regional or local workforce development boards, pre-apprenticeship programs, apprenticeship programs, community colleges, or community-based organizations with which the nominating agency coordinates or has an existing or planned partnership for this project. Pre-apprenticeship programs include those designed to connect workers from underserved communities to registered apprenticeships, as well as trade-specific pre-apprenticeship classifications.
   v. Indicate whether this project includes outreach or hiring practices designed to reach workers facing structural economic barriers. Check all that apply:
      - ☐ Residents of low-income or economically distressed communities
      - ☐ Formerly incarcerated or justice-involved individuals
      - ☐ Young workers (ages 16–24) without a four-year degree
      - ☐ Women seeking entry into construction trades
      - ☐ Veterans
      - ☐ **Individuals with disabilities**
      - ☐ Other (describe)
      - ☐ No targeted outreach at this time

d. **Job Outcomes, Opportunity, and Community Impact:** Describe how this project's workforce investments will generate economic opportunity and lasting benefit for the communities it serves. Respond to each prompt to the extent information is available. Early-stage estimates and descriptions of expected outcomes based on available or comparable data for similar project types are acceptable.

- **i.** Describe whether project-generated jobs offer pathways to advancement. For example, progression from pre-apprenticeship to journey-level status, or from entry-level to supervisory roles.
- **ii.** Describe the broader economic impact on the surrounding community, including the long-term operational workforce the project sustains, local hiring and spending patterns, supply chain relationships, and other economic benefits the project is expected to generate.
- **iii.** Describe how this project's workforce impacts will reach people with limited access to stable, long-term employment, including the populations identified in Part c(v) above.
- **iv.** Describe the workforce development landscape in your region and how this project connects to and advances the regional workforce development partnerships identified in Part c(iv) above.

19.4. Other Factors

- **A. Urgent Freight Need:** The nomination should address how well the project addresses the state’s most urgent freight needs.

- **B. Project Readiness:** The nomination should address project readiness and the reasonableness of the schedule for project implementation, including the following factors:
  - **i.** Progress towards achieving environmental clearance.
  - **ii.** The comprehensiveness and sufficiency of agreements with key partners (particularly infrastructure-owning railroads) that will be involved in implementing the project.

- **C. Leveraging Funds:** The nomination should describe and list all other private, federal, state, local, and regional funding sources proposed for the project, including whether the source is discretionary or non-discretionary, and explain how these funds are being leveraged to support the project.

19.5. Zero-Emission Freight Infrastructure Sub-Criteria

These sub-criteria only apply to zero-emission freight infrastructure projects.

- **A. Project Zero-Emission Freight Infrastructure:** The nomination should address the following for the applicable technology:
  - **a. For battery electric charging stations:**
    - **i.** The number of charging stalls.

ii. The number, maximum power, and connector type of charging ports.
iii. The simultaneous charging capacity.
iv. The on-site energy storage type and power (if applicable).
v. The on-site energy generation type and power (if applicable).

b. **For hydrogen fueling stations:**
   i. The number of hydrogen fueling bays.
   ii. The number of hydrogen fueling nozzles.
   iii. Hydrogen nozzle flow rate.
   iv. On-site hydrogen storage capacity.
   v. Total hydrogen fueling capacity per day.

B. **Alignment with Program Goals: The nomination should address the following:**

a. **Zero-Emission Truck Throughput.** The nomination should describe the capacity of the station(s) 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 2044-45 (which represents year 20 after the 2026 Trade Corridor Enhancement Program ends) multiplied by the anticipated station utilization rate.

b. **Proximity to "Top 6" and "Priority 34" Clean Freight Corridors and National Zero-Emission Freight Corridors.** The nomination should address whether the proposed zero-emission infrastructure is located 5 miles or less from interstate ingress or egress points or highway intersections along the corridors listed below. For a full list of the Top 6 and Priority 34 Freight Corridors, see the Clean Freight Corridor Efficiency Assessment in Part VIII, Appendix E.
   i. Top 6 Freight Corridors identified in the Senate Bill 671 Clean Freight Corridor Efficiency Assessment.
   ii. Zero-Emission Freight Corridors identified in the National Zero-Emission Freight Corridor Strategy.
   iii. Priority 34 Corridors identified in the Senate Bill 671 Clean Freight Corridor Efficiency Assessment.

c. **Proximity to Key Freight Locations.** The nomination should describe key freight facilities located 2 miles or less from the proposed zero-emission infrastructure, such as ports of entry (maritime or land), warehouses, logistics centers, or transloading facilities.

d. **Proximity to Other Charging or Refueling Infrastructure.** The nomination should identify the number of other existing or funded zero-emission truck stations located within the distances listed below. For each nearby station, specify whether it is publicly or privately accessible. If nearby stations are located closer to other freight routes or corridors, the nomination should also note that context.
   i. 50 miles for battery electric charging stations

ii. 270 miles for hydrogen fueling stations

e. **Proximity to Residential Neighborhoods and Disadvantaged or Historically Impacted and Marginalized Communities.** The nomination should describe:

i. The distance from the zero-emission freight charging or refueling station to the nearest residential communities.

ii. The distance from the zero-emission freight charging or refueling station to any disadvantaged or historically impacted and marginalized communities.

iii. If the project is in or close to a residential or disadvantaged or historically impacted and marginalized community, the nomination must demonstrate how the community was included and engaged throughout the project development process to ensure their input is reflected. Applicants may refer to Part VIII, Appendix D for additional information.

C. **Project Site Features:** The nomination should address the following:

a. **Size of Station Land.** The nomination should describe:

i. The size of the zero-emission freight charging or refueling station in square feet.

ii. Whether there is an ability to expand the size of the station in the future.

b. **Truck Parking:** The nomination should indicate the number of truck parking spaces that will be available on-site at the zero-emission freight charging or fueling station.

c. **Zoning Designation.** The nomination should indicate the zoning designation for the project location (e.g., industrial, commercial, etc.).

d. **Other Site Amenities.** The nomination should describe any other planned station amenities (restrooms, food, etc.).

D. **Project Site Readiness: The nomination should address the following**:

a. **The status of the site agreement.**

b. **For battery electric charging stations (if applicable):**

i. The maximum power output needed at the site.

ii. The estimated annual electricity needed at the site.

iii. Whether the necessary level of output and annual electricity is currently available at the site. If not, the nomination should describe the estimated timeframe for when it will become available.

c. **For hydrogen fueling stations (if applicable):**

i. Describe the distance between the project site and the hydrogen distribution facility that will support the station.

ii. Describe the plan for delivering hydrogen to the station.

iii. Indicate whether hydrogen will be stored on-site, and if so, provide details on storage capacity and approach.

E. **Project Team Experience.** The nomination should describe:
   a. The project team's experience implementing medium- and heavy-duty zero-emission vehicle infrastructure projects, including example projects, if applicable.
   b. The project team's experience delivering publicly-funded infrastructure projects in compliance with applicable legal and policy requirements.

20. Other Project Information Areas

The information below is requested as a part of the project nomination for informational purposes only and will not be considered as part of the evaluation process.

A project nomination 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 information areas identified below. If an area below is not relevant to the project, the applicant should indicate "Not applicable" in the project nomination.

Instructions are provided below for the four information areas, which include:

- **Accessibility**: How the project improves access to jobs or key destinations, improves access for specific populations, especially disadvantaged or historically impacted and marginalized communities, or improves transportation options.
- **Climate Change Resilience and Adaptation**: How the project incorporates features, design elements, or strategies that improve resilience to climate change and reduce vulnerability to climate-related impacts, such as extreme heat, flooding, sea level rise, wildfire, or severe weather events.
- **Protection of Natural and Working Lands, and Enhancement of the Built Environment**: How the project minimizes impacts on natural and working lands (e.g., forests, rangelands, farms, urban green spaces, wetlands, and soils) or incorporates natural and green infrastructure.
- **Public Health**: How the project supports public health outcomes, including increased physical activity, improved mental health, enhanced traffic safety, improved environmental quality, reduced pollution exposure, and increased access to health-promoting goods and services. This section outlines where public health considerations are incorporated throughout the guidelines and evaluation criteria.

20.1. Accessibility

Accessibility refers to a project's ability to improve the community's ability to reach jobs, services, key destinations, and transportation options. Improvements may include reduced travel times, expanded travel choices, better connectivity between modes, increased reliability, or enhanced ease of travel. Benefits may apply broadly or be targeted toward a disadvantaged or historically impacted and marginalized group, such as low-income populations, older adults, or people with disabilities.

Because projects vary widely in scope and function, applicants should clearly demonstrate how the project improves community access within the context of the proposed project.

<u>Key Considerations</u>

When evaluating community access improvements, applicants should first consider the broader context of the project and identify how the project enhances connectivity to jobs, services destinations, or transportation options. Relevant considerations may include:

- The populations or communities that benefit from the improvement.
- The transportation modes that are available within or near the project area, including roadway, transit, bicycle, and pedestrian facilities.
- The jobs, services, or key destinations that become more accessible as a result of the project.

When describing access to employment opportunities, applicants should demonstrate the relationship between the populations being served by the project and the jobs being accessed. Consideration should be given as to whether the improved connection meaningfully serves the likely workforce or travel patterns within the affected community.

<u>Nomination Information</u>

The project nomination should include the following information:

- A summary describing the type of community access improvement provided by the project. Examples may include:
  - Improved travel times to jobs, services, or key destinations.
  - Expanded travel options through new or enhanced roadway, transit, bicycle, or pedestrian facilities.
  - New or improved access points, such as interchanges or ramps.
  - Improved multimodal connectivity between transportation services or destinations.
  - Enhanced mobility for disadvantaged or historically impacted and marginalized communities, such as low-income populations, older adults, and people with disabilities.
- Specific examples demonstrating how community access is being improved. Examples may include:

    - Creates a bicycle or pedestrian connection that improves travel between a community and nearby schools, services, or destinations.
    - Adds a new interchange, ramp, or roadway connection that improves access to employment centers, industrial areas, or freight facilities.
    - Improves traffic flow or reduces congestion, resulting in more reliable travel to jobs, services, or key destinations.
    - Expands transit service or adds a commuter route that improves connections between residential areas and major employment centers.
- A map showing relevant geographic areas, destinations, transportation facilities, and populations that support the access improvement narrative.
- Any data or analysis to support the access improvement narrative.

Tools and Resources

The tools and resources list below may be used to help demonstrate access improvements.

- OnTheMap. This mapping tool can identify populations, jobs, and key destinations to support access improvements.
- Poverty Data from the United States Census Bureau. The United States Census Bureau has poverty data available by county, census tract, or other categories.
- TOD Database. This mapping tool includes existing, planned, and proposed transit in select areas of California, along with relevant data such as population and median household income.
- TransitCenter Equity Dashboard. This tool maps transit access information for Los Angeles and the San Francisco Bay area, with filters for job type, destination, time of day, travel time, and region.
- CalEnviroScreen Data File**.** This file includes the base data for the CalEnviroScreen mapping tool, and provides information on poverty levels by census tract.
- California Climate Investments Priority Populations**.** This tool identifies the location of priority disadvantaged or historically impacted and marginalized communities for climate change resiliency and adaptation investments.
- **Geographic Information System (GIS) Mapping.** Applicants may create custom maps using GIS mapping tools to show intersections between transportation improvements and key destinations, population centers, jobs, services, or disadvantaged communities to demonstrate access benefits.

20.2. Climate 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
- 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 reversable 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.

<u>Resources</u>

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 (e.g. climate action plans or climate adaptation plans) 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 with 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.
- **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.
- **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.
- **Healthy Places Index - Extreme Heat Edition:** This edition of the Healthy Places Index was developed by Public Health Alliance of Southern California in partnership with the University of California, Los Angeles 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.
- **California Ocean Protection Council's Sea Level Rise Policy Guidance:** For sea level rise specifically, applicants should consult the Ocean Protection Council's sea level rise guidance for additional information on evaluating and planning for sea level rise risk that is not captured on Cal-Adapt.
- **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.
- **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 expected wildfire hazard, 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.
- **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.

- **Strategic Fire Plan for California:** CalFire's Plan provides objectives to achieve a vision for infrastructure that is 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.
- **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.
- **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 on various sectors.

Resources for Identifying Adaptation Strategies

- **Caltrans Climate Change 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.

- **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.

- **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.

20.3. 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 their 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.
- 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.

[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.

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 green spaces, 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.

- **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.

- **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.

- **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.

- **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.

20.4. 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.

V. PROGRAMMING

21. Programming Capacity

The Trade Corridor Enhancement Program will be developed consistent with the adopted Trade Corridor Enhancement Program Fund Estimate, as outlined in Part VIII, Appendix G. Funding will be distributed as described in Part II, Section 5 of these guidelines. The Fund Estimate is developed based on 50 percent 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.

22. Program of Projects

At the beginning of each cycle, the Commission creates a program of projects, a list that identifies the Trade Corridor Enhancement Program funds approved for each selected project. The program of projects includes, for each project, the amount of Trade Corridor Enhancement Program funding, 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 may include additional project details, such as the phase funded for each project, in their tracking documents.

Project costs must be programmed in the fiscal year in which the work is expected to occur. In other words, Trade Corridor Enhancement Program funds must 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 identified and programmed separately from the right-of-way capital and construction capital costs.

To account for long lead times associated with procuring specialized zero-emission vehicle equipment, zero-emission freight infrastructure projects may program two construction phases: a construction procurement phase and a construction implementation phase. Applicants must provide a brief justification in the nomination for this approach, including expected equipment lead times and an explanation of why separating the phases is necessary to support timely project delivery and reduce implementation risk.

23. Committed and Uncommitted Funds

The Commission will program and allocate funding to projects in whole thousands of dollars and will program 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 consider 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 Improvement Program, and federal formula transit funds, the commitment may be demonstrated through federal Transportation Improvement Program adoption. For federal discretionary funds, the commitment may be demonstrated through federal approval of a funding grant agreement or by grant approval.

Uncommitted funds may only be from the following competitive programs:

- Solutions for Congested Corridors Program
- Local Partnership Program
- Federal discretionary grant programs

The applicant must provide a 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.

VI. DELIVERY

24. Allocation Requests

When an agency is ready to implement a project component or phase, the agency must submit a request to Caltrans at least 60 days prior to the meeting in which they wish to have the allocation approved. This allows time for Caltrans review and recommendation, Commission staff review and recommendation, and Commission allocation.

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.

24.1. Review Process

Caltrans will review the allocation request and provide a recommendation to Commission staff for review. The recommendation from Caltrans must include:

- A determination of project readiness.
- The availability of appropriated funding.
- The availability of all identified and committed supplementary funding.
- Consistency with the executed Baseline Agreement, if applicable.
- For a construction allocation recommendation, certification from Caltrans showing that a project's plans, specifications, and estimates 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).

Commission staff will review the allocation request and provide a recommendation to the Commission for action. Commission staff may request additional information as part of the Commission's review.

24.2. Allocation Requirements

- In compliance with Section 21150 of the California 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 the plans, specifications, and estimates; right-of-way; or construction phases of a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act. Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of the National Environmental Policy Act review.

  - The Commission, as a Responsible Agency, must approve the environmentally cleared project for future funding consideration. The submission forms for this approval are available on the Commission website.
- Projects receiving federal National Highway Freight Program funds must comply with the provisions of Title 23 of the U.S. Code of Federal Regulations 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.
- A project will only be placed on the Commission's agenda for an allocation of construction funds if the project is ready to advertise.
- 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 until the next fiscal year without requiring an extension.
- An implementing agency must not award the construction contract for a project until the Commission has approved an allocation of the Trade Corridor Enhancement Program funds for the project.
- An agency should not request an allocation of construction funds unless it is prepared to award contract(s) related to the allocation within six months of allocation approval.
- If an agency has Commission approval to use more than one contract to deliver the programmed project scope, then it must request separate allocations for each independent contract.
- If a project or project component is ready for implementation earlier than the fiscal year in which it is programmed in the Trade Corridor Enhancement Program, an implementing agency may request an allocation in advance of the programmed year.
- The Commission may approve an allocation in advance of the programmed year if there is sufficient allocation capacity available and the allocation will not delay the availability of funding for other projects.

25. 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 (see Part VI, Section 25.2), the project will be deleted from the Trade Corridor Enhancement Program.

25.1. 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. If programmed funds are not allocated within the fiscal year programmed, or within the time allowed by an approved extension, the project will be deleted from the Trade Corridor Enhancement Program.
    - 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.

- **Contract Award Deadline:** Construction phase/component contracts must be awarded within six months of an approved allocation. If the contract(s) are not awarded within six months of allocation without an approved extension, the project phase/component will be deleted from the Trade Corridor Enhancement Program.

  Implementing agencies must not award the contract for a project until the Commission has allocated funds for the project.

- **Pre-Construction Expenditure Deadline.** Funds allocated for the plans, specifications, and estimates and right-of-way phases 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.

- **Project 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 within 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.

25.2. Extensions

The Commission may extend the deadlines listed in Part VI, Section 25.1 under the following conditions:

- An unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred to justify the extension.
- Extension requests should describe the specific unforeseen and extraordinary circumstances and identify the delay directly attributable to the circumstance.
- No deadline will be extended more than once. However, there are separate deadlines for allocations, contact award, expenditures, and project completion.
- Each deadline extension request will be considered separately for each programmed project or project component.
- The extension will not exceed the period of delay directly attributed to the extraordinary circumstance.
- The extension request cannot exceed the maximum period of delay identified in this section.
- An implementing agency must submit a time extension request to Caltrans at least 60 days prior to the Commission meeting at which the extension will be approved.
    - An allocation time extension request must be approved by the Commission by June 30 of the fiscal year in which the funds are programmed; otherwise, the funds will lapse as specified in this section.
    - Except for the allocation of funds, time extension requests must be received by Caltrans before the expiration dates indicated in Part VI, Section 25.1.
- Caltrans will review and prepare a written analysis of the proposed extension request and forward the written analysis and recommendation to the Commission for action.
- The Commission will consider a time extension request when it receives a time extension request with a recommendation from Caltrans.
- If a time extension is not approved before the expiration of a deadline, the project will be deleted from the Trade Corridor Enhancement Program.

The following types of extensions may be requested in the Trade Corridor Enhancement Program:

- **Allocation Extension (12 months maximum):** May be requested if a project phase cannot be allocated before June 30 in the fiscal year it is programmed.
- **Contract Award Extension (12 months maximum):** May be requested if the construction contract(s) cannot be awarded within six months of the approved allocation of funds.
- **Expenditure Extension (12 months maximum):** May be requested if pre-construction phase funding will not be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated.

- **Project Completion Extension after Allocation (20 months maximum)**: May be requested if, after allocation, an implementing agency finds that project completion will not occur within 36 months of the construction contract award.
- **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 electronic 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 Trade Corridor Enhancement Program funds, no Commission action is needed. However, a corrected Project Programming Report should be submitted to Caltrans and Commission staff.

26. Project Amendments

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

- **Scope Changes:** The Commission may consider minor changes to the scope of the project if there are no impacts on the project benefits or the scope change increases the benefits of the project. If the proposed scope changes are significant, and the project benefits are decreased, the Commission will evaluate the proposed changes and make a determination to either continue funding the project with reduced Trade Corridor Enhancement Program funds or to delete the project from the program.
- **Cost Changes:** The Trade Corridor Enhancement Program will not participate in cost increases to the project, except as allowed under Part II, 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 cost increase. A revised electronic 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 is approved as specified in Part VI, Section 25.2. For projects programmed in the last year of the 2024 Trade Corridor Enhancement Program, the implementing agency may request, by December 31, 2026, 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 electronic 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.

Amendment requests must be submitted as soon as an implementing agency has identified a need for one and must include documentation that supports the requested change and its impact on the scope, cost, schedule, and benefits (outputs and outcomes). Project amendment requests must be submitted as follows:

- Implementing agencies must notify Caltrans in writing of proposed project amendments.
- The written notification to Caltrans must include:
    - An explanation of the proposed change.
    - The reason for the proposed change.
    - The impact the proposed change would have on 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 nomination (increase or decrease in benefits) and an explanation of the methodology used to develop the aforementioned estimate.
    - A revised electronic Project Programming Request form must be included in the notification.
- Caltrans will coordinate all amendment requests and utilize the electronic Project Programming Request form 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 Commission staff for the Commission's approval.
- Project amendments requested by implementing agencies must be consistent with program guidelines, and must 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.

27. Project Cost Savings

The Commission will evaluate project cost savings on a phase-by-phase basis. 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 that phase from each funding source. The only exception is if an agency wishes to use the savings to fund a cost increase on the project, as described in this section.

- If the project is funded with both the 40 percent statewide share of Trade Corridor Enhancement Program funds administered by Caltrans and the 60 percent regional share of Trade Corridor Enhancement Program funds, the savings will be returned to each funding category based on the proportional amount originally programmed from each funding type.

Savings at the time of 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 the Commission prior to contract award.

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.

28. 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 a Letter of No Prejudice will allow the agency to begin work and incur eligible expenses prior to allocation. The Letter of No Prejudice Guidelines were adopted in October 2017 and are available on the Commission's website.

29. Project Inactivity

Once funds for a project are encumbered, project applicants are expected to invoice on a regular basis (for federal funds, see the U.S. Code of Federal Regulations, Title 23 Section 630.106 and the Caltrans' Inactive Obligation Policy for more information). 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.

VII. REPORTING

30. Project Reporting

Pursuant to Senate Bill 1, the Commission must track and report the progress of projects funded by the Trade Corridor Enhancement Program. 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 Freight Performance Measures. 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.

31. 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.build.ca.gov.

32. Project Auditing

The audit requirements are outlined in the Commission's Accountability and Transparency Guidelines and are required for all projects programmed in the Trade Corridor Enhancement Program.

33. Project Signage

An implementing agency must include construction signage stating that the project was made possible by Building 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.

34. 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 30.

35. 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 in the Trade Corridor Enhancement Program 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.
- A current list of Title VI nondiscrimination and related authorities is available on the Commission's website.

VIII. APPENDICES

APPENDIX A – PROJECT NOMINATIONS

Submittal Requirements

- Project nominations and supporting documentation must be submitted to the Commission by **11:59 PM** on **Friday, November 20, 2026**.
- Applicants must submit one (1) electronic copy. Electronic copies should be sent via email to TCEP@catc.ca.gov.
- Project nominations must include a hyperlinked table of contents, listing all sections using the lettering convention outlined below.
- Each project nomination should be limited to 35 pages, excluding information requested in appendices.
- 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.
- Nominations will be treated in accordance with California Public Records Act requirements and information, subject to those requirements, may be publicly disclosed.
- Project nomination packages, including all attachments and appendices, must be submitted as remediated PDFs that are compliant with the Americans with Disabilities Act (ADA). Documents must be fully accessible to users of assistive technology, including screen readers. Remediation meets the Section 508 standards and includes, at minimum: tagged document structure, logical reading order, alternative text for images and figures, accessible tables, color contrast, descriptive hyperlinks, and machine-readable text rather than scanned images. Nominations that are not submitted in an accessible format will be returned to the applicant for remediation and resubmission. Failure to remedy accessibility issues by the deadline established by Commission staff may result in the nomination being deemed incomplete.
- Applicants seeking technical assistance on document accessibility may reference the Web Content Accessibility Guidelines (WCAG) 2.2, Level AA Guidelines and Success Criteria, linked within the CA Web Standards webpage on website accessibility. For additional technical assistance on document accessibility, applicants may reference the federal Section 508 program's PDF accessibility resources.

Metropolitan Planning Organization Letter

The metropolitan planning organizations 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
- Confirmation that projects that fall within the metropolitan planning organization boundary are included in an adopted Regional Transportation Plan and if applicable, its Sustainable Communities Strategy and adopted regional freight plan.

This cover letter is submitted by the metropolitan planning organizations and is separate from the cover letters that are to be submitted with each project

The metropolitan planning organization cover letter is due on or before the nomination form deadline (**11:59 PM** on **Friday, November 20, 2026**) and can be submitted via email to TCEP@catc.ca.gov.

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 described in Part I, Section 1 of these 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- to two-page fact sheet describing the project. The fact sheet must include:
  - The project title.
  - A brief narrative of how the project 1) would impact greenhouse gas emissions, 2) considers transportation equity, and 3) mitigated or avoided negative community impacts to result in better outcomes. The narrative must be in "plain language" to enable a non-technical audience to understand it.
  - A high-quality project picture or rendering of at least 300 Dots Per Inch (DPI).
  - A high-quality picture or rendering of the nominating agency's logo. If there are multiple nominating agencies, each agency's logo must be included.
- The fact sheet will be posted on the Commission's website and therefore must meet the latest state and federal web accessibility laws and standards.

C. General Information

1. **Overview:** Provide a brief, one- to three-paragraph, non-technical description of the project. The description should focus on the project's freight-related importance and expected benefits. The description should also include a brief overview of the project background, purpose, and need.

2. **Map:** Provide a high-quality map (or maps) of the project location.

3. **Priority:** If the applicant is submitting multiple applications, specify the project priority.

4. **Scope:** Provide a brief (no longer than two paragraphs) description of the project scope. Include a list of outputs for the project, ensuring that these outputs match the outputs submitted in the electronic Project Programming Request (ePPR).

5. **Independent Utility:** A project requesting construction funds must have independent utility. If the project nomination 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. **Nominating Agency/Implementing Agency Agreement:** If the project will be implemented by an agency other than the nominator, briefly confirm that there is or will

be a written agreement in place between the project nominator and implementing agency.

7. **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 on the cover sheet.

D. Screening Criteria

1. **Eligible Projects:** Explain how the project is consistent with the projects described in Part II, Section 11 of these guidelines. Applicants should identify one or more applicable eligible project categories from Part II, Section 11 and briefly describe how the project aligns with the selected category or categories. Responses should be concise and may be provided in one to two paragraphs or in a short table format.

2. **Consistency with RTP/SCS:** Confirm that the proposed nomination is included in the current approved Regional Transportation Plan and, if applicable, Sustainable Communities Strategy. Applicants must provide:
    - Publicly accessible links to the approved Regional Transportation Plan/Sustainable Communities Strategy. Applicants must include the project identification number(s) for reference.
    - For projects located within the boundaries of a metropolitan planning organization, 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.
    - For projects located outside the boundaries of a metropolitan planning organization, a signed letter from the applicable regional transportation planning agency stating that the project's cost, scope, and schedule are consistent with the regional transportation planning agency's regional transportation plan.

3. **Environmental Clearance:** Confirm that the project has achieved (or will achieve) environmental clearance at the time of program adoption.
    - If not, the project must achieve environmental clearance within six months of program adoption. In detail, explain how this will be accomplished and include an anticipated process timeline to ensure the project will meet this deadline.

4. **Committed Funds:** Confirm that the project has complete funding commitments that align with the requirements in Part V, Section 23 of the Trade Corridor Enhancement Program Guidelines. Uncommitted funds may only be from the Local Partnership Competitive Program, the Solutions for Congested Corridors Program, or a federal discretionary grant program.

5. **Required Funding Match:** If applicable, confirm that the funding plan includes the required 30 percent funding match, as described in Part II, Section 6 of these guidelines. The applicant should include the total match amount, and the source of the matching funds.

E. **Project Delivery**

1. **Delivery Method:** Specify the project's delivery method (e.g., design-bid-build, design-build, progressive-design-build, design sequencing procurement, Construction Manager/General Contractor). If the delivery method is unknown at the time of nomination, it should be reported as soon as it is known.

2. **Contracts:** If more than one contract will be needed for the same phase, the applicant should identify and describe the contracts in this section.

3. **Schedule Risks:** Either in paragraph form or in a table, list any potential schedule risks and the 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 how 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. The project requires a construction and maintenance agreement.
    b. The implementing agency needs permission from a rail company 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 (NEPA) 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 the California Environmental Quality Act and, if necessary, the National Environmental Policy Act.
ii. A one to two paragraph description of the environmental and community impacts identified in the environmental document and if applicable the proposed mitigations. This may also be presented 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 the environmental documents are not complete, then the nomination should describe how the applicant and implementing agency will ensure the completion of California Environmental Quality Act and National Environmental Policy Act approval within six months of program adoption.

F. Evaluation Criteria

Performance Indicators and Measures: The Performance Indicators and Measures form is included in these guidelines as Part VIII, Appendix C. The applicant must complete the Performance Indicator and Measures form, which provides the quantitative information for evaluation criteria that are also performance measures. Applicants should ensure that the numbers from the Performance Indicators and Measures form align with the qualitative descriptions provided. Instructions for calculating the performance measures can be found in the Senate Bill 1 Technical Performance Measurement Methodology Guidebook.

Required Criteria: Each of the evaluation criteria identified in Part IV, Section 19 of these guidelines must be addressed in the order provided below. If a criterion is not addressed, the project will be less competitive for funding.

Projects Inducing Passenger Vehicle Miles Traveled: Applicants should discuss the benefits of any passenger vehicle miles traveled mitigation strategies under the evaluation criteria that align with the specific mitigation approach.

1. Freight System Factors

a. **Throughput:** The nomination should address how the project provides for increased freight truck, rail, or cargo volume through capacity expansion or operational efficiency to improve the interregional transportation network and move goods to, through, and from ports. This criterion is a performance measure.

b. **Velocity:** The nomination should address how the project increases the speed of freight traffic and cargo moving through the distribution system, including critical freight corridors and ports. This criterion is a performance measure.

c. **Reliability:** The nomination should address how the project reduces the variability and unpredictability of freight travel time. This criterion is a performance measure.

2. **Transportation System Factors**

a. **Safety:** The nomination should address how the project increases the safety of the public, industry workers, and traffic. This criterion is a performance measure.

b. **Congestion Reduction/Mitigation:** The nomination should address how the project reduces daily hours of delay on the system and improves access to freight facilities. This criterion is a performance measure.

c. **Key Transportation Bottleneck Relief:** The nomination should address how the project relieves key freight system bottlenecks where forecasts of freight traffic growth rates indicate infrastructure or system needs are inadequate to meet demand, including bottlenecks on critical freight corridors and near California's borders.

d. **Multi-Modal Strategy:** The nomination should address how the 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:** The nomination should address how the project links regions or corridors to serve statewide or national trade corridor needs and to improve the interregional transportation network.

f. **Advanced Technology:** The nomination should address how the 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).

g. **Zero-Emission Infrastructure**: The nomination should address how the project supports zero-emission freight infrastructure. 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.

Applicants proposing zero-emission freight infrastructure must also address the sub-criteria listed under “5. Zero-Emission Freight Infrastructure Sub-Criteria” below, including traditional projects with zero-emission freight infrastructure elements.

3. **Community Impact Factors**
   a. **Air Quality Impact:** The nomination should address how the 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 criterion is a performance measure. The nomination should also discuss the project’s public health benefits related to reducing exposure to air pollutants.

   b. **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. Applicants may refer to the Senate Bill 1 Programs Transportation Equity Supplement included in Part VIII, Appendix D and use the indicators and examples provided as a resource to respond to this criterion.
      i. **Identification**:
         1. Identify the disadvantaged or historically impacted and marginalized communities within the project study area.
         2. Provide a demographic profile and metropolitan area map that identify locations of disadvantaged or historically impacted and marginalized communities within the project study area.
      ii. **Engagement**:
         1. Explain how communities in the project study area were engaged to identify their needs, how engagement opportunities were made accessible to a broad range of participants, and during which project development phase engagement was conducted.
         2. If there are disadvantaged or historically impacted and marginalized communities within the project study area, how did the agency directly engage them?
         3. How was community feedback incorporated into the project?
         4. How did the agency inform the community about whether their feedback was incorporated into the project?

5. Describe any collaboration with community-based leaders, groups, or organizations that informed and shaped the project's engagement strategy, including how their input influenced engagement approaches and priorities. These leaders, groups, or organizations can include, but are not limited to, 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, senior centers, long-distance commuters (super commuters), linguistically or physically isolated groups, seniors and elders, and youth individuals and groups.
6. Describe any efforts to identify and deliver targeted community benefits. This could include, but is not limited to:
    - The implementation of a Community Benefits Agreement.
    - Collaboration with community-based organizations.
    - The creation of a community advisory committee.
    - Community listening sessions targeted at disadvantaged or historically impacted and marginalized communities that shaped project development.

iii. **Outcomes:**

1. Describe how the project scope and this nomination were developed with community feedback, including through collaboration 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, senior centers, long-distance commuters (super commuters), linguistically or physically isolated groups, seniors and elders, and youth individuals and groups.
2. Was the alternatives analysis developed to include community feedback?
3. Can the agency demonstrate its partnership and collaboration with the disadvantaged or historically impacted and marginalized communities?
4. Identify any strategies included in the project scope that avoid or minimize impacts on disadvantaged or historically impacted and marginalized communities.
5. Describe how the project will deliver equitable outcomes for disadvantaged or historically impacted and marginalized communities.

iv. **Impacts**:
1. 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? Describe any tools, analyses, or engagement methods used to evaluate impacts.
2. If disparate impacts were identified, did the agency consider and incorporate alternate options as applicable?
3. Did the agency evaluate potential unintended consequences of delivering the project, such as displacement or other community impacts that may disproportionately affect disadvantaged or historically impacted and marginalized communities?

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.

c. **Economic Impact:** The nomination should address how the project trade value, strengthens California's freight competitiveness, provides benefits that justify the proposed project costs, stimulates local economic activity, supports economic development, and creates, increases, or retains access to employment by responding to each prompt provided below:

i. **Trade Value and Freight Competitiveness:** Describe how the project supports trade value and improves California's freight competitiveness.

ii. **Project Cost Effectiveness:** Describe how the project need and expected benefits justify the proposed project costs. This criterion is a performance measure.

iii. **Workforce Development and Outreach:** Describe how the project supports workforce development and reaches workers in the communities it serves. Respond to each prompt to the extent information is available. Early-stage estimates and descriptions based on available or comparable data for similar project types are acceptable.
1. Describe the jobs this project is expected to generate, by type:

- Construction-phase positions, by trade or classification (where known), including first period apprenticeship positions.
- Long-term operational positions
- Indirect positions (supply chain, vendors, materials providers)

2. Describe the wage context for construction-phase positions. Where prevailing wage applies, note the applicable determination. Where apprenticeship wage schedules apply, describe the entry-level to journey-level wage progression.
3. Identify the communities where project-generated jobs are primarily located. Indicate whether any portion of the project area falls within an economically distressed area, a disadvantaged community, or a region with unemployment significantly above the state average. Designation information is publicly available via CalEnviroScreen (disadvantaged communities) and the Employment Development Department's Local Workforce Development Areas data.
4. List any regional or local workforce development boards, pre-apprenticeship programs, apprenticeship programs, community colleges, or community-based organizations with which the nominating agency coordinates or has an existing or planned partnership for this project. Pre-apprenticeship programs include those designed to connect workers from underserved communities to registered apprenticeships, as well as trade-specific pre-apprenticeship classifications.
5. Indicate whether this project includes outreach or hiring practices designed to reach workers facing structural economic barriers. Check all that apply:
   - Residents of low-income or economically distressed communities
   - Formerly incarcerated or justice-involved individuals
   - Young workers (ages 16–24) without a four-year degree
   - Women seeking entry into construction trades
   - Veterans
   - **Individuals with disabilities**
   - Other (describe)
   - No targeted outreach at this time

iv. **Job Outcomes, Opportunity, and Community Impact:** Describe how this project's workforce investments will generate economic opportunity and lasting benefit for the communities it serves. Respond to each prompt to the extent information is available. Early-stage estimates and descriptions of expected outcomes based on available or comparable data for similar project types are acceptable.

1. Describe whether project-generated jobs offer pathways to advancement. For example, progression from pre-apprenticeship to journey-level status, or from entry-level to supervisory roles.
2. Describe the broader economic impact on the surrounding community, including the long-term operational workforce the project sustains, local hiring and spending patterns, supply chain relationships, and other economic benefits the project is expected to generate.
3. Describe how this project's workforce impacts will reach people with limited access to stable, long-term employment, including the populations identified in Part c(v) above.
4. Describe the workforce development landscape in your region and how this project connects to and advances the regional workforce development partnerships identified in Part c(iv) above.

4. **Other Factors**
   a. **Urgent Freight Need:** The nomination should address how well the project addresses the state’s most urgent freight needs.

   b. **Project Readiness:** The nomination should address project readiness and the reasonableness of the schedule for project implementation, including the following factors:
      i. Progress towards achieving environmental protection requirements. If this information has already been provided in the California Environmental Quality Act/National Environmental Policy Act Status section above, the nomination may reference that section of the application.
      ii. 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, the nomination may reference that section.

   c. **Leveraging Funds:** The nomination should describe and list all other private, federal, state, local, and regional funding sources proposed for the project, including whether the source is discretionary or non-discretionary, and explain how these funds are being leveraged to support the project.

d. **Joint Nomination or Joint Funding:** The nomination should describe any joint nomination and/or joint funding arrangements that demonstrate the commitment of multiple partners to the delivery of the project.

e. Any other factors considered relevant at the time of project nomination.

5. **Zero-Emission Freight Infrastructure Sub-Criteria**

These sub-criteria only apply to zero-emission freight infrastructure projects.

a. **Project Zero-Emission Freight Infrastructure:** The nomination should address the following for the applicable technology:
    i. **For battery electric charging stations:**
        1. The number of charging stalls.
        2. The number, maximum power, and connector type of charging ports.
        3. The simultaneous charging capacity.
        4. The on-site energy storage type and power (if applicable).
        5. The on-site energy generation type and power (if applicable).
    ii. **For hydrogen fueling stations:**
        1. The number of hydrogen fueling bays.
        2. The number of hydrogen fueling nozzles.
        3. Hydrogen nozzle flow rate.
        4. On-site hydrogen storage capacity.
        5. Total hydrogen fueling capacity per day.

b. **Alignment with Program Goals:** The nomination should address the following:
    i. **Zero-Emission Truck Throughput.** The nomination should describe the capacity of the station(s) 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 2044-45 (which represents year 20 after the 2026 Trade Corridor Enhancement Program ends) multiplied by the anticipated station utilization rate.
    ii. **Proximity to "Top 6" and "Priority 34" Clean Freight Corridors and National Zero-Emission Freight Corridors.** The nomination should address whether the proposed zero-emission infrastructure is located 5 miles or less from interstate ingress or egress points or highway intersections along the corridors listed below. For a full list of the Top 6 and Priority 34 Freight Corridors, see the Clean Freight Corridor Efficiency Assessment in Part VIII, Appendix E.

1. Top 6 Freight Corridors identified in the Senate Bill 671 Clean Freight Corridor Efficiency Assessment.
2. Zero-Emission Freight Corridors identified in the National Zero-Emission Freight Corridor Strategy.
3. Priority 34 Corridors identified in the Senate Bill 671 Clean Freight Corridor Efficiency Assessment.

iii. **Proximity to Key Freight Locations.** The nomination should describe key freight facilities located 2 miles or less from the proposed zero-emission infrastructure, such as ports of entry (maritime or land), warehouses, logistics centers, or transloading facilities.

iv. **Proximity to Other Charging or Refueling Infrastructure.** The nomination should identify the number of other existing or funded zero-emission truck stations located within the distances listed below. For each nearby station, specify whether it is publicly or privately accessible. If nearby stations are located closer to other freight routes or corridors, the nomination should also note that context.

1. 50 miles for battery electric charging stations
2. 270 miles for hydrogen fueling stations

v. **Proximity to Residential Neighborhoods and Disadvantaged or Historically Impacted and Marginalized Communities.** The nomination should describe:

1. The distance from the zero-emission freight charging or refueling station to the nearest residential communities.
2. The distance from the zero-emission freight charging or refueling station to any disadvantaged or historically impacted and marginalized communities.
3. If the project is in or close to a residential or disadvantaged or historically impacted and marginalized community, the nomination must demonstrate how the community was included and engaged throughout the project development process to ensure their input is reflected. Applicants may refer to Part VIII, Appendix D for additional information.

c. **Project Site Features:** The nomination should address the following:

i. **Size of Station Land.** The nomination should describe:

1. The size of the zero-emission freight charging or refueling station in square feet.
2. Whether there is an ability to expand the size of the station in the future.

ii. **Truck Parking:** The nomination should indicate the number of truck parking spaces that will be available on-site at the zero-emission freight charging or fueling station.
iii. **Zoning Designation.** The nomination should indicate the zoning designation for the project location (e.g., industrial, commercial, etc.).
iv. **Other Site Amenities.** The nomination should describe any other planned station amenities (restrooms, food, etc.).

d. **Project Site Readiness:** The nomination should address the following:
   i. **The status of the site agreement.**
   ii. **For battery electric charging stations (if applicable):**
      1. The maximum power output needed at the site.
      2. The estimated annual electricity needed at the site.
      3. Whether the necessary level of output and annual electricity is currently available at the site. If not, the nomination should describe the estimated timeframe for when it will become available.
   iii. **For hydrogen fueling stations (if applicable):**
      1. Describe the distance between the project site and the hydrogen distribution facility that will support the station.
      2. Describe the plan for delivering hydrogen to the station.
      3. Indicate whether hydrogen will be stored on-site, and if so, provide details on storage capacity and approach.

e. **Project Team Experience.** The nomination should describe:
   i. The project team's experience implementing medium- and heavy-duty zero-emission vehicle infrastructure projects, including example projects, if applicable.
   ii. The project team's experience delivering publicly-funded infrastructure projects in compliance with applicable legal and policy requirements.

G. Other Project Information Areas

The nomination should provide information on each of the areas listed below. More details on what should be included in each information area are provided in Part V, Section 20 of these guidelines.

1. **Accessibility:** How the project improves access to jobs or key destinations, improves access for specific populations, especially disadvantaged or historically impacted and marginalized communities, or improves transportation options.

2. **Climate Change Resilience and Adaptation:** How the project incorporates features, design elements, or strategies that improve resilience to climate change and reduce vulnerability to climate-related impacts, such as extreme heat, flooding, sea level rise, wildfire, or severe weather events.

3. **Protection of Natural and Working Lands, and Enhancement of the Built Environment:** How the project minimizes impacts on natural and working lands (e.g., forests, rangelands, farms, urban green spaces, wetlands, and soils) or incorporates natural and green infrastructure?

4. **Public Health:** How the project supports public health outcomes, including increased physical activity, improved mental health, enhanced traffic safety, improved environmental quality, reduced pollution exposure, and increased access to health-promoting goods and services.

H. Funding and Deliverability

1. **Funding Table**: Applicants must complete the table below for all project phases. The table should align with the electronic Project Programming Request submitted with the project nomination. The notes section of the submitted electronic Project Programming Request should specify whether the funds requested are from the Trade Corridor Enhancement Program State or Regional share.

Phase	Fiscal Year of Allocation	Amount	Funding Source	Committed or Uncommitted

- **Cost estimates:** Costs should be escalated to the year of proposed implementation and be approved by the Chief Executive Officer or another authorized officer of the implementing agency.

- **Required Match**: Ensure that project funding includes the required 30 percent funding match for each programmed component and phase, as outlined in Part II, Section 6 of these 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 Trade Corridor Enhancement Program funds are requested. Also, the match is calculated separately for each phase where Trade Corridor

Enhancement Program funds are requested. Include a brief explanation as to why local funds can be reasonably assumed to be available.

2. **Total Project Cost**: The nomination should include the total project cost. Applicants may include the total costs at the end of the table or in a separate sentence or bullet. Applicants should ensure that the total project cost provided matches the electronic Project Programming Request.

3. **Cost Overruns:** The nomination should describe the ability of the nominating or implementing agency or agencies to absorb any cost overruns and deliver the proposed project without additional Trade Corridor Enhancement Program funding, except as noted in Part II, Section 8 of these guidelines.

4. **Contracts:** The nomination should note whether more than one contract is needed for the same project phase. Note that each contract will require a separate allocation.

5. **Pre-Construction Requests:** If the applicant is requesting funding for pre-construction project phases only, the nomination should explain how future construction will be funded.

6. **Federal Discretionary Funds:** The nomination should identify any federal discretionary grant funds that have been committed as of the nomination due date. Proof of the commitment should be provided in the form of a letter or public announcement issued by the authorizing federal agency.

7. **Ineligible Elements:** The nomination should 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, the nomination must include the following analysis:
    a. Include a list of public benefits and a list of private benefits of the project. While overlap among benefits is acceptable, the nomination should describe each benefit as specifically and distinctly as possible.
    b. Based on the total project cost, provide an estimate of the percentage of funds that will directly benefit private infrastructure or a private company, and the percentage that 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, the nomination must include a brief description of cooperation between the nominating agency and Caltrans.

3. **Bulk Coal:** Pursuant to Government Code Section 14525.3, the nomination must include confirmation that any new terminal project involving the storage, handling, or transport of coal in bulk will not have significant environmental impacts, as described in the project's related environmental documents. 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. A brief statement is sufficient.

4. **Reversible Lanes:** Pursuant to Streets and Highways Code Section 100.15, the nomination must include confirmation that any capacity-increasing project or a major street or highway lane realignment project was considered for reversible lanes.

APPENDIX B – ELECTRONIC PROJECT PROGRAMMING REQUEST

Each project nomination must include an electronic Project Programming Request (ePPR) form. The electronic Project Programming Request must list federal, state, local, and private funding sources and amounts by project component, phase, and fiscal year.

If the proposed project includes multiple project modes to be delivered under separate contracts, each project mode must have its own electronic Project Programming Request form.

The scope, benefits, schedule, and funding plan on the electronic Project Programming Request form must be consistent with the information provided in the nomination.

Visit the Caltrans Office of Capital Improvement Programming (OCIP) for more information about electronic Project Programming Requests, including a User's Guide.

APPENDIX C – PERFORMANCE INDICATORS AND MEASURES

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 Traveled 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				
	(Optional) Change in Cargo Volume	Sea port, airport				
	(Optional) Other Information	All				
System Reliability (Freight)	(Optional) Truck Travel Time Reliability Index (“No Build” Only)	National and State Highway System Only				
	(Optional) Other Information	All				

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
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 Dioxide (CO_2)					
	Volatile Organic Compounds (VOC)					
	Sulfur Oxides (SO_x)					
	Carbon Monoxide (CO)					
	Nitrogen Oxides (NO_x)					
Safety	Number of Fatalities	Road and Land Port				
	Rate of Fatalities per 100 Million VMT					
	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				

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Cost Effectiveness	Cost Benefit Ratio	All				
	(Optional) Other Information	All				
Economic Development	Jobs Created	All				
	(Optional) Other Information	All				

APPENDIX D – SB 1 PROGRAMS TRANSPORTATION EQUITY SUPPLEMENT

I. BACKGROUND

A. Racial Equity Statement

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;

- 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.

B. Supplement Purpose

The Commission developed this supplement in collaboration with members from the Interagency Equity Advisory Committee and other interested parties as a resource for applicant agencies preparing project nominations for Senate Bill 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, Native American Tribal Governments and other Tribal communities, 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 and Tribal feedback, where applicable? 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.

II. RESOURCES AND EXAMPLES

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.

1. **Median Household Income:** Census tracts where the 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.

2. **California Communities Environmental Health Screening Tool (CalEnviroScreen):** CalEnviroScreen is 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.

    - Senate Bill 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 Senate Bill 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.

3. **Healthy Places Index:** The Healthy Places Index was developed by the Public Health Alliance of Southern California, and 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.

4. **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 California Native American Tribes.

5. **Regional Definition:** Regional definitions 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 members' 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 Senate Bill 1 Program funding.

6. **California Department of Transportation Equity Index (EQI)**: A mapping tool developed by the California Department of Transportation (Caltrans) to identify areas with the greatest need for improved transportation access and safety. It incorporates multiple indicators, including underserved communities (based on Census blocks aligned with Senate Bill 535 and Assembly Bill 1550 (Gomez, Chapter 369, Statutes of 2016)), traffic exposure (such as proximity to high-volume corridors), access to destinations (measuring multimodal access to essential services), and transportation-based priority populations (considering demographic factors and the intersection of transportation benefits and burdens). Together, these components provide a comprehensive, data-driven view of transportation equity conditions at a granular level. The live map and detailed use instructions can be accessed on the California Department of Transportation's website.
    - **Underserved Communities:** Caltrans defines underserved communities using a combination of socioeconomic and geographic criteria captured in the EQI. This includes low-income communities as well as Tribal lands. These definitions align with state guidance (i.e., Senate Bill 960 (Wiener, Chapter 630, Statutes of 2024)) and are intended to ensure consistency in identifying communities most affected by transportation inequities, therefore supporting more equitable planning, investment, and decision-making. For additional details, users can refer to the EQI User Guide and the Senate Bill 960 Underserved Communities Guidance available on the EQI website.

7. **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 who rely on public transit).
    - 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 Outcomes

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 educational, economic, social, and cultural opportunities and amenities, including shopping centers, health centers, schools, community

organizations, museums, social services, transit centers, employment sites, parks, and open space.

2. Reduce travel times and congestion, especially in the long term.
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 and seniors and elders.
9. Incorporate community and Tribal art into the design of project elements.

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 or 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, applying multifaceted approaches may provide the best opportunity to effectively engage with and learn from the communities and populations in question. 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.

While effective engagement strategies are important, building trust with disadvantaged or historically impacted and marginalized communities is also critical. Meaningful engagement often depends on establishing and maintaining trusted relationships through consistent follow-up, transparency, and culturally competent communication, and the acknowledgement of past harms that contribute to community distrust and shape community perspectives.

Potential engagement strategies include:

1. Identify, contact, engage, and include the perspectives of disadvantaged or historically impacted and marginalized groups. Public outreach should include a mix of traditional and digital communication strategies to reach a broad range of community members:
    - Traditional engagement methods may include phone calls, mailers, flyers, and in-person events, as disadvantaged and historically impacted and marginalized groups may lack access to computers and the Internet.
    - Digital engagement methods may include virtual meetings, online surveys, social media, infographics, and other accessible online content, to broaden participation and reach community members through multiple formats.
    - In-person engagement activities could be conducted at community-relevant locations such as schools, community centers, senior centers, food distribution locations, parks, transit stops, community events, and other commonly visited public spaces, and at times that are convenient for community members.
    - Agencies could endeavor to make in-person engagement activities as accessible and inclusive as possible by selecting locations that are accessible by public transit and considering supportive accommodations, such as food and childcare, where allowable by law.
    - Engagement resources could be provided in multiple languages for non-native English speakers, and in accessible formats based on community needs, including braille, accessible digital formats, human readers, captioning, interpretation, and other accommodations for persons with visual, auditory, or other accessibility needs.
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, senior centers, 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. When engaging with individuals with disabilities, applicants should consider coordination with organizations such as California Independent Living Centers, centers for the blind, and other organizations and advocates that serve individuals with disabilities.
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. Incorporate opportunities for community members to share personal and community experiences, histories, challenges, and perspectives as part of the engagement process.
8. Develop relationships and conduct meaningful engagement with tribal governments and incorporate their feedback into the project planning and delivery process.
9. Collaborate, fund, or contract with local organizations to support community engagement efforts in the project planning and delivery process.
10. Prioritize community-identified high-need areas, such as those identified through robust community engagement.
11. Prioritize contracting strategies that benefit disadvantaged or historically impacted and marginalized groups such as the communities identified in this supplement.
12. 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

Anti-displacement strategies help ensure that transportation investments benefit existing residents and businesses rather than contributing to involuntary displacement, loss of community ties, reduced access to jobs and services, or exclusion from future opportunities. These strategies can help protect housing stability, preserve community cultural identity, and promote more equitable outcomes for disadvantaged and historically impacted or marginalized groups.

Definitions

- Anti-displacement refers to various strategies, programs, and laws that intend to counteract the displacement pressures felt by individuals. Some examples include, but are not limited to, rent assistance, subsidized housing, tenant protections, legal assistance to at-risk renters, rent stabilization, foreclosure prevention programs, and eviction prevention programs.

- Displacement refers to a situation in which households or businesses are involuntarily forced to relocate. Displacement effects can include homelessness, loss of community, loss of access to jobs and services, and loss of economic opportunity, and disproportionately affects historically marginalized groups.
    - Direct displacement may occur due to economic (foreclosure, rent increases, eviction, etc.) or physical reasons (environmental catastrophe, demolition of existing housing, etc.).
    - Indirect or "exclusionary" displacement prevents people or businesses from moving into a neighborhood (i.e., excluded) because of high rents or other conditions they are unable to control or prevent, such as policies that prohibit overnight parking, which may affect unhoused individuals who sleep in their vehicle.

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.

E. Tribal Coordination and Consultation Resources

Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) requires public agencies to consult with California Native American Tribes (federally and non-federally recognized) during the California Environmental Quality Act process for projects that may affect Tribal cultural resources.

California embraces meaningful consultation and collaboration with Tribal Nations. Agencies are encouraged to develop relationships and conduct meaningful engagement with Tribal Governments and incorporate their feedback into project planning and implementation.

Resources:

1. **The Governor's Office of Tribal Affairs**: Website that includes training, reports, and other resources related to Tribal engagement, Tribal cultures, California Native American Tribe history, and more.

2. **California Governor's Office of Land Use and Climate Innovation (LCI) Tribal Cultural Resources (Assembly Bill 52)**: Includes additional information to assist with the implementation of Assembly Bill 52 regarding the analysis of tribal cultural resource impacts and tribal consultation requirements.

3. **Caltrans Tribal Relations**: Caltrans resource that includes links to Native American land maps and contact lists.

APPENDIX E – SENATE BILL 671 CLEAN FREIGHT CORRIDOR EFFICIENCY ASSESSMENT

Senate Bill 671 (Gonzalez, Chapter 679, Statutes of 2021) required the Commission to prepare an assessment identifying freight corridors, or segments of corridors, and the infrastructure needed to support the deployment of zero-emission medium- and heavy-duty vehicles. The Senate Bill 671 Clean Freight Corridor Efficiency Assessment was submitted to the Legislature in December 2023 and is available on the Commission's website.

APPENDIX F – ZERO-EMISSION FREIGHT INFRASTRUCTURE PROJECT RESOURCES

A. Example Zero-Emission Freight Infrastructure Project Types

The Trade Corridor Enhancement Program funds freight infrastructure that enables zero-emission goods movement.

Potential project types include:

- Medium- and heavy-duty electric vehicle charging infrastructure.
- Medium- and heavy-duty hydrogen fueling infrastructure.
- Port electrification improvements, including on-site renewable energy generation and electrical grid upgrades to support zero-emission freight operations.
- Freight rail electrification improvements.

Purchases of vehicles are not eligible for funding. Purchases of human-operated zero-emission or near-zero-emission equipment are eligible for funding if they are part of an infrastructure project.

Examples of zero-emission freight infrastructure projects (including traditional freight infrastructure projects with zero-emission freight elements) previously funded in the Trade Corridor Enhancement Program are linked below:

- **Zero-Emission Freight Infrastructure Projects**
  - Accelerating Zero-Emission Fleet Charging on Priority Freight Corridors Project
  - Beyond the Dock: Electrifying Priority Trade Corridors at the Port of Oakland
  - EV Oasis North Project
  - EV Oasis South Project
  - Freight Logistics Electrifications for Emission-Free Transport (FLEET) Project
  - Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project
  - Port of Oakland Green Power Microgrid Project
  - Port to Border California Freight Electrification Project
  - Sacramento County Innovative Freight Terminal Project
  - South Bay Truck Charging Hub Project
  - Southern California Hydrogen Fueling Stations Project

- **Traditional Freight Infrastructure Projects with Zero-Emission Freight Elements**
  - Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project
  - Interstate 10 Corridor Freight and Managed Lane Project
  - U.S. 395 Freight Mobility and Safety Project

B. Example Zero-Emission Freight Narrative Topics and Performance Measures

The following narrative and performance measurement methodology examples are provided to illustrate how zero-emission freight infrastructure project applicants may address the statutorily required freight system factor evaluation criteria. These examples are optional. Applicants may choose to discuss other relevant topics and apply alternative methodologies.

B.1 Freight Throughput

Throughput refers to how much freight is moving through the system, measured in truck, train, or cargo volume. Throughput at zero-emission freight charging and fueling stations may address the number of zero-emission freight trucks that can be served by a fueling or charging facility within a given period.

Example Throughput Narrative Topics:

- How the station's location will drive increased zero-emission freight truck throughput:
  - Estimated zero-emission truck volume in project area.
  - Proximity to freight corridors identified in the Senate Bill 671 Clean Freight Corridor Efficiency Assessment.
  - Proximity to ports, distribution centers, warehouses, and other key freight locations.
- How the station's zero-emission freight infrastructure will support zero-emission freight throughput:
  - The number of trucks that can charge simultaneously.
  - Estimated trucks served per hour/day/year.

Example Throughput Performance Measure Methodologies

- *Trucks per year = estimated annual ZEV trucks near project in 2048 × estimated average utilization*
- *Trucks per day = (# of charging ports × daily operating hours × average session length) ÷ estimated average utilization*

B.2 Freight Velocity

Velocity refers to total travel time or total cargo transport time. Zero-emission freight velocity may address how quickly trucks can complete fueling or charging and continue with their trip.

Example Velocity Narrative Topics:

- How the station's infrastructure will support faster travel times:
  - Average session time compared to diesel refueling and other zero-emission technologies.
  - Expected wait times and queue management.
  - Station layout features to minimize wait and fueling times.
- How the station's location will support faster travel times:
  - Proximity to freight corridors identified in the Senate Bill 671 Clean Freight Corridor Efficiency Assessment.

  - The ability of trucks to charge or refuel without leaving their intended route (i.e., how the project minimizes detours).

Example Velocity Performance Measure Methodology

- *Velocity gain = average diesel fueling dwell time – ZEV charging or fueling dwell time*

Notes:

  - Dwell time includes queuing and charging/refueling time.
  - Average diesel fueling dwell time is assumed to be 0.25 hours.

B.3 Freight Reliability

Reliability refers to the consistency and predictability of freight travel times. Reliability at zero-emission freight charging and fueling stations may address the reliability of the zero-emission freight charging or fueling network and available infrastructure.

Example Reliability Narrative Topics:

- How the station's location increases the reliability of the ZEV charging or fueling network:
  - Distance from nearest charging or fueling stations and whether the station fills a critical gap.
- How the station's infrastructure supports reliability:
  - Consistency of charging times.
  - Charger uptime and maintenance approach.
  - Power storage, grid reliability, and power generation.
  - Site design elements that support reliability.

C. Zero-Emission Freight Project Resources

The following resources provide guidance to public agencies and developers on zero-emission vehicle infrastructure project planning, permitting, and implementation.

C.1 Project Planning and Permitting

- **Senate Bill 671 Clean Freight Corridor Efficiency Assessment:** The Commission's Assessment of priority freight corridors for zero-emission vehicle infrastructure deployment.
- **Permitting Electric Vehicle Charging Stations: Best Practices:** A resource from the California Governor's Office of Business and Economic Development that provides guidance and best practices to help public agencies and developers streamline and standardize the permitting process for electric vehicle charging stations.
- **Electric Vehicle Charging Station Permitting Guidebook:** A resource from the California Governor's Office of Business and Economic Development that provides guidance on how public agencies and developers can work together to streamline the planning, permitting, installation, and ongoing operation of charging stations.

- **Plug-in Electric Vehicle Charging Station Readiness:** A resource from the California Governor's Office of Business and Economic Development that complements the Permitting Guidebook, providing permit streamlining maps, scorecards, and fact sheets to help applicants understand jurisdiction readiness and requirements.
- **Permitting Processes for Electric Vehicle Charging Infrastructure:** A resource from the U.S. Department of Energy Alternative Fuels Data Center that summarizes permitting timelines, requirements, and best practices across jurisdictions.
- **Hydrogen Fueling Station Readiness:** A resource from the California Governor's Office of Business and Economic Development that provides tools, requirements, and step-by-step guidance to help public agencies and developers streamline permitting and accelerate the deployment of hydrogen fueling stations.
- **Hydrogen Station Permitting Guidebook:** A resource from the California Governor's Office of Business and Economic Development that guides public agencies and developers through the process of planning, permitting, and building hydrogen fueling stations.
- **Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure Blueprint Planning Documents:** Local and regional planning documents for the deployment of medium- and heavy-duty zero-emission vehicles and infrastructure. The blueprints were funded by the California Energy Commission and include best practices for planning, siting, permitting, and more.

C.2 Data and Tools

- **MDHD ZEV Station Dashboard:** A California Energy Commission interactive dashboard that maps and tracks planned and operating medium- and heavy-duty zero-emission vehicle charging and fueling stations.
- **Alternative Fueling Station Locator:** A national-level map from the U.S. Joint Office of Energy and Transportation with filters for fuel type, public accessibility, and status.
- **National Medium & Heavy Duty Zero-Emission Infrastructure Map:** A national-level map from CALSTART with filters for public accessibility, development status, fuel type, vehicle type access, and nearby freight routes.

APPENDIX G – FUND ESTIMATE

Dollar amounts are shown in millions ($).

RESOURCES	2027 28	2028 29	2 Year Total
STATE			
Trade Corridor Enhancement Account [1]	$382	$385	$767
State Resources Subtotal	**$382**	**$385**	**$767**
FEDERAL			
National Highway Freight Program [2, 3]	$127	$129	$256
Federal Resources Subtotal	**$127**	**$129**	**$256**
Total Resources	**$509**	**$514**	**$1,023**
Programming Adjustments [4]	$265	$0	$265
NET RESOURCES AVAILABLE	**$774**	**$514**	**$1,288**

Notes:

- 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 include 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-appointment set-asides, penalties, and sequestration. Fiscal Year 2027-28 is escalated using the average inflationary rate over the entire IIJA funding period (1.8%).
[3] California may use up to 30% of the National Highway Freight Program funds on freight and/or freight rail projects.
[4] Includes project savings and increases to prior cycle programming.

APPENDIX H – GOALS AND GUIDING PRINCIPLES

2023 California Freight Mobility Plan

The California Freight Mobility Plan 2023 is a comprehensive plan that governs the state's immediate and long-range freight planning activities and capital investments. The Plan outlines the State's goods movement goals, challenges, opportunities, and priorities. The creation of a state freight plan is required by Assembly Bill 14 (Lowenthal, Chapter 223, Statutes of 2013) and codified under California State Government Code Section 13978.8. It is also required under the federal Infrastructure Investment and Jobs Act (IIJA, 2021) and codified under 49 United States Code 70202, requiring the state to update the plan every four years to receive programmatic funding. Development of the next iteration, the California Freight Mobility Plan 2027, is currently underway.

California Sustainable Freight Action Plan

The California Sustainable Freight Action Plan 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.

National Highway Freight Program Fact Sheet

This fact sheet from the Federal Highway Administration provides information on the National Highway Freight Program's purpose, apportionment formula, and project eligibility criteria.

APPENDIX I – STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT (FORM CTC-0002)

- The applicant must complete ALL fields in Sections I and II. Write N/A if not applicable. The applicant must also provide the attachments requested in Section IV.
- The 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 nomination due date. Late or incomplete submissions of this form and attachments may delay nominations.
    1. Applying Agency
    2. Name of Person submitting the application
    3. Title
    4. Phone number
    5. Email address
    6. Project Title - The title must be consistent with the nomination 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:
        a. (Area within State Right of Way ÷ Total project area) x 100
        b. 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 (CEQA) and National Environmental Policy Act (NEPA) [e.g., Negative Declaration, Environmental Impact Report (EIR) / Environmental Impact Statement (EIS), etc.] Indicate N/A if a NEPA 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 of Travel (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.

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).

CALIFORNIA
TRANSPORTATION
COMMISSION

ctc@catc.ca.gov

June 24, 2026

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

Re: Recommendations for draft Cycle 5 Trade Corridor Enhancement Program Guidelines

Dear Executive Director Taylor:

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

Our core priority for TCEP is that the Commission allocate its considerable resources to projects that reduce the impacts of the freight system on those who are most burdened by diesel pollution and truck traffic.

The Charge Ahead Campaign and the undersigned organizations appreciate the Commission's engagement with community stakeholders and advocacy organizations. We appreciate your team's openness to input, and commend the thoughtful updates already incorporated into the most recent set of guidelines, for example, the enhanced evaluation guidance for applicants within the Community Impact Factors related to community engagement.

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. We appreciate staff prioritizing projects with sustainable freight elements that align with the California Sustainable Freight Action Plan, the 2023 California Freight Mobility Plan, and the California State Rail Plan to promote healthy communities and sustainability within our communities. 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 demolition of housing and displacement of long-term residents, noise pollution, traffic congestion and other adverse impacts. While job creation in frontline 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.

We strongly appreciate the CTC's staff willingness to meet with us, discuss, and incorporate our recommendations from our January letter into the cycle 5 TCEP Guidelines. While many of our workforce development, ZEV infrastructure, and equity recommendations were included in the draft guidelines, we have a few outstanding and additional recommendations that have come up through these discussions that we propose for your further consideration.

Eligible Projects

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 or alternative travel options.

2. **We strongly appreciate the addition of new language related to the CAPTI 2.0 Action and urge the Guidelines to include clarifying language to ensure that ZEV projects continue to be highly competitive under the new scoring system.** We support the new guidelines language to prioritize projects that fully mitigate their VMT impacts and appreciate the robust examples of possible mitigation measures, including active transportation, complete streets, and investments in bus and rail transit service.
    a. We urge the guidelines to also include micromobility and road diets as additional examples of applicable VMT mitigation strategies, and to provide a link to the recently updated Caltrans VMT Mitigation Playbook so that project developers have up to date information on how to mitigate VMT impacts.
    b. While we support projects that fully mitigate their impacts, we also strongly support ZEV projects which already provide clean air and greenhouse gas (GHG) emission reduction benefits, and thus, have no need to mitigate their impacts. To ensure that these types of projects continue to be prioritized, we urge for additional clarification language to confirm that projects that do not have VMT impacts score highly compared to projects that do.
3. **We appreciate the inclusion of the new ZEV Appendix in the TCEP Guidelines, which addresses some of our recommendations regarding providing ZEV project best practice information.** 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. In particular, we request that the TCEP Guidelines provide more 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, California Air Resources Board, 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 similar to the Tools section of Other Project Information Areas. 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).

Screening Criteria

4. **We recommend TCEP administrators integrate an added transparency and engagement step by requiring projects initially screened by the Commission to be uploaded to the public Caltrans Engagement Portal and/or to another public website actually owned and managed by CTC staff.** Making TCEP-funded projects available for comment through this centralized platform would provide stakeholders, including local communities and environmental justice advocates, a clear and accessible opportunity to review and provide feedback on proposed investments. Leveraging an existing, statewide engagement tool would strengthen public trust, support early identification of community concerns or implementation challenges, and help ensure that TCEP investments align with state climate, equity, and goods movement goals while remaining responsive to on-the-ground needs. This action can be executed in several ways, for example:
    a. Uploading all project concepts initially screened by the Commission for public feedback, or
    b. Uploading only projects selected for nomination for public feedback.

Evaluation Criteria

5. **In addition to prioritizing Community Impact Factors, the Commission's evaluation should either:**
    a. Require applicants to use at least one of the updated equity tools (e.g. Caltrans Transportation Equity Index, in the project’s planning and development processes in order to receive funding from TCEP, *or*
    b. Rank projects higher that utilize the updated equity tools and demonstrate how the project will use findings to produce equitable outcomes.

6. **We request that the Cycle 5 TCEP (and other applicable programs) guidelines maintain strong, explicit protections for disadvantaged or**

historically impacted and marginalized communities and demonstrate effort to avoid direct displacement of homes (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.

a. While the proposed changes to Engagement Criteria require additional information from project developers on how they targeted the local community, including conducting community listening sessions, there is no language checking if those listening sessions were actually accessible for community members. As such, we ask that TCEP guidelines request additional information to understand accessibility, such as whether the listening sessions were held after work hours and provide any financial incentives such as covering transportation or childcare costs.

b. We also recommend that right-of-way information, especially the potential for acquisition and destruction of homes, be required to be vetted through community engagement for the project and included in project applications. For projects where housing displacement cannot be avoided, agencies should be asked to describe any efforts taken to limit displacement of housing. We recommend that TCEP guidelines require more clear and consistent data to account for how dollars have contributed to the planning, right-of-way acquisition and relocation, or construction of projects that result in displacement.

7. **Require all project sponsors to use consistent methodologies in assessing the vehicle traffic, truck throughput, and pollution impacts of the proposed investments across project submittals.**

    a. 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. The past discrepancies surrounding 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 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.

   b. In order to ensure that future projects are not utilizing multiple travel demand models, we urge CTC to coordinate with Caltrans to update the State Highway System Project Impact Assessment Form to require project developers to confirm that they are relying on a singular travel demand model to estimate VMT and other project impacts across all relevant applications.

8. **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 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. Additionally, CTC staff should consider holding local workshops in communities that have concerns about a project to ensure that community voices are being captured and considered as part of the project selection process.
9. **Require, as part of Regional Transportation Plan/Sustainable Community Strategy compliance, project applicants 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 by developing the Sustainable Communities Strategies (SCS) plan, which describes how the MPO will accomplish its 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 urge the CTC to coordinate with CARB and require TCEP projects to state in their application how their project will advance the goals of the RTP/SCS.
10. **The TCEP Guidelines should specify how the CTC is incorporating the Caltrans System Investment Strategy (CSIS) into the decision-making process.** The CSIS was developed as one of the CAPTI actions by Caltrans to score how well projects adhered to the CAPTI principles in order to guide project

nominations. Since its development, the CSIS has been refined multiple times to ensure maximum accuracy and has even been used to access the last cycle of SB 1 projects. However, those scores were released after the CTC had approved the SB 1 applications, which made it unclear whether the CTC was relying on that information to shape its decision-making process. While we are working closely with Caltrans to ensure the scores are released in a timely manner, we would also like to see additional language in the guidelines that explains how the CTC will be incorporating these scores. Additionally, we encourage further collaboration between CTC and Caltrans to ensure the two agencies are relying on the same project information and data for TCEP and CSIS scoring.

11. **We appreciate the inclusion of the additional Workforce Development language.** Our January letter requested that the Cycle 5 TCEP guidelines solicit specific job information on Economic Impacts of projects**.** We believe this was for the most part achieved by adding a new Workforce Development and Outreach section. We strongly urge you to keep this language in the cycle 5 TCEP guidelines and add additional clarifications. For example, we recommend that you consider adding labor unions and state-certified small and diverse businesses as examples of possible project partnerships to help address racial equity in the workforce. Similarly, we ask that the list of communities where workforce outreach was performed includes residents of environmental justice communities. Additionally, we urge section 3 of Part A to only focus on accessing project-created jobs in disadvantaged or low-income communities. The way this section is currently worded implies that having a TCEP project present provides an inherent benefit, whereas TCEP-funded highway projects often lead to air pollution and worse public health outcomes for the community. Finally, while we support this section working to improve job creation estimates, we have some hesitation that having project developers provide these estimates could lead to non-uniform answers. We would urge future cycles to consider having TCEP Guidelines provide job creation estimation calculations and tools that could be used to ensure that all applications rely on the same methodology to provide job estimates.
12. **We request that the Cycle 5 TCEP guidelines indicate in the Project Rating Process that the CTC also gives 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.

Reporting

13. **We request that the CTC require every project to submit a Project Performance Analysis once every 5 years for the following 20 years to ensure that those projects are continuing to support the goals of the program.** Currently, all projects that have a performance-based outcome are required to submit a Project Performance Analysis right after the project has been completed. Yet, there is little oversight as to whether those projects will continue to meet their outcomes in the future as 5-year analyses are only required on an as-needed basis. In order to ensure that projects applying for TCEP funding are accurately predicting their impacts, we request that all funded projects with performance-based outcomes submit additional project performance analyses 5 years after the project completion and continue updating them once every 5 years for the next 20 years after the project completion.

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

Best,

Sofia Rafikova
Policy Advocate, Coalition for Clean Air

Maurissa Brown
Transportation Equity Senior Program Manager, The Greenlining Institute

Chris Roberts
Transportation Team co-lead, SanDiego350

Lesley Beatty
Director, ClimatePlan

Zack Deutsch-Gross
Executive Director, Transform

Marc T. Vukcvich
Director of State Policy, Streets For All

Matthew Baker

Policy Director, Planning and Conservation LEague

Marven Norman
Environmental Policy Analyst, Center for Community Action and Environmental Justice (CCAEJ)

Carter Rubin
Director of State Transportation Advocacy, NRDC

Laura Deehan
State Director, Environment California

Bahram Fazeli
Director of Research & Policy, Communities for a Better Environment

July 31, 2026

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

Re: Comments Regarding Trade Corridor Enhancement Program (TCEP) Draft Guidelines

Dear Executive Director Taylor,

On behalf of the Peninsula Corridor Joint Powers Board (Caltrain), we appreciate the California Transportation Commission's continued commitment to developing guidelines that support transparent, effective, and impactful investments in California's transportation system. We respectfully submit the following comments for the Commission's consideration as it finalizes the Draft 2026 Trade Corridor Enhancement Program (TCEP) Guidelines, which are set for adoption at the August 20, 2026, California Transportation Commission Meeting.

Requested Change:

Caltrain respectfully requests that the Commission revise Section 13 and Section E5 of the Draft TCEP Guidelines so that environmental clearance is required prior to allocation of Design, Right-of-Way, or Construction funding rather than within six months of program adoption. This revision would better align the guidelines with Public Resources Code §21150 while preserving project accountability and improving delivery of critical transportation investments.

Background:

Under the Draft TCEP Guidelines, **projects requesting Design, Right-of-Way, or Construction funding must complete environmental clearance within six months of program adoption**, even when funding is programmed for a later fiscal year. Because TCEP is a multi-year program with allocations occurring over two fiscal years, this requirement can create a significant gap between environmental clearance and funding for the next phase of project development. As a result, projects programmed for the second fiscal year may be required to complete environmental clearance more than a year before Design funding is available. This requirement is earlier than required by Public Resources Code §21150 and creates unnecessary inefficiencies without improving project accountability.

For Design-phase projects, this gap can disrupt project continuity, increase costs, create schedule inefficiencies, and complicate the transition from environmental clearance into engineering and final design. Aligning the environmental clearance deadline with the project's programmed allocation would better reflect TCEP's multi-year structure while preserving accountability and allowing project sponsors to sequence project development activities more effectively.

The San Francisquito Creek Bridge Project illustrates this challenge. The 124-year-old, structurally deficient bridge is a critical single point of failure on the Peninsula's only passenger and freight rail corridor. Carrying all mainline tracks, the bridge already has loading restrictions that limit freight traffic to one train at a time, and a failure would require bus bridges for passengers while diverting freight to trucks on US 101, disrupting regional mobility, economic activity, and port access. The project is expected to complete environmental clearance by the end of 2028; however, under the draft guidelines, Design funding could not be allocated until the following TCEP funding cycle, creating a gap of more than a year between environmental clearance and design. **Aligning environmental clearance requirements with the timing of project allocation would allow this project and projects in similar circumstances to transition efficiently from environmental clearance into design while maintaining the Commission's accountability standards.**

Recommended Changes:

We recommend revising the TCEP Guidelines so that environmental clearance is tied to the project's programmed allocation schedule rather than the date of program adoption. For example, projects could be required to complete environmental clearance prior to, the allocation of funding. This recommendation is consistent with the statutory requirement in Public Resources Code §21150, which governs allocation, not programming (see Attachment A).

This approach would better align project readiness requirements with the Commission's allocation process while maintaining accountability and ensuring projects are prepared when funding becomes available. It would also provide greater flexibility for Design-phase projects whose purpose is to advance engineering and environmental work in preparation for future implementation.

Suggested Revisions:

On page 13, Section 13, Replace:

13.Environmental Process

Design, right-of-way, and construction capital costs will only be programmed if the final draft project-level environmental document required under the California Environmental Quality Act (CEQA) is complete ~~at the time of program adoption or is expected to be complete within six months of program adoption.~~ <u>prior to the allocation of Design, Right-of-Way, or Construction funds.</u>

For projects that require National Environmental Policy Act (NEPA) compliance, design, right of-way, and construction capital costs will only be programmed if, at the time of program adoption, either the project-level process or the final draft of a project-level environmental document is complete in accordance with the National Environmental Policy Act, or is expected to be complete ~~within six months of program adoption~~ prior to the allocation of funds. Furthermore, all projects subject to federal action must complete the National Environmental Policy Act process.

~~Environmental clearance must be achieved within six months of program adoption.~~ Funds will not be allocated to any portion of a project until all segments of the project have completed the environmental 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~~. prior to the allocation of funds.

On Page 56, Section E5, Replace:

California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) 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 the California Environmental Quality Act and, if necessary, the National Environmental Policy Act. ii. A one to two paragraph description of the environmental and community impacts identified in the environmental document and if applicable the proposed mitigations. This may also be presented 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 the environmental documents are not complete, then the nomination should describe how the applicant and implementing agency will ensure the completion of California Environmental Quality Act and National Environmental Policy Act approval ~~within six months of program adoption.~~ prior to the allocation of funds.

We request that any connected references be updated accordingly throughout the document.

Public Resources Code §21150 requires environmental review prior to the allocation of state funding, rather than at the time of programming. The proposed guideline establishes a significantly earlier deadline than required by statute. (See Attachment A.)

While the San Francisquito Creek Bridge Project illustrates this issue, the same challenge will affect many Design-phase projects across the state that are programmed in the second fiscal year of TCEP.

For these reasons, Caltrain respectfully requests that the Commission revise Section 13 to align environmental clearance requirements with the timing of project allocation. This targeted change preserves accountability, is consistent with Public Resources Code §21150, and better supports efficient delivery of critical transportation investments without reducing environmental protections. Thank you for your consideration of these comments and for your continued partnership in advancing transportation investments that improve mobility, reduce greenhouse gas emissions, and strengthen California's economy. We appreciate the Commission's thoughtful consideration of stakeholder input as it finalizes the 2026 TCEP Guidelines and look forward to continuing to work with the Commission throughout this process. Please feel free to reach out to Government and Community Affairs Manager Devon Ryan, (650-730-6172, ryand@caltrain.com) with any questions or requests for information regarding this letter.

Regards,

Michelle Bouchard
Executive Director

cc: California Transportation Commission

Attachment A

Public Resource Code References:

- PRC § 21150. State agencies, boards, and commissions, responsible for allocating state or federal funds on a project-by-project basis to local agencies for any project which may have a significant effect on the environment, shall require from the responsible local governmental agency a detailed statement setting forth the matters specified in Section 21100 prior to the allocation of any funds other than funds solely for projects involving only feasibility or planning studies for possible future actions which the agency, board, or commission has not approved, adopted, or funded.

- PRC § 21100 (a) All lead agencies shall prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on any project which they propose to carry out or approve that may have a significant effect on the environment. Whenever feasible, a standard format shall be used for environmental impact reports.

- PRC § 21102. No state agency, board, or commission shall request funds, nor shall any state agency, board, or commission which authorizes expenditures of funds, other than funds appropriated in the Budget Act, authorize funds for expenditure for any project, other than a project involving only feasibility or planning studies for possible future actions which the agency, board, or commission has not approved, adopted or funded, which may have a significant effect on the environment unless such request or authorization is accompanied by an environmental impact report.

  Feasibility and planning studies exempted by this section from the preparation of an environmental impact report shall nevertheless include consideration of environmental factors.