Draft 2022 Trade Corridor Enhancement Program Guidelines – Section 18 Evaluation Criteria

- **The highlighted language is proposed to better incorporate equitable outcomes in project selection – please note that this is the evaluation criteria section of the TCEP Guidelines *only* – full draft 2022 draft guidelines revisions are included in Attachment 3A**

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

Providing information for each of these criteria is required.

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

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

Nominations will be evaluated on the following:

- Freight System Factors

  These are performance metrics and instructions are in Attachment 2.

  - Throughput – Project provides for increased volume of freight traffic through capacity expansion or operational efficiency to improve the interregional transportation network and move goods to, through, and from ports.

  - Velocity – Project increases the speed of freight traffic moving through the distribution system, including critical freight corridors and ports.

  - Reliability - Project reduces the variability and unpredictability of travel time.

- Transportation System Factors

  - Safety - Project increases the safety of the public, industry workers, and traffic. This is a performance metric and instructions are in Attachment 2.

- Congestion Reduction/Mitigation - Project reduces daily hours of delay on the system and improves access to freight facilities. This is a performance metric and instructions are in Attachment 2.

- Key Transportation Bottleneck Relief - Project relieves key freight system bottlenecks where forecasts of freight traffic growth rates indicate infrastructure or system needs are inadequate to meet demand, this includes bottlenecks on critical freight corridors and near our state's borders.

- Multi-Modal Strategy - Project employs or supports multi-modal strategies to increase port and transportation system throughput while reducing truck vehicle miles/hour traveled (VMT/VHT) or truck idling times.

- Interregional Benefits - Project links regions/corridors to serve statewide or national trade corridor needs and to improve the interregional transportation network.

- Advanced Technology – Project employs advanced and innovative technology and integrates transformative ideas to increase the amplitude of benefits for the state's people, economy, and environment. Examples include Intelligent Transportation Systems (ITS) or supporting infrastructure for deployment of current and future technologies, and those that include the installation of broadband (conduit and/or fiber).

- Zero-Emission Infrastructure - Project supports zero-emission freight infrastructure. Instructions are provided below.

- Community Impact Factors

  - Air Quality Impact – Project reduces local and regional emissions of diesel particulate (PM 10 and PM 2.5), carbon monoxide, nitrogen oxides, greenhouse gases, and other pollutants. This is a performance metric and instructions are in Attachment 2.

  - Community Engagement – In alignment with the Commission's Racial Equity Statement, projects will be evaluated based on their ability to demonstrate meaningful and effective public participation in decision making processes, particularly by disadvantaged or historically impacted and marginalized communities. In responding to this criteria, please refer to the *SB 1 Competitive Programs' Transportation Equity Supplement* (included in Attachment TBD).

- Economic Impact – Project stimulates local economic activity, enhances trade value, preserves or creates jobs, enhances California's freight competitiveness, improves the economy, and when looking at the overall need, benefits and cost, the project provides more benefits than costs. Jobs created and the benefit cost ratio are performance metrics and instructions are included in Attachment 2.

- Other factors, including:
  - How well the project addresses the state's most urgent freight needs.
  - Project readiness and reasonableness of the schedule for project implementation, including the following:
    - Progress towards achieving environmental protection requirements.
    - The comprehensiveness and sufficiency of agreements with key partners (particularly infrastructure owning railroads) that will be involved in implementing the project.
  - The leveraging and coordination of funding from other private, federal, state, local or regional sources, with consideration of those sources that are discretionary compared to those that are nondiscretionary.

Zero-Emission Infrastructure Instructions

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

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

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

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

All zero-emission infrastructure, technology, battery electric charging stations, or hydrogen refueling stations must be primarily designed for freight, this includes medium and heavy-duty vehicles. In regard to zero emissions, only zero-emission freight infrastructure is eligible under the Trade Corridor Enhancement Program, unless it is

included as environmental (NEPA/CEQA) mitigation that is part of a larger freight infrastructure project. Within this context, any type of zero-emission infrastructure technology is allowable. This includes electric vehicle charging, fast charging, hydrogen, or other technology. It also includes different charging station types. The applicant will need to demonstrate how the infrastructure is relevant to freight, that any related stakeholders were consulted, and that the infrastructure will be used and maintained once it is built.

The benefits described should be within the project study area.

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

Installation of zero-emission charging or hydrogen refueling infrastructure should be publicly accessible where feasible. Please state whether the infrastructure will be primarily for public or private use.

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

Community Engagement Instructions

These are instructions for the community engagement criteria under the Community Impact Factors section of the above evaluation criteria.:

- Identify disadvantaged or historically impacted and marginalized communities within the project study area and provide details on project engagement. Identify how the project engaged the community to consider community identified project needs. If a disadvantaged or historically impacted and marginalized community is within the project study area, were they engaged with? How was input received incorporated into the project? Identification of disadvantaged or historically impacted and marginalized communities may be satisfied through the integration of a demographic profile of the metropolitan area that includes locations of disadvantaged or historically impacted and marginalized communities within the study area. If the applicant has already included information about community engagement in another section of the application that answers these questions, state that here as well.
    - A list of example indicators is included in the *SB 1 Competitive Programs Transportation Equity Supplement* in Attachment TBD.

- Identify any actions taken to protect the state's most disadvantaged or historically impacted and marginalized populations. Identify strategies included in the project scope that seek to avoid and/or minimize impacts to disadvantaged or historically impacted and marginalized communities.