

2026 Trade Corridor Enhancement Program

Final Guidelines Workshop | May 5, 2026 | 10:00 AM – 12:00 PM



An aerial photograph of a winding asphalt road through a dense green forest. The entire image is overlaid with a semi-transparent blue filter. In the center, the text "Welcome & Introductions" is written in a bold, white, sans-serif font. On the right side, there is a yellow star-shaped logo with a circular center and three points extending outwards.

Welcome & Introductions

WORKSHOP LOGISTICS

- Each attendee is registered with a unique webinar access link.
- **Do not** share this link. It is associated with your individual registration and may result in access issues or confusion during the session.
- In the webinar control panel, there are two icons:
 - Use *Raise Hand* to make a public comment. Begin each comment by stating your name and organization.
 - Use *Q&A* to submit written comments. Commission staff will read the comment aloud during the meeting.



WORKSHOP FORMAT



Agendas will be posted prior to each workshop



Presentations and recordings will be available after each workshop



Staff will develop recommendations based on discussion and feedback



Previously covered topics will not be revisited unless determined necessary

AGENDA

- **Workshop Focus**

- Program Overview
- Proposed 2026 Program Schedule and Timeline
- Equity and Community Engagement Workshop Recap
- Workforce Development Workshop Recap
- Additional Zero-Emission Vehicle (ZEV) Infrastructure Updates
- Clarifying Edits to the TCEP Guidelines
- Office Hours

- **Closing**

- Discussion Recap, Action Items, and Next Steps

An aerial photograph of a winding asphalt road through a dense green forest. The entire image is overlaid with a semi-transparent blue filter. A yellow logo, consisting of a circle with three radiating lines, is positioned on the right side of the image. A white van is visible on the road in the upper right quadrant.

Program Overview

TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP) OVERVIEW

- **Objective:** 1) Fund public infrastructure projects that have a high volume of freight movement and 2) support the goals of the National Highway Freight Program, the California Freight Mobility Plan, the California Sustainable Freight Action Plan, and the Senate Bill 671 Clean Freight Corridor Efficiency Assessment.
- **Funding:** Approx. \$400 million per year (state/federal)
- **Eligible Agencies:** Cities, counties, metropolitan planning organizations (MPOs), regional transportation planning agencies (RTPAs), port authorities, public construction authorities, and California Department of Transportation (Caltrans).
- **Eligibility Criteria:** Projects must be in a regional transportation plan (RTP). Within metropolitan planning organization (MPO) boundaries, projects must also align with approved Sustainable Communities Strategies (SCS).
- **Eligible Projects:** **Projects must be freight projects with freight benefits.** This includes projects that enhance the freight system's economic activity or vitality, relieve congestion on the freight system, improve safety and resilience of the freight system, improve freight system infrastructure, expand zero-emission charging or refueling infrastructure for medium- and heavy-duty vehicles, implement technology or innovation to improve the freight system or reduce or avoid its negative impacts, or reduce or avoid adverse community and/or environmental impacts of the freight system.

GUIDELINES DEVELOPMENT PROCESS



Commission develops program policy through a public guidelines development process



Program guidelines govern program development and implementation

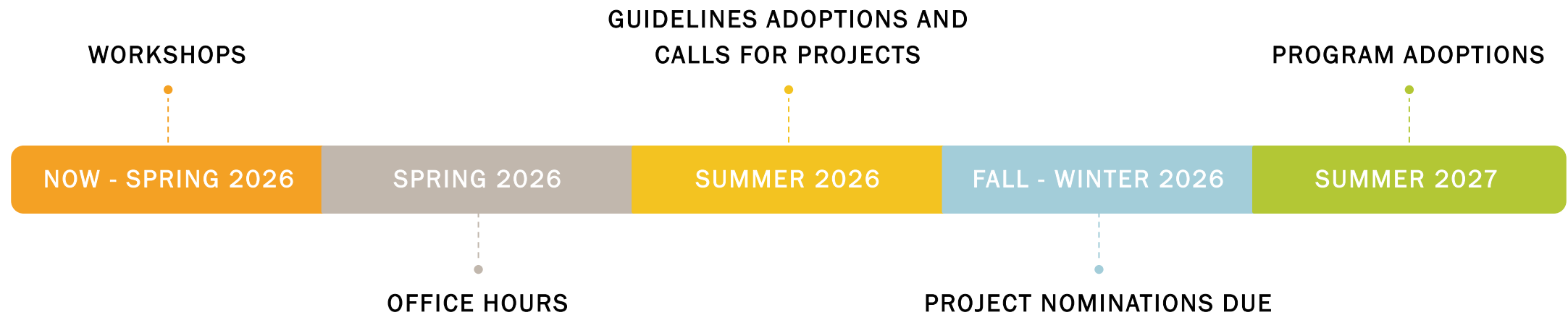


Monthly public guidelines development workshops and virtual office hours



Adopted guidelines govern project selection and program implementation

2026 TCEP (CYCLE 5) *PROPOSED* TIMELINE



Two-year program period | Fiscal years 2027-28 and 2028-29

**Timeline and program period is tentative and may be subject to changes*

KEY GUIDELINES UPDATES



Climate Action Plan for Transportation Infrastructure 2.0 Strategy Update

[April 8 Workshop, Slides 12-14](#)



Advance Programming

[April 8 Workshop, Slides 15-18](#)



ZEV Sub-Criteria and Resources

[April 8 Workshop, Slides 19-43](#)



Updates to the community engagement criteria and Equity Supplement

[April 15 Workshop, Slides 11-31](#)



Updates to workforce development criteria

[March 26 Workshop \(All Slides\)](#)

An aerial photograph of a winding asphalt road through a dense green forest. The entire image is overlaid with a semi-transparent blue filter. A yellow star-shaped logo is visible in the lower right quadrant. The text 'Workforce Development Workshop Recap' is centered in white.

Workforce Development Workshop Recap

PROPOSED UPDATES: EVALUATION CRITERIA

4. Economic Development and Job Creation and Retention

As of March 2026 workshop:

- [Slides](#) and [recording](#) are available on the CTC website
- Expanded the existing Economic Development and Job Creation and Retention criterion.
- Two parts:
 - A) During Project Development and Construction
 - B) Outcomes and Community Impact.

Refinements based on stakeholder feedback:

- Clarified that any estimates, available data, and good-faith descriptions are acceptable responses.
- Public data sources added to eliminate GIS/consultant dependency.
- Partnership language softened to accommodate informal coordination.
- Technical or limiting parameters were removed.



An aerial photograph of a winding asphalt road through a dense green forest. The road curves from the top left towards the bottom right. A single white car is visible on the road. The entire image is overlaid with a semi-transparent blue filter. In the center, the title text is displayed in white. On the right side, there is a faint, stylized logo consisting of a yellow triangle with a blue circle inside it.

Equity and Community Engagement Workshop Recap

EQUITY AND COMMUNITY ENGAGEMENT WORKSHOP RECAP

- [Slides](#) and [recording](#) are available on the CTC website.
- Two focus areas:
 - Community Engagement Evaluation Criteria
 - New sub-questions to help applicants highlight collaboration with community-based organizations and targeted community benefits.
 - SB 1 Programs Transportation Equity Supplement
 - New Tribal engagement resources section
 - Additional example engagement strategies and equity benefits
- Subject matter experts from the Equity Advisory Committee are currently providing input. Revisions will be incorporated into the draft guidelines posted in June.

An aerial photograph of a winding asphalt road through a dense green forest. The entire image is overlaid with a semi-transparent blue filter. A white car is visible on the road in the upper right quadrant. In the lower right area, there is a faint, stylized logo consisting of a blue circle with three yellow lines radiating from it, resembling a compass rose or a stylized 'N'.

**Additional ZEV Infrastructure
Updates**

ZEV INFRASTRUCTURE CONSTRUCTION PROGRAMMING

Reason for Change

- ZEV infrastructure implementers have reported long lead times in procuring ZEV equipment, making it necessary to purchase the equipment several months before construction begins.

Add the **following language** to Part V, Section 21 (Program of Projects):

To account for long lead times associated with procuring specialized zero-emission vehicle equipment, zero-emission freight infrastructure projects may be programmed with 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.

ZEV INFRASTRUCTURE PERMITTING

Reason for Change

- Ensure that applicants understand that they have the option to pursue streamlined permitting.

At the end of Part II, Section 13 (Environmental Process), add the **following language**:

- 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 X of these guidelines.

Next Steps

- Commission staff will work with Caltrans to develop TCEP-specific guidance for awardees navigating this process, for implementation in Cycle 5.

NEW: ZEV PROJECT REQUIREMENTS SECTION

- Previously housed as a subsection of the evaluation criteria section, this has become its own section and includes:
 - ZEV definitions (no change to previous descriptions)
 - ZEV eligibility requirements (no changes to previous policy)
 - ZEV workforce development requirements (no changes to previous policy)
 - ZEV programming and delivery method guidance (references programming change in Section 21 and delivery options under Section 14).

NEW: ZEV PROJECT REQUIREMENTS SECTION

12. Zero-Emission Infrastructure Requirements

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

NEW: ZEV PROJECT REQUIREMENTS SECTION

12.1 Definitions

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

NEW: ZEV PROJECT REQUIREMENTS SECTION

■ 12.2 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.

NEW: ZEV PROJECT REQUIREMENTS SECTION

12.3 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.

NEW: ZEV PROJECT REQUIREMENTS SECTION

12.4 Programming and Delivery Method Guidance

Zero-emission freight infrastructure projects may encounter delivery considerations that differ from traditional transportation projects.

To address long lead times in procuring specialized zero-emission vehicle equipment, applicants may elect to request programming for separate construction procurement and construction implementation phases, as described in Part V, Section 21 (Program of Projects) of these guidelines.

Applicants should also evaluate potential delivery complexities and consider the alternative delivery methods outlined in Part III, Section 14 (Delivery Methods) of these guidelines. The intended delivery method must be identified in the project nomination.

Clarifying Edits



GENERAL CLARIFYING EDITS

- **NEW REQUIREMENT:** Applications and all attachments and appendices must be compliant with the Americans with Disabilities Act
- Minor language edits to align with other program guidelines – no change to policy
- Structural changes to better align SB 1 Programs
 - Reordering and renaming of sections and appendices to align with other programs
- New language to clarify progressive design build policies
- Minor language changes to the project information areas.

TOLLING LANGUAGE

Reason for Clarifying Edits:

- Ensure applicants understand existing Commission policy.
- Align language with other Commission programs.
- None of the revisions represent a change to existing policy.

Revise the sixth bullet of Part II, Section 11 (Eligible Projects) **as follows:**

- As applicable by law, projects that propose to construct a toll transportation facility must ~~request~~ **obtain** approval from the Commission to operate the toll facility in accordance with the Commission's Toll Facility Application Guidelines ~~prior to the project being programmed~~ **before the project is programmed in the Trade Corridor Enhancement Program for any project phase.**

SCREENING CRITERIA

Reason for Clarifying Edits:

- Align the listed screening criteria with the requirements listed elsewhere in the guidelines.
- None of the revisions represent a change to existing policy.

SCREENING CRITERIA

Revise Part III, Section 16 (Screening Criteria) **as follows**:

- 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 specified 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 22.

SCREENING CRITERIA (CONTINUED)

Revise Part III, Section 16 (Screening Criteria) **as follows**:

- 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 emissions 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.

PROJECT RATING PROCESS

Reason for Clarifying Edits:

- Ensure applicants understand existing Commission policy.
- None of the revisions represent a change to existing policy.

Revise the final paragraph of Part III, Section 18 (Project Rating Process) as follows:

The Commission may collaborate with the following state agencies when evaluating project nominations: The California Air Resources Board to review the air quality and greenhouse gas emissions benefits and Caltrans to review the Life-Cycle Benefit-Cost Analysis. **Additionally, the Commission may collaborate with the Interagency Equity Advisory Committee to evaluate the community engagement criteria.**

ALLOCATION REQUESTS

Reason for Clarifying Edits:

- Ensure agencies understand existing Commission policy.
- Align guidelines with other SB 1 programs.
- None of the revisions represent a change to existing policy.

Structural Change:

- Divide Part VI, Section 24 (Allocation Requests) into two subsections:
 - 24.1: Review Process
 - 24.2: Allocation Requirements

ALLOCATION REQUESTS | REVIEW PROCESS

Revise Part VI, Section 24.1 (Allocation Requests – Review Process) **as follows:**

- When an agency is ready to implement a project component/phase, the following steps will occur as part of the allocation approval process.
- The agency submits 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.
- Caltrans will review the allocation request and provide a recommendation to Commission staff for review.
- Commission staff will review the allocation request and provide a recommendation to the Commission for action.
- **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 estimate are complete, environmental and right-of-way clearances are secured, and all necessary permits and agreements (including railroad construction and maintenance) are executed. Caltrans considers these projects Ready to List (RTL).**
- Commission staff may request additional information as part of the Commission's review.

ALLOCATION REQUESTS | REQUIREMENTS

Revise Part VI, Section 24.2 (Allocation Requests – Requirements) **as follows:**

- In compliance with Section 21150 of the Public Resources Code, the Commission will not allocate funds for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act. As a matter of policy, the Commission will not allocate funds for plans, specifications, and estimate; right-of-way; or construction of a federally funded project prior to documentation of environmental clearance under 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 Regulation and be located on the Primary Highway Freight System or a designated Critical Rural Freight Corridor or Critical Urban Freight Corridor. The designation of the Critical Rural Freight Corridor or Critical Urban Freight Corridor must be federally approved prior to the project requesting allocation. Grade Crossing improvement projects, Grade Separation projects, Intermodal projects, and Intelligent Transportation System projects are not required to have a Critical Rural Freight Corridor or Critical Urban Freight Corridor designation.
- 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 availability of funding for other projects.**

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Other Workshop Focus Areas

OFFICE HOURS

- February to May 2026
- 1:1 scheduled appointments with Commission staff
- Appointments reserved on a first-come-first-served basis
- Sessions will *not* be used to discuss guidelines development
- [Register today!](#)



NEXT STEPS



Draft guidelines will be posted by Friday, June 12.



All proposed revisions are currently posted on the website in workshop presentations.



Staff will present the draft guidelines to the Commission at its June meeting.



Staff will present the guidelines for adoption at the August Commission meeting.

CLOSING



ACTION ITEMS



NEXT STEPS



QUESTIONS

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THANK YOU

