2026 Trade Corridor Enhancement Program

Guidelines Workshop #2 | April 8, 2026 | 1:00 PM – 3:00 PM

CALIFORNIA
TRANSPORTATION
COMMISSION

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

- Informational Presentation:
  - GO-Biz: Zero-Emission Vehicle Infrastructure Permitting
- Workshop Focus
  - Program Overview
  - Proposed 2026 Program Schedule and Timeline
  - Workshop #1 Topic Recap
  - Zero-Emission Vehicle Infrastructure Sub-Criteria
  - Zero-Emission Vehicle Infrastructure Resources Appendix
  - Office Hours
  - Key Topics for Subsequent Workshops
- Closing
  - Discussion Recap, Action Items, and Next Steps

GO-Biz Presentation: Zero-Emission Vehicle Infrastructure Permitting

Program Overview

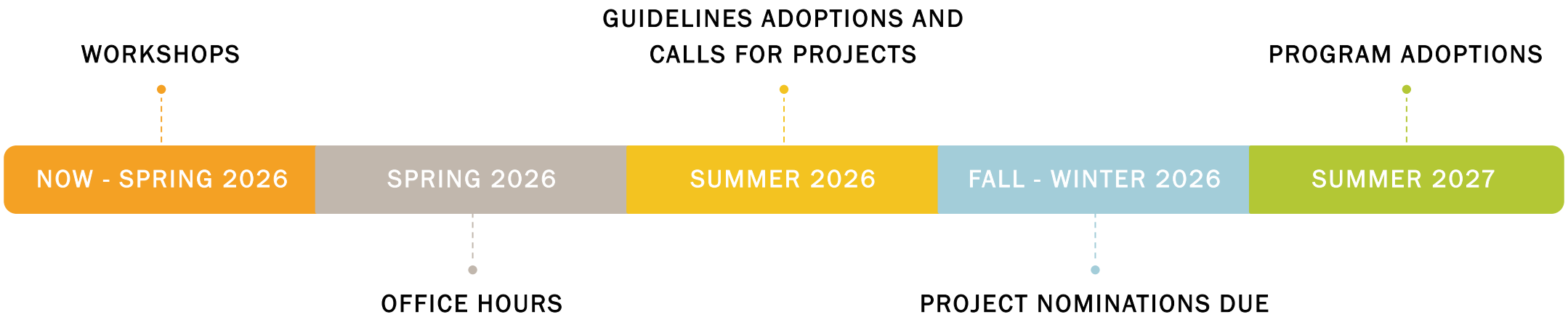
TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP) OVERVIEW

- **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*

Workshop #1 Topic Recap

CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE (CAPTI) 2.0

CAPTI 2.0 – OVERVIEW

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 – FINAL PROPOSED LANGUAGE

Discussion Recap

- Overall, the proposed language was well-received, with no significant concerns raised.
- Staff plans to proceed with the language below in red for Section 18, Evaluation Criteria in the draft guidelines:

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

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.

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Discussion

Do you have any final feedback on the proposed policy language?

ADVANCE PROGRAMMING

ADVANCE PROGRAMMING – OVERVIEW

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 – DISCUSSION RECAP

Discussion Recap

- While the language was well-received, some concerns were raised regarding whether the new proposed language applied to projects that are actively applying for federal grants and using TCEP as a match to increase competitiveness.
- CTC staff proposes to add the **following language** to address these concerns:
  - 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. **This restriction does not apply to projects that have not yet secured federal discretionary funds.**

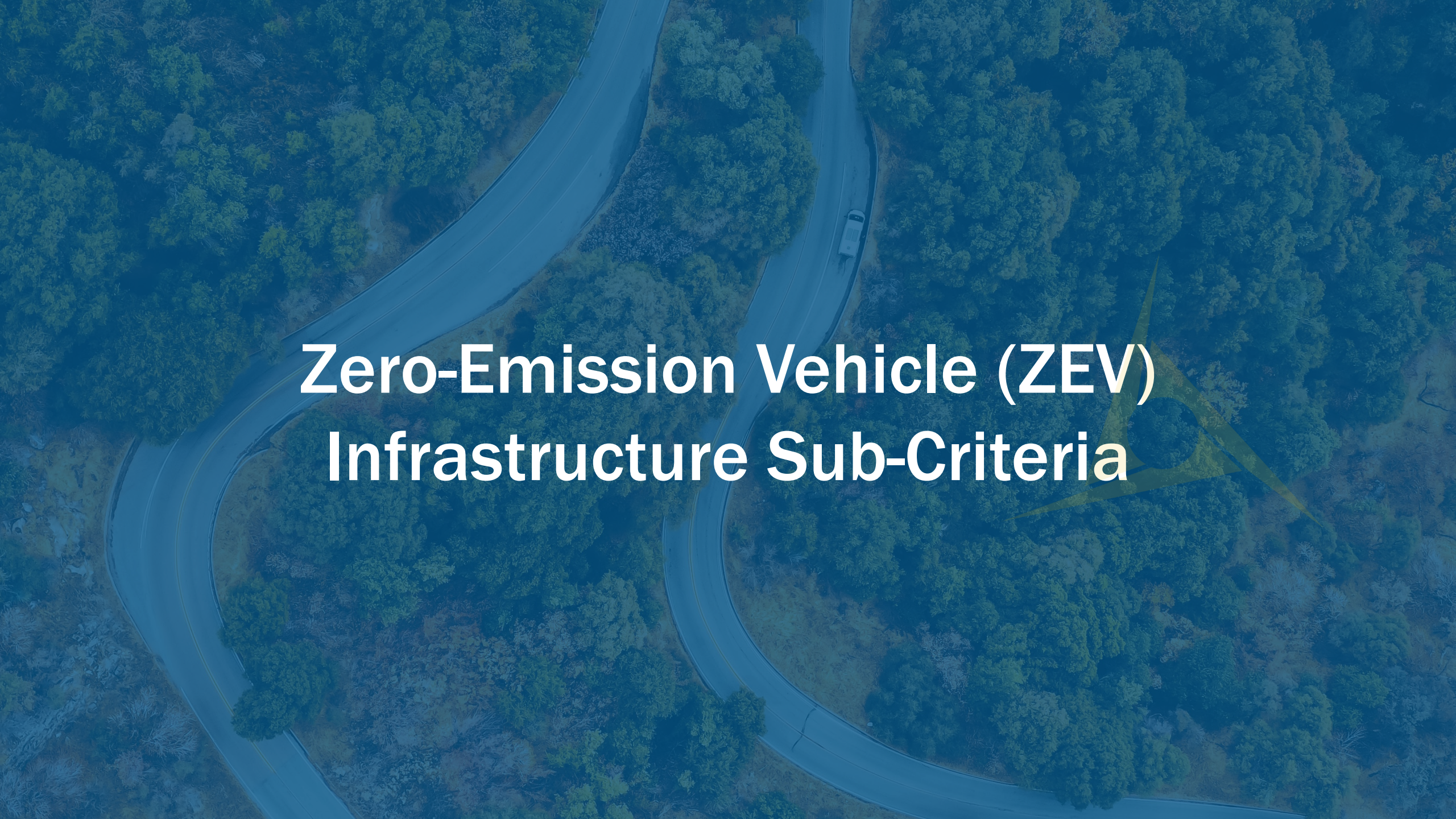
ADVANCE PROGRAMMING – FINAL PROPOSED LANGUAGE

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. **This restriction does not apply to projects that have not yet secured federal discretionary funds.**

Discussion

Do you have any final feedback on the proposed policy language?



Zero-Emission Vehicle (ZEV) Infrastructure Sub-Criteria

ZEV SUB-CRITERIA – OVERVIEW

Background

- The TCEP guidelines require ZEV applicants to respond to several sub-criteria to help evaluators assess benefits and deliverability.

Reason for Potential Change

- ZEV applicants have difficulty highlighting some project benefits.
- Funded ZEV projects have faced deliverability issues.

ZEV SUB-CRITERIA – OVERVIEW

Staff Proposal

- Add new criteria to help applicants highlight benefits.
- Add new criteria to address readiness and deliverability.
- Reorganize the criteria so that similar criteria are grouped together to help applicants better highlight project benefits:
  - Project ZEV Infrastructure
  - Alignment with Program Goals
  - Project Site Features
  - Project Site Readiness
  - Project Team Experience

ZEV SUB-CRITERIA: PROJECT ZEV INFRASTRUCTURE

This sub-criteria includes new and existing criteria.

18.5.A. Project ZEV Infrastructure: The nomination should address the following for the applicable technology (battery electric charging and/hydrogen fueling):

i. For battery electric charging stations:

- The number of charging stalls:
- The number, maximum power, and connector type of charging ports:
- The simultaneous charging capacity:
- The on-site energy storage type and power (if applicable):
- The on-site energy generation type and power (if applicable):

ZEV SUB-CRITERIA: PROJECT ZEV INFRASTRUCTURE

18.5.A. Project ZEV Infrastructure: The nomination should address the following for the applicable technology (battery electric charging and/hydrogen fueling):

ii. For hydrogen fueling stations:

- Number of hydrogen fueling bays:
- Number of hydrogen fueling nozzles:
- Hydrogen nozzle flow rate:
- On-site hydrogen storage capacity:
- Total hydrogen fueling capacity per day:

Discussion

Do you have any feedback on the proposed criteria?

ZEV SUB-CRITERIA: ALIGNMENT WITH PROGRAM GOALS

This sub-criteria includes existing criteria only, with some minor language edits.

18.5.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 to support zero-emission truck throughput. This may be calculated by multiplying the estimated average annual number of zero-emission trucks on roads near (within 2 miles) the project segment in fiscal year 2048-49 (which represents year 20 after the 2026 Trade Corridor Enhancement Program ends) multiplied by the anticipated station utilization rate.

ZEV SUB-CRITERIA: ALIGNMENT WITH PROGRAM GOALS

ii. Proximity to "Top 6" and "Priority 34" Zero-Emission Freight Corridors. The nomination should address whether the proposed zero-emission infrastructure is located 5 miles or less from interstate exits or highway intersections along any of the following:

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

For a full list of the Top 6 and Priority 34 Freight Corridors, see the Clean Freight Corridor Efficiency Assessment in Attachment 6.

ZEV SUB-CRITERIA: ALIGNMENT WITH PROGRAM GOALS

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 and Refueling Infrastructure. The nomination should identify the number of other existing or funded zero-emission truck stations located within:

- 50 miles for battery electric charging stations
- 270 miles for hydrogen fueling stations

If other zero-emission truck stations are located nearby but are closer to other routes, please note that. Also specify whether the nearby stations are public or private.

ZEV SUB-CRITERIA: ALIGNMENT WITH PROGRAM GOALS

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

- The distance from the proposed zero-emission truck charging/refueling station to the nearest residential communities.
- The distance from the proposed zero-emission truck charging/refueling station to any disadvantaged or historically impacted and marginalized communities.

If the project is in or close to a residential community, the nomination must demonstrate how the community was included and engaged throughout the project development process to ensure their input is reflected. Please refer to the SB 1 Programs Transportation Equity Supplement for additional information.

Discussion

Do you have any feedback on the proposed criteria?

ZEV SUB-CRITERIA: PROJECT SITE FEATURES

This sub-criteria includes new and existing criteria.

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

i. Size of station land. The nomination should describe:

- The size of the zero-emission truck station in square feet.
- Whether there is an ability expand the size of the station in the future.

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

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

Discussion

Do you have any feedback on the proposed criteria?

ZEV SUB-CRITERIA: PROJECT SITE READINESS

18.5.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):

- The maximum power output needed at the site.
- The estimated annual electricity needed at the site.
- 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.

ZEV SUB-CRITERIA: PROJECT SITE READINESS

iii. For hydrogen fueling stations (if applicable):

- Describe the distance between the project site and the hydrogen distribution facility that will support the station.
- Describe the plan for delivering hydrogen to the station.
- Indicate whether hydrogen will be stored on-site, and if so, provide details on storage capacity and approach.

Discussion

Do you have any feedback on the proposed criteria?

ZEV SUB-CRITERIA: PROJECT TEAM EXPERIENCE

This is a new sub-criterion.

18.5.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.

Discussion

Do you have any feedback on the proposed criteria?

ZEV RESOURCES APPENDIX

ZEV RESOURCES APPENDIX

- Commission staff proposes adding a new appendix with the following resources:
  - **ZEV project examples** so applicants can better understand potential project types.
  - **Example ZEV metrics and narrative topics** to help ZEV applicants address statutorily required freight system factor evaluation criteria.
  - **Links to ZEV resources** that help public agencies and private partners navigate ZEV project planning, permitting, and implementation.

A. ZEV PROJECT TYPE EXAMPLES

A. Example ZEV 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.

Discussion

Do you have any feedback on the proposed examples?

B. ZEV NARRATIVE AND PERFORMANCE MEASUREMENT EXAMPLES

B. ZEV Narrative and Performance Measurement Examples

The following narrative and performance measurement methodology examples are provided to illustrate how ZEV 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 ZEV EXAMPLES – THROUGHPUT NARRATIVE TOPICS

B.1 Freight Throughput

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

Example narrative topics:

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

B.1 ZEV EXAMPLES – THROUGHPUT METHODOLOGY

Example Performance Measurement Methodologies:

To calculate trucks per year:

$$throughput\ (trucks\ per\ year) = estimated\ annual\ ZEV\ trucks\ near\ project\ in\ 2048\ \times estimated\ utilization$$

To calculate trucks per day:

$$throughput\ (trucks\ per\ day) = \frac{[\#\ of\ charging\ ports\ \times daily\ operating\ hours\ x\ average\ session\ length]}{estimated\ average\ utilization}$$

Discussion

Do you have any feedback on the proposed examples?

B.2 ZEV EXAMPLES – VELOCITY NARRATIVE TOPICS

B.2 Freight Velocity

Velocity *refers to total travel time or total cargo transport time. ZEV velocity addresses how quickly trucks can complete fueling or charging and continue with their trip.*

Example narrative topics:

- How the station's infrastructure will support faster travel times:
  - Average session time compared to diesel refueling and other ZEV 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 SB 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).

B.2 ZEV EXAMPLES – VELOCITY METHODOLOGY

Example performance measurement methodology:

$$velocity\ gain = diesel\ fueling\ dwell\ time\ - zev\ charging\ or\ fueling\ dwell\ time$$

Notes:

- Dwell time includes queuing and charging/refueling time.
- Diesel dwell time is assumed to be 0.25 hours based on 2019 FHWA Truck Stop Utilization Study.

Discussion

Do you have any feedback on the proposed examples?

B.3 ZEV EXAMPLES – RELIABILITY NARRATIVE TOPICS

B.3 Freight Reliability

Reliability *refers to the consistency and predictability of freight travel times. Reliability at ZEV charging and fueling stations addresses the reliability of the ZEV network and available infrastructure.*

- **Potential topics include:**
  - 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.

Discussion

Do you have any feedback on the proposed examples?

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C. ZEV PROJECT RESOURCES

C. ZEV Project Resources

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

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.

C. ZEV PROJECT RESOURCES

Project Planning and Permitting (Continued)

- 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. ZEV PROJECT RESOURCES

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 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.

Discussion

Do you have any other suggested resources that should be included?

- *We are looking for **practical resources** to help with planning, permitting, and implementation (rather than high-level policy documents).*
- *Resources must be **free and publicly accessible** (i.e., we cannot refer applicants to paid consulting services, resources behind paywalls, etc.)*
- *Resources should not promote any specific private entity.*
- *Additional ideas may be emailed to Beverley.Newman-Burckhard@catc.ca.gov.*

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!

KEY TOPICS FOR FUTURE WORKSHOPS

ALL SB 1 PROGRAM WORKSHOP

- Equity and Community Engagement:
  - Community Engagement Evaluation Criteria
  - SB 1 Transportation Equity Supplement

TCEP WORKSHOP

- Minor edits to:
  - Clarify existing policies
  - Align language with other SB 1 Programs

Discussion

What additional topics would you like us to cover?

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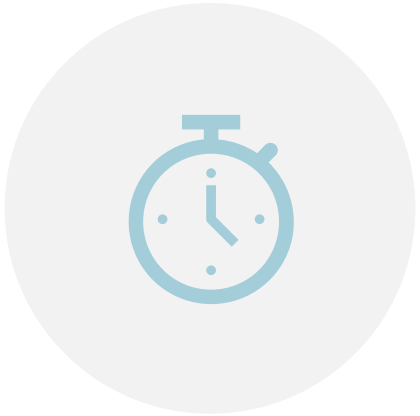
CLOSING

ACTION ITEMS



NEXT STEPS

QUESTIONS

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