

Trade Corridors Enhancement Program Workshop

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California Transportation Commission

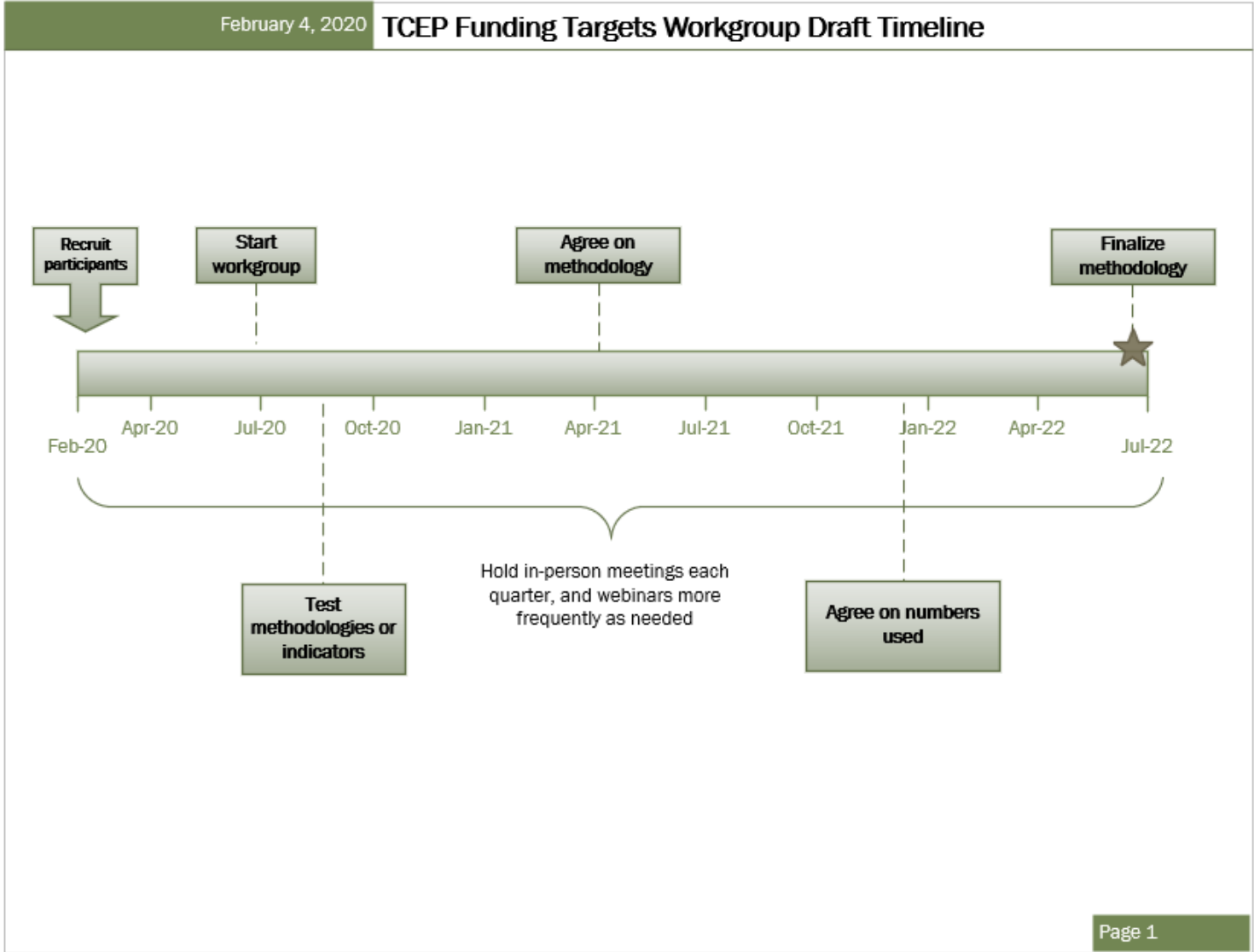
Target Methodology Update

- Since the last workshop CTC staff had a chance to pull the numbers.
- There is a handout that shows this work, it includes a step by step process for how to pull the information and revised numbers.
- Most of the information is publicly accessible.
- We'll begin a workgroup focused on updating these numbers.

Target Methodology Update

Workgroup Sign-up List		Representative		
Organization		Name	Email	Number
Caltrans				
AMBAG	Association of Monterey Bay Area Governments			
BCAG	Butte County Association of Governments			
FCOG	Fresno City Council of Governments			
KCAG	Kings County Association of Governments			
KCOG	Kern Council of Governments			
MCAG	Merced County Association of Governments			
MCTC	Madera County Transportation Commission			
MTC2	Metropolitan Transportation Commission			
SACOG3	Sacramento Area Council of Governments			
SANDAG	San Diego Association of Governments			
SJCOG	San Joaquin Council of Governments			
SLOCOG	San Luis Obispo Council of Governments			
SBCAG	Santa Barbara County Association of Governments			
SRTA	Shasta Regional Transportation Agency			
SCAG4	Southern California Association of Governments			
StanCOG	Stanislaus Council of Governments			
TCAG	Tulare County Association of Governments			
TMPO	Tahoe Metropolitan Planning Organization			
Private Industry Expert				
Private Industry Expert				
Data Expert				
Data Visualization Expert				

Target Methodology Update



Allowable Use of TCEP Funds - Streets and Highways Code section 2192

- 2192(b) says the Commission shall “apply the guiding principles, to the maximum extent practicable, in the California Sustainable Freight Action Plan released in July 2016 pursuant to Executive Order B-32-15, and (2) consult the state freight plan and the applicable port master plan.”
- 2192(c)(3) states that regarding projects to enhance the capacity and efficiency of ports, “nothing in this paragraph shall prohibit the use of funds available pursuant to this section for a project that includes the purchase of human-operated zero-emission equipment, human-operated near-zero-emission equipment, and infrastructure supporting that human-operated equipment.
- 2192(d) Says projects “shall be consistent with Article XIX of the California Constitution.”

Allowable Use of TCEP Funds - Article XIX California Constitution

(Section 2) Revenues from taxes ...shall be used solely for the following purposes:

(a) The research, planning, construction, improvement, maintenance, and operation of public streets and highways (and their related public facilities for nonmotorized traffic), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, and the administrative costs necessarily incurred in the foregoing purposes.

(b) The research, planning, construction, and improvement of exclusive public mass transit guideways (and their related fixed facilities), including the mitigation of their environmental effects...

Allowable Use of TCEP Funds – Conclusion

- Based on Streets and Highways Code language, we are limited to what is allowable under Title XIX.
 - Title XIX rules out funding private infrastructure or equipment.
 - The Title XIX language seems to rule out vehicles, since it says “public streets and highways.”
- This means based on existing law, State funds may only be used for public infrastructure, including zero or near zero emissions infrastructure.
- State funds may not be used for vehicles or private infrastructure.

Allowable Use of NHFP Funds-

Section 167 of Title 23 of the U.S. Code of Federal Regulations

Sections 167(i)(5) and (6) establish eligibility for National Highway Freight Network funds.

Three “shalls” include:

- The project shall contribute to efficient freight movement (5)(A)(i),
- Shall be identified in a state investment plan (5)(A)(ii),
- Limits funding to 10 percent of apportionment for port and rail projects (5)(B).

In addition, projects may:

- Include efforts to reduce environmental impacts of freight movement. (5)(C)(iv)
- Include electronic cargo and border security technologies that improve truck freight movement. (5)(C)(xvii)
- Include enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight. (5)(C)(xxi)
- Carry out diesel retrofit or alternative fuel projects under section 149 for class 8 vehicles. (6)

Section 10. Eligible Projects

Projects receiving federal National Highway Freight Program funds must comply with the provisions of [Section 167 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...

Section 10. Eligible Projects

Advanced Technology – Projects that employ advanced and innovative technology to improve the flow of freight, such as Intelligent Transportation Systems (ITS), public infrastructure (excluding vehicles) that enables zero-emission or near-zero emission goods movement, real time information systems, weigh-in-motion devices, electronic screening/credentialing systems, traffic signal optimization, work zone management and information systems, ramp metering, electronic cargo and border security technologies.

Section 17. Evaluation Criteria

- 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.
 - Community Impact Mitigation – Project reduces negative impacts on communities (noise, localized congestions, safety, public health, etc.).
 - Economic/Jobs Growth – Project stimulates local economic activity, enhances trade value, and preserves/creates jobs. Project enhances California's competitiveness while protecting its community and environmental assets.
- For the language above, please include a description of how the project reduces negative impacts in specific areas if they are not already covered by the performance metrics form. For example, air quality and safety are covered in the form, but public health is not.
- The performance metrics group will continue to pursue more quantitative methods to evaluate public health impacts.

Section 17. Evaluation Criteria

- Transportation System Factors
 - 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, such as zero and near-zero emission equipment ~~or vehicles~~ or ITS elements.

Section 17. Evaluation Criteria

The Commission will also consider the following factors when evaluating projects...

- The level of demonstrated support for the project from community-based organizations.
- For Project Approval and Environmental Document component applications, include a copy of the Notice of Preparation document required for the California Environmental Quality Act process if possible. Include a description demonstrating there is sufficient planning capacity and community support for the project.

Attachment 4. Project Nominations

Project nominations and supporting documentation must be submitted to the Commission by **July 15, 2020**. Nominations will be treated in accordance with California Public Records Act requirements and information, subject to those requirements, may be publicly disclosed.

Other Potential Funding Solutions

- Section 1413 of the FAST Act designates alternative fuel corridors to establish a national network of alternative fueling and charging infrastructure along national highway system corridors.

Website: https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/

If a project is on a designated alternative fuel corridor, it may be eligible for federal funds.

- The Senate Bill 350 Clean Energy and Pollution Reduction Act may include funding for alternative fuel infrastructure.

Website: <https://www.energy.ca.gov/rules-and-regulations/energy-suppliers-reporting/clean-energy-and-pollution-reduction-act-sb-350>