

# Trade Corridor Enhancement Program Cycle 3 Guidelines Development Workshop



Wednesday, April 20, 2022

# Agenda

---



- Community Engagement Evaluation Criteria and SB 1 Equity Supplement
- CEQA/NEPA
- Reference to SB 671 in the guidelines
- Any questions or comments related to the draft guidelines
- Federal Discretionary Funds
- Revised CTC-0002 Form (on-system impacts assessment)
- Reference to Broadband in the guidelines
- New Title VI language added
- Updates to Fact Sheet Requirements

# Recap - April 11 Equity Workshop

---



## Impacts to Trade Corridor Enhancement Program

- Community Engagement Evaluation Criteria
- Revisions to SB 1 Competitive Programs Transportation Equity Supplement

# Evaluation Criteria

## Proposed Change - Community Engagement



- 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 5).
  - 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.

## 2022 Draft TCEP Guidelines

### Section 18 – “Community Impact Factors” Page 15

# Evaluation Criteria

## Proposed Change - Community Engagement



### 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 5.
- 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.

## 2022 Draft TCEP Guidelines

### Section 18 – “Community Impact Factors”

#### Page 17

# Evaluation Criteria

## Proposed Change – SB 1 Comp Programs Equity Supplement



- A Regional Definition such as “environmental justice communities,” “equity priority communities,” or “communities of concern.” The Regional Definition must have been developed through a robust public outreach process that includes the input of community stakeholders 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) / Sustainable Communities Strategy (SCS) by a Metropolitan Planning Organization or Regional Transportation Planning Agency per obligations with Title VI of the Federal Civil Rights Act of 1964. A regional definition of disadvantaged communities must be used for the region's broader planning purposes rather than only to apply for SB 1 Competitive Program funding.
- Areas of Persistent Poverty and Historically Disadvantaged Communities as defined by the United States Department of Transportation and identified using the mapping tool at <https://www.transportation.gov/grants/mpdg-areas-persistent-poverty-and-historically-disadvantaged-communities-1>.

### 2022 DRAFT TCEP Guidelines Attachment 5

“Example Indicators Used to Identify Disadvantaged or Historically Impacted and Marginalized Groups”

\*Also Refer to Attachment in the Handouts Tab

# Conclusion on CEQA/NEPA Requirements

---



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

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

**If the project requires National Environmental Policy Act (NEPA) compliance, then design, right of way, and construction capital costs will only be programmed if the project has completed a project level environmental process in accordance with the NEPA, within six months of program adoption.**

If these requirements are not met, the project will be deleted from the program.

# Senate Bill 671

---



Staff recommend adding two SB 671 references, see below.

## 1. Program Purpose

The objective of the Trade Corridor Enhancement Program is to fund **freight** infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the Commission, **including Senate Bill 671 corridors**. The Trade Corridor

- **Zero-Emission Infrastructure - Project supports zero-emission freight infrastructure, including Senate Bill 671 projects. Instructions are provided below.**



# Draft Cycle 3 Guidelines

---



- Does anyone have any questions or comments about the draft cycle 3 guidelines that were posted online?
- An email was sent out to stakeholders with a link to the draft guidelines on March 30<sup>th</sup>. The draft guidelines are posted on the Commission's website.

# Leveraging Federal Discretionary Funds

---



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

[The applicant must submit a Trade Corridor Enhancement Program Application.](#)

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.

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

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

The federal grant must be awarded before any advance funds will be allocated via this process.

# State Highway System Project Impact Assessment Form (CTC-0002)



## • Old

### 10. CHECK ALL OF THE FOLLOWING THAT APPLY:

- PROJECT IS NOT IN AND WILL NOT DISCHARGE INTO AN ENVIRONMENTALLY SENSITIVE AREA AND IS NOT EXPECTED TO NEED AN EIR/EIS
- PROJECT DOES NOT REQUIRE FHWA COORDINATION OR APPROVAL
- PROJECT DOES NOT REQUIRE R/W DEDICATION FROM CALTRANS
- PROJECT DOES NOT REQUIRE CALTRANS STRUCTURE DESIGN APPROVAL FOR MODIFICATION TO A CALTRANS BRIDGE OR STRUCTURE.
- PROJECT DOES NOT REQUIRE DESIGN EXCEPTIONS TO MANDATORY DESIGN STANDARDS (REF. [HIGHWAY DESIGN MANUAL](#), [DESIGN INFORMATION BULLETIN 78](#))
- PROJECT DOES NOT REQUIRE ENCHROACHMENT EXCEPTIONS APPROVAL (REF. [ENCHROACHMENT PERMIT MANUAL, CH. 300](#))

## • New

### 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. \_\_\_\_\_

# State Highway System Project Impact Assessment Form (CTC-0002)



## • Old

### 12. EXPECTED LEVEL OF CALTRANS INVOLVEMENT:

- Cooperative Agreement Oversight Process:** *Cooperative Agreement oversight process reviews are generally used for projects with a construction cost within the State R/W greater than \$1 Million.*
- Encroachment Permits Oversight Process:** *Office of Encroachment Permits oversight process reviews are generally used for projects with a construction cost within the State R/W of \$1 Million or less.*

## • New

### 13. EXPECTED LEVEL OF CALTRANS INVOLVEMENT (Note: the 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 and 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 #3 below. If item "g" is selected a Short Form is permitted, see #2 below.

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

# State Highway System Project Impact Assessment Form (CTC-0002)

---



**\*\*\*APPLICANTS SUBMIT to DISTRICT SB1 LIAISON\*\*\*  
CONTACT LIST FOUND HERE**

<https://dot.ca.gov/programs/sb1>

Form submissions with attachments are due  
***Four Weeks PRIOR*** to Application Deadline.

# Broadband

---



- We specifically added a mention of broadband in our SB 1 program guidelines per EO N-73-20.
- This is included in section 18 Evaluation Criteria
  - 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), **such as the installation of broadband**, or supporting infrastructure for deployment of current and future technologies.

# Title VI Language - Added

---



## Section XX - Title VI of the Civil Rights Act – Nondiscrimination and Related Authorities

- 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 current Title VI/nondiscrimination and related authorities is available on the Commission's website at: [www.catc.ca.gov](http://www.catc.ca.gov).

# Updates to Fact Sheet Requirements

---



- Can be two pages
- Has to mention impact on GHGs, equity, and how the project mitigated or avoided negative community impacts to result in better outcomes.
- The fact sheet must be written in plain language.
- The fact sheet must have a high-quality picture or rendering of at least 300 Dots Per Inch (DPI) as well as a nominating agency logo.
- The fact sheet must conform to the latest accessibility laws (not new).





# Questions

# Thank You

---



## More Information

[www.catc.ca.gov](http://www.catc.ca.gov)

Email: [ctc@catc.ca.gov](mailto:ctc@catc.ca.gov)



@California\_CTC



facebook.com/CATransportationCommission