

2026 Trade Corridor Enhancement Program

Guidelines Workshop | January 20, 2026 | 1:00 PM – 3:00 PM



The background of the slide is an aerial photograph of a winding asphalt road through a dense forest. The road curves from the bottom left towards the top right. A single white car is visible on the road. A large, semi-transparent yellow arrow graphic is positioned in the lower right quadrant, pointing upwards and to the left, roughly following the curve of the road.

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



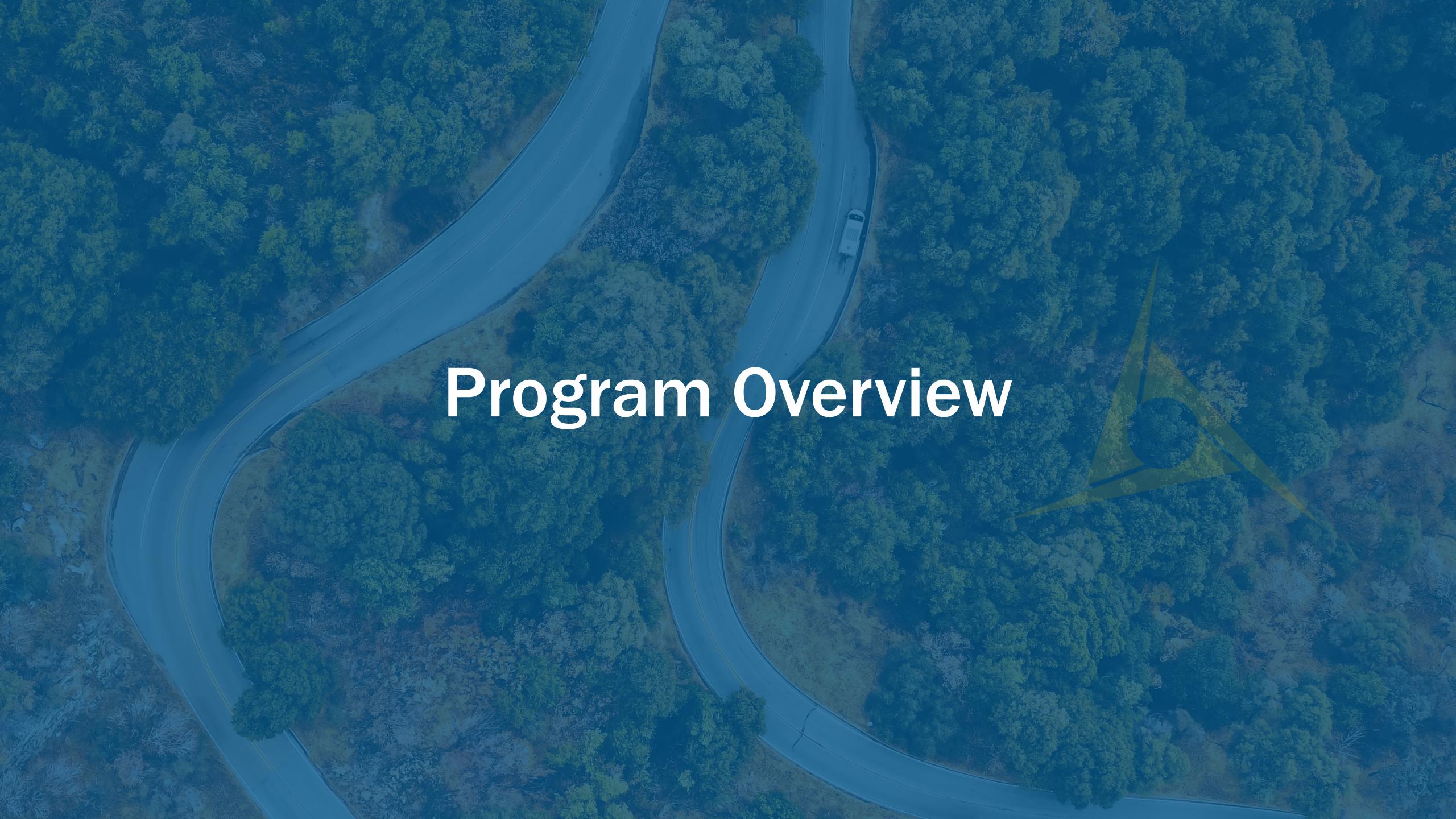
Staff will develop recommendations based on discussion and feedback



Previously covered topics will not be revisited unless determined necessary

AGENDA

- **Workshop Focus**
 - Program Overview
 - Proposed 2026 Program Schedule and Timeline
 - Climate Action Plan for Transportation Infrastructure (CAPTI) 2.0
 - Advance Programming
 - Office Hours
 - Key Topics for Subsequent Workshops
- **Closing**
 - Questions and Comments
 - Discussion Recap, Action Items, and Next Steps

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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.



2024 PROGRAM (CYCLE 4) POLICY IMPROVEMENTS

Community Engagement and Equity

- Updated Community Engagement criterion response requirements.
- Incorporated additional examples, tools, and strategies.

Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure

- Developed ZEV sub-criteria to help applicants demonstrate project benefits.
- Added the Clean Freight Corridor Efficiency Assessment as an attachment.

2024 TCEP (CYCLE 4) HIGHLIGHTS



MOVE GOODS EFFICIENTLY

Truck corridor improvements, interchange upgrades, rail capacity expansion, and port improvements



ADVANCE MDHD ZEV INFRASTRUCTURE

\$94.1 million for 509 charging ports across 16 strategic locations



IMPROVE SAFETY

Grade separations, intersection improvements, and multimodal enhancements



ELEVATE COMMUNITY VOICES

Projects developed in partnership with communities that incorporate community feedback



IMPROVE PUBLIC HEALTH

Projects that improve air quality by diverting trucks from neighborhood streets, reducing idling, advancing ZEV, and shifting freight to new modes



LEVERAGE OTHER FUNDS

\$1.7 billion in committed local, state, and federal funds

26 TRANSFORMATIVE PROJECTS | \$995.5 MILLION PROGRAMMED

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



PARTNER FEEDBACK

- Reduce redundancy in criteria response requirements
- Include examples of projects or strategies
- Streamline nomination requirements
- Make major changes to guidelines on alternate cycles



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*

The background image is an aerial photograph of a two-lane road winding through a dense forest. A white van is visible on the road, moving away from the viewer. The road has a solid yellow center line and white shoulder lines. The surrounding trees are a mix of green and autumn-colored foliage.

Climate Action Plan for Transportation Infrastructure 2.0

CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE 2.0

Reason for Update

- Pursuant to [Commission Resolution G-25-31](#), the Commission directed staff, through its public guideline development process, to update the TCEP guidelines to incorporate the following Climate Action Plan for Transportation Infrastructure (CAPTI) 2.0 strategy:
 - *S2.3 - Update the TCEP guidelines to state that goods movement projects that mitigate their passenger vehicle miles traveled (VMT) impacts are more competitive for funding.*

Current Policy

- TCEP does not currently evaluate on passenger VMT mitigation. However, many projects currently include passenger VMT mitigation measures.

CAPTI 2.0 – PROPOSED LANGUAGE

Add the language in **red** to Section 18, Evaluation Criteria:

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

Providing information for each of these criteria is required.

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

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

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

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

Freight projects that mitigate their passenger vehicle miles traveled (VMT) 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. Applicants should discuss the benefits of any VMT 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 VMT mitigation measures funded with Trade Corridor Enhancement Program funds must meet Trade Corridor Enhancement Program eligibility requirements as outlined in Section 11 (Eligible Projects). Measures that are not Trade Corridor Enhancement Program-eligible must be funded through another source.

CAPTI 2.0 – DISCUSSION

Proposed Language for Section 18, Evaluation Criteria (Introductory Paragraph):

Freight projects that mitigate their passenger vehicle miles traveled (VMT) 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. Applicants should discuss the benefits of any VMT 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 VMT mitigation measures funded with Trade Corridor Enhancement Program funds must meet Trade Corridor Enhancement Program eligibility requirements as outlined in Section 11 (Eligible Projects). Measures that are not Trade Corridor Enhancement Program-eligible must be funded through another source.



Discussion

Do you have any feedback on the proposed policy language?

An aerial photograph of a winding road through a dense forest. The road is a two-lane asphalt path with a yellow center line and white edge lines. It curves through the green and brown foliage of the trees. In the lower right foreground, a yellow arrow points diagonally upwards and to the right, indicating a turn or direction. The overall image has a slightly dark, moody tone.

Advance Programming

ADVANCE PROGRAMMING

- **Current Policy**

- The Commission may approve TCEP funding in advance of normal program timeframes if TCEP funds are being used as a non-federal match for a federal discretionary grant.

- **Reason for Update**

- In some cases, advance programming requests may involve projects with federal funding timelines that do not pose an immediate obligation risk. In those cases, the project may be more appropriate for consideration through the standard Trade Corridor Enhancement Program cycle.

ADVANCE PROGRAMMING PROPOSED LANGUAGE & DISCUSSION

Add the language in red to Section 7, Leveraging Federal Discretionary Funds:

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

Additionally, if the project has already secured federal discretionary funding, the applicant must demonstrate that the obligation deadline for the federal discretionary funds occurs prior to, or within the first six months 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.



Discussion

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Other Workshop Focus Areas

KEY TOPICS FOR FUTURE WORKSHOPS

TCEP WORKSHOPS

- Additional resources for AB 1236 ZEV infrastructure permit streamlining
- Additional ZEV sub-criteria
- ZEV performance metrics for freight system factors

ALL SB 1 PROGRAM WORKSHOPS

- Advancing equity and community engagement
- Expanding workforce development



Discussion

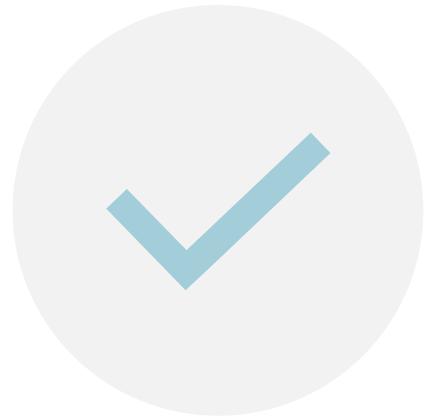
What additional topics would you like us to cover?

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
- Registration will be available on the CTC website soon



CLOSING



ACTION ITEMS



NEXT STEPS



QUESTIONS

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THANK YOU

