

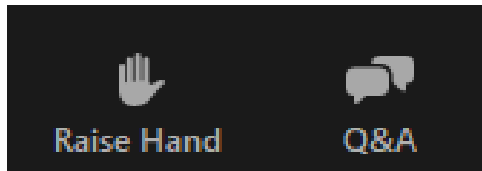
2024 Trade Corridor Enhancement Program Workshop

May 22, 2024 | 1-3pm



WORKSHOP LOGISTICS

- Comments and questions are welcome as a part of each item at this workshop.
- You should see the webinar control panel on the bottom of your screen. There you will find the Raise Hand and Q&A tabs.
- Please use the raise hand feature as early into the item as you can to give the system time to acknowledge you.
- Alternately, you may use the Q&A tab to submit your comment/question. Please specify the item/topic you are commenting on. Commission staff will read the comment on your behalf.
- As a reminder, each registered attendee is provided a unique link and phone number to access the webinar. These should not be shared with other participants, as they are registered to a specific attendee and can create confusion for staff when making comments.





AGENDA

- TCEP Eligibility/Criteria Reminder
- Updated Guidelines Sections
- Advancing Equity and Community Engagement Updates
- Questions, Comments, Discussion
- Office Hours Recap
- Cycle 4 Timeline and Next Steps

Trade Corridor Enhancement Program

Program Objective:

- Fund public infrastructure projects that have a high volume of freight movement
- Support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles of the California Sustainable Freight Action Plan

Funding: Approx. \$400 million per year (state/federal)



Trade Corridor Enhancement Program

Eligible Agencies: Cities, counties, Metropolitan Planning Organizations, Regional Transportation Planning Agencies, port authorities, public construction authorities, and Caltrans.

Eligibility Criteria: Projects must be in a Regional Transportation Plan and if within the boundaries of an MPO, consistent with an approved Sustainable Communities Strategies.

Eligible Types of Projects: 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, 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.

Addition to Eligible Projects Section

- New Tolling language:
 - “Projects that propose to construct a toll transportation facility and are successful in the Trade Corridor Enhancement Program must request 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.”

Updates CEQA/NEPA Requirements Section

- “Design, right of way, and construction capital costs will only be programmed if the agency completes 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, design, right of way, and construction capital costs will only be programmed if the agency completes a project level environmental process in accordance with the National Environmental Policy Act, within six months of program adoption. Furthermore, all projects subject to federal action must complete the NEPA process.

If these requirements are not met, the project will be deleted from the program. ***For projects that will not meet the applicable environmental requirements by program adoption, applications must explain the status of the environmental phase and the plan for environmental requirements to be met within six months of program adoption.***

It is the intent of the Commission to expend all federal funds every program period, therefore, it is strongly encouraged that projects achieve NEPA clearance in order to maximize each project’s federal funding eligibility. Projects with NEPA clearance may, therefore, have a higher likelihood of securing an award through the TCEP program.”

Updates to Timely Use of Funds Section

- “**6 month contract award deadline.** Construction phase/component contracts must be awarded within six months of allocation. If the contract(s) are not awarded within six months of allocation, *the agency can request a contract award time extension within one Commission meeting after expiration. If the contract award time extension is not requested by then,* the project phase/component will be deleted from the Trade Corridor Enhancement Program.”

Updates to General Information Section of Project Nomination Format

- “Consistency with RTP/SCS: Confirm that the proposed nomination is consistent with included in the current approved Regional Transportation Plan and Sustainable Communities Strategies. This can be a single sentence stating this fact. ***Applicants must provide publicly accessible links to the approved Regional Transportation Plan/Sustainable Communities Strategies and include the project identification number(s) for reference, in addition to a signed letter from the applicant’s Metropolitan Planning Organization stating that the project’s cost, scope, and schedule is consistent with that MPO’s RTP/SCS.***”

Updates to Economic Impact Section of Project Nomination Format

- “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. This makes up two performance metrics, jobs created and the benefit cost ratio. *If applicable, provide the number and types of jobs created by this project’s delivery, include any efforts to develop local jobs and workforce development opportunities consistent with federal and state laws. For more information about workforce development, visit the California Workforce Development Board’s website.*”

New Workforce Development Language

Under Zero-Emission Infrastructure Instructions Section

Pages 15-17 of 2022 TCEP Guidelines

“Recipients of Trade Corridor Enhancement Program funds that involve the installation of electric vehicle infrastructure must meet the following requirements; 1) be installed by a contractor with the appropriate license classification, as determined by the Contractors’ State License Board, and at least one electrician on each crew, at any given time, holds an Electric Vehicle Infrastructure Training Program certification, and 2) meet a requirement that at least 25 percent of the total electricians working on an electric vehicle infrastructure project installing a charging port supplying 25 kW or more, at any given time, hold Electric Vehicle Infrastructure Training Program certification, consistent with the Public Utilities Code section 740.20.”



Zero-Emission Freight and Infrastructure in TCEP Recap

- Zero-Emission Evaluation Criteria
 - Incorporation of a matrix designating what should be included for zero-emission medium- and heavy-duty infrastructure projects vs. Non-zero-emission projects (i.e. performance metrics, evaluation criteria responses)
 - New criteria to evaluate zero-emission medium- and heavy-duty infrastructure projects based on SB 671 work – included on next slide
 - New guidelines attachments which include Top 6 ZEV Freight Corridors and 34 Priority Corridors, potentially additional SB 671 resources
 - **Incorporating the National Zero-Emission Freight Corridor Strategy into “Proximity” evaluation criteria**
- *Please remember* – Freight throughput is still a key factor in evaluations. Projects that combine factors, including ZEV freight infrastructure, are the most competitive

DRAFT Evaluation Criteria Matrix (includes new DRAFT ZE Criteria)

New ZE Criteria in the matrix:

- Number of electric chargers or hydrogen dispensers
- ZE truck throughput
- Proximity to Top 6 Freight Corridors
- Proximity to major routes
- Proximity to key freight locations
- Proximity to other charging/refueling infrastructure
- Size of station land
- Zoning
- Proximity to residential neighborhoods
- Grid readiness or proximity to hydrogen supply
- Distributed Energy Resources

Evaluation Criteria	Is This Also a Performance Metric?	Applicable To All Non-Zero-Emission TCEP Projects	Applicable to Zero-Emission TCEP Projects
Freight System Factors			
Throughput – Project provides for increased volume of freight traffic through capacity expansion or operational efficiency to improve the interregional transportation network and move goods to, through, and from ports.	Yes	Yes	No
Velocity – Project increases the speed of freight traffic moving through the distribution system, including critical freight corridors and ports.	Yes	Yes	No
Reliability – Project reduces the variability and unpredictability of travel time.	Yes	Yes	Yes

Note: Only a portion of the matrix is shown on this slide; Please see workshop attachment document for entire matrix.



State Highway System Project Impact Assessment

- Updates are being developed in coordination with Caltrans and will be final by the August CTC Meeting
- This form is only required for local projects that are not Caltrans nominated and will interact with state highway right of way

(PENDING UPDATES FROM CALTRANS)

I. APPLICANT INFORMATION

1. APPLICANT	
2. APPLICANT CONTACT	3. CONTACT TITLE
4. CONTACT PHONE	5. CONTACT EMAIL

II. PROJECT INFORMATION

6. PROJECT TITLE

7. PROJECT PROGRAM ATP LPP-C LPP-F LSRP SCCP SGR TCEP SHOPP STIP TIRCP

8. PERCENT OF PROJECT AREA WITHIN STATE HIGHWAY RIGHT OF WAY **9. TOTAL CONSTRUCTION COST WITHIN STATE HIGHWAY RIGHT OF WAY**

10. ANTICIPATED ENVIRONMENTAL DOCUMENTATION FOR:
CEQA: _____ NEPA: _____

11. DESCRIBE THE SCOPE OF WORK TO BE DONE WITHIN STATE HIGHWAY RIGHT OF WAY

12. SB743 VEHICLE MILES OF TRAVEL (VMT) IMPACT ASSESSMENT

- 1. Project Environmental Document was approved prior to the implementation of SB 743 (or July 2020) and VMT analysis was not required. If checked, Stop. Proceed to Section 13.
- 2. 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.
- 3. Project is in a [Metropolitan Statistical Area](#). If checked, proceed to step 3. If not, proceed to step 6.
- 4. 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.
- 5. Enter the project lane-miles in the [NCST Induced Travel Calculator](#) and report the result here: _____
- 6. 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 Examples and Transportation Analysis Under CEQA](#) and a justification here: Stop. Proceed to Section 13.



ADVANCING EQUITY & COMMUNITY ENGAGEMENT



Including the Community Engagement evaluation criterion and the Equity Supplement in 2022 SB 1 Competitive Programs Guidelines ensured projects with more equitable outcomes were competitive for funding.



Commission staff continue to collaborate with the interagency Equity Advisory Committee and stakeholders to ensure equity is considered throughout the project development, nomination, and selection process.

STAKEHOLDER FEEDBACK

- Reduce redundancy in criteria response requirements
- Offer more strategies, tools, and tips to engage effectively
- Include examples of projects or strategies
- Make major changes to guidelines on alternate cycles



2024 SENATE BILL 1 ~~COMPETITIVE~~ PROGRAMS
TRANSPORTATION EQUITY SUPPLEMENT

Adopted August XX, 2024

PROPOSED UPDATES

- The Equity Supplement will apply to *all* SB 1 Programs, including the Local Partnership Formulaic Program.
- These are *draft, proposed updates* to the Equity Supplement and may be subject to changes.

PROPOSED UPDATES: INTRODUCTION

Updates reduce redundancy and further clarify intent for applicants to consider equitable practices through a project's lifecycle, which includes the planning, development, and delivery processes.



The Commission developed this supplement in collaboration with members from the interagency Equity Advisory Committee and stakeholders as a resource for applicant agencies preparing project nominations for Senate Bill (SB) 1 Programs (Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program). The Commission endeavors to ensure program policies progress by embedding equity considerations in the project development, nomination, and selection process.

This supplement provides information on key statistics, benefits, and communication strategies that may be used during project development to yield more equitable outcomes. An applicant agency may use the information and strategies presented here to explain how a project incorporates advances transportation equity by responding to key questions in the project application.

- Was-How did the agency engage communities in the project study area to identify their needs? Did the agency directly engage outreach-conducted with disadvantaged or historically impacted and marginalized groups, including Black, Indigenous, and other people of color, displaced or unhoused persons, individuals with disabilities, and low-income individuals or communities,-within the project study area? How was their community feedback incorporated into the project? Did the agency inform communities about how their feedback was incorporated into the project?
- How did the agency develop the project scope? Were scope alternatives developed based on community feedback? Can the agency demonstrate its partnership engagement and collaboration with the disadvantaged or historically impacted and marginalized communities in the project study area?
- How did the agency assess if the project would cause any disparate impacts on the basis of race, color, socioeconomic status, gender, sexuality, or national origin? If disparate impacts were identified, did the agency consider and incorporate alternate options as applicable additional strategies that would have a less discriminatory considered and included in the project?

Equitable practices should be considered through a project's lifecycle (planning, development, and delivery). This can include structural and procedural equity strategies like the examples provided in this supplement. Structural strategies reform planning practices to create inclusive, affordable, and resource-efficient transportation infrastructure, whereas procedural strategies provide special benefits to disadvantaged groups to create fairness in process. Mindful and meaningful inclusion and engagement are critical to successfully advance equity in transportation planning as well as project development and delivery.

Further, this document Agencies may use this supplement to incorporate -support future efforts to equity-equitable corridor improvement strategies and advance projects with more equitable outcomes in their comprehensive multimodal corridor plans, as required in the Solutions for Congested Corridors Program.

PROPOSED UPDATES: SECTION A

Added new resource:

- **California Department of Transportation's Transportation Equity Index (EQI) – A spatial screening tool designed to identify transportation-based priority populations at the census block level. The Transportation Equity Index integrates transportation and socioeconomic indicators into three screens that all reflect low-income status and tribal land status: 1) transportation-based priority populations, 2) traffic exposure, and 3) access to destinations. The live map and detailed use instructions can be accessed on the California Department of Transportation's website.**

PROPOSED UPDATES: SECTION A

Added new resource:

- **United States Department of Transportation’s Equitable Transportation Community (ETC) Explorer** – Developed under the Justice40 Initiative, this interactive web application uses census tracts and data to explore the cumulative impacts of transportation underinvestment in the areas of transportation insecurity, environmental burden, social vulnerability, health vulnerability, and climate and disaster risk burden. Census tracts are considered “disadvantaged” in communities if the final index score is greater than the 65th percentile and communities. The map can be found on the United States Department of Transportation’s website.

PROPOSED UPDATES: SECTION B

B. Example Equity Benefits

The following are ways to achieve transportation equity: Advancing equity in transportation results in a more diverse, affordable, accessible, and efficient transportation system for everyone. Equitable transportation projects can:

1. Increase access to social, educational, and economic opportunities and amenities, including (but not limited to) shopping centers, health centers, schools, community organizations, museums, social services, transit centers, and employment sites.
2. Reduce travel times, congestion, and pollution.
3. Improve access to and safety of active transportation and provide alternatives to automotive options.
- 3.4. Improve safety of active transportation and non-motorized modes of travel in the community and the corridor.
- 4.5. Enhance opportunities to increase physical activity through by encouraging use of active transportation.
6. Enhance opportunities to encourage use of zero-emission modes of travel.
- 5.7. Increase access to accessible facilities and infrastructure with first-and-last-mile connectivity to accommodate all types of travelers, especially mobility impaired users.



PROPOSED UPDATES: SECTION C

C. Example **Community Inclusion and** Engagement Strategies

Below are four examples of community engagement strategies that may be completed during the project delivery process to ensure equity. Meaningful inclusion and engagement require sustained interactions and consistent, transparent communications to build trust through every step of the project planning process—from first thought to last action. This is especially important in disadvantaged and historically impacted and marginalized communities.

Community inclusion and engagement may be pursued during each stage in the project development and delivery process. An applicant agency should demonstrate how its inclusion and engagement strategies align with the types of strategies included as examples below, describe how recently that engagement has occurred, and how it is actively implemented.

While there are many types of engagement strategies to utilize, hybrid approaches may yield optimal benefits for communities and applicant agencies. For example, direct engagement strategies such as meeting with community leaders to develop relationships can be combined with indirect strategies such as surveys and polls to understand community needs, both the communities and the applicant agencies benefit from building trust and gaining new insights through collaboration. These are some examples of potential strategies:



PROPOSED UPDATES: SECTION C *(continued)*

Added examples of different types of strategies applicants can utilize through the project development lifecycle.



1. Identify, ~~reach out to~~ contact, engage, and include the perspectives of disadvantaged or historically impacted and marginalized groups. Public outreach should include traditional forms of communication, including phone calls, mailers, flyers, and in-person events as many marginalized groups often lack access to computers and the Internet. Provide resources in multiple languages and formats based on community needs (e.g., non-native English speakers, or persons living with visual or auditory impairments, etc.).
- 4.2. Develop relationships with community-based leaders, groups, or organizations, such as environmental justice groups, religious or spiritual leaders, well-known individual advocates and community organizers, local pedestrian and bike advocacy groups, public school leadership, local transit riders, long-distance commuters (super commuters), linguistically or physically isolated groups, seniors and elders, and youth individuals and groups. This can also include community members who may face ~~extreme societal~~ barriers including formerly incarcerated; undocumented persons; individuals with disabilities; displaced and houseless unhoused persons; and lesbian, gay, transgender, and queer communities. ~~Demonstrate how community perspectives were included or integrated into the project.~~
3. Collaborate with community-based groups and organizations to establish a local or regional project study area organization or committee (e.g., planning, oversight, advisory, steering, etc.) with decision-making authority to empower community leaders and solicit quality community input and feedback through the project planning process.
4. Demonstrate how community-identified and community-driven perspectives were solicited and included or integrated into the project purpose and need or scope.
5. Survey and collect information on non-motorized travel demands and disadvantaged groups' unmet mobility needs. Use this information to develop transportation improvements to address these needs.
- 2.6. Develop relationships and conduct meaningful engagement with tribal governments and incorporate their feedback into the project planning process.
- 3.7. Collaborate, fund, or contract with local organizations to support community engagement and project completion steps efforts in the project planning process.
- 4.8. Prioritize community identified high-need areas, such as those identified through robust community engagement.
- 5.9. Prioritize contracting strategies that benefit disadvantaged or historically impacted and marginalized communities such as the communities identified in this supplement.
10. Ensure stability in neighborhoods and communities through the successful implementation of short-term and long-term anti-displacement strategies and policies consistent with federal and state law.

PROPOSED UPDATES: COMMUNITY ENGAGEMENT CRITERION

Community Engagement – In alignment with the Commission’s Racial Equity Statement, nominations will be evaluated ~~projects~~ based on their ability to create mobility opportunities for all Californians, especially those from disadvantaged or historically impacted and marginalized communities. Equitable projects will demonstrate meaningful and effective public participation in decision-making processes, particularly by disadvantaged or historically impacted and marginalized communities.

Refer to the *SB 1 ~~Competitive~~ Programs Transportation Equity Supplement* in Part VIII, Appendix E to respond to this criterion. Based on the indicators and examples provided in the *SB 1 Programs Transportation Equity Supplement* in Part VIII, Appendix E:

~~In considering the impacts of projects on equity, applications will be rated on how they do the following:~~



PROPOSED UPDATES: COMMUNITY ENGAGEMENT CRITERION

(continued)

- ~~Identify disadvantaged or historically impacted and marginalized communities within the project study area. and provide details on project engagement. Document the procedures by which the mobility needs of disadvantaged or historically impacted and marginalized communities are identified and considered within the planning process~~ If applicable, provide a demographic profile and metropolitan area map that identify locations of disadvantaged or historically impacted and marginalized communities within the project study area.
- ~~Identify how the project engaged the community to consider community-identified project needs. Explain how communities in the project study area were engaged to identify their needs.~~ If there are disadvantaged or historically impacted and marginalized communities within the project study area, how were they engageddid the agency directly engage them? How was community feedback incorporated into the project and were they informed to this effect?
 - ~~How was received input incorporated into the project? Identification of disadvantaged or historically impacted and marginalized communities may be satisfied by providing a demographic profile or map of the metropolitan area that identifies locations of disadvantaged or historically impacted and marginalized communities within the project study area. If the applicant has already included information about community engagement in another section of the nomination 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 Part VIII, Appendix E.~~



PROPOSED UPDATES: COMMUNITY ENGAGEMENT CRITERION

(continued)

- Identify how your agency developed the project scope~~Describe how the project scope was developed. Were scope alternatives developed based on community feedback? Can the agency through~~ demonstrate ~~its~~ partnership, ~~engagement~~, and collaboration with the ~~state's most~~ disadvantaged or historically impacted and marginalized communities? ~~Identify any~~ strategies included in the project scope that ~~seek to~~ avoid or minimize impacts on disadvantaged or historically impacted and marginalized communities.
- How did the agency assess if the project would cause any disparate impacts on the basis of race, color, socioeconomic status, gender, sexuality, or national origin? If disparate impacts were identified, did the agency consider and incorporate alternate options as applicable?

Pre-existing community engagement plans developed and implemented in the recent past (no more than **five** years ago) may be referenced to respond to this criterion. The nomination must explain how and why the pre-existing community engagement plan is still applicable and why developing a new community engagement plan was either not feasible or not necessary. Provide the month and year the existing plan was finalized and implemented.



Questions, Comments, and Discussion



2024 Office Hours Recap

- SB 1 Programs' office hours- March through May 2024
- 30 office hours sessions held so far (TCEP total)

Cycle 4 Timeline and Next Steps

- *Draft Guidelines*
 - June Commission Meeting
- *Final Guidelines*
 - August Commission Meeting
- *TCEP Applications Due*
 - November 22, 2024
- *Cycle 4 Staff Recommendations and Program Adoption*
 - June 2025

**all dates subject to change*



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Thank you!

