

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2022

From: MITCH WEISS, Executive Director

Reference Number: 4.14, Action

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Subject: Advance 2022 Trade Corridor Enhancement Program Adoption, Resolution G-22-44

Recommendation:

California Transportation Commission (Commission) staff recommend approving advance programming from the 2022 Trade Corridor Enhancement Program for the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility on the state highway system in Solano County and the I-10 Corridor Freight and Managed Lane Project on the state highway system in San Bernardino County, as allowed by the Trade Corridor Enhancement Program Guidelines.

Specifically, Commission staff recommends approving:

- \$64,800,000 for the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility to the Solano Transportation Authority; and
- \$85,000,000 for the I-10 Corridor Freight and Managed Lane Project to the San Bernardino County Transportation Authority.
- Maintaining advanced 2022 Trade Corridor Enhancement Program funding requires that the recipient agencies are successful in receiving the INFRA grant funding for which they applied. If the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project or the I-10 Corridor Freight and Managed Lane Project are unsuccessful in their bid for INFRA funding, they will lose their advanced programmed funding and will need to compete for their full funding request through the normal 2022 Trade Corridor Enhancement Program application process.

The 2020 Trade Corridor Enhancement Program Guidelines stipulate that if an applicant has an opportunity to use state Trade Corridor Enhancement Program funding as a non-federal match in a federal grant application to increase that grant's competitiveness, the Commission may choose to award funds to the project in advance of the regular programming process. Advanced funding opportunities are limited to 50 percent of the applicable regional funding corridor target. The purpose of this limit is to ensure that some regional funding remains available for projects that compete through the regular review and approval process.

Issue:

The annual Infrastructure for Rebuilding America (INFRA) grant application deadline is May 23, 2022, which falls before the 2022 Trade Corridor Enhancement Program is expected to be adopted in June 2023. Most federal grant programs, including INFRA, rate projects more competitively if state funds are committed to the project, therefore state funding can be important for projects to achieve federal grant opportunities.

The Solano Transportation Authority submitted an advance programming request of \$64,800,000 for the construction of the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility. Additionally, the San Bernardino County Transportation Authority submitted an advance programming request of \$85,000,000 for the construction of the I-10 Corridor Freight and Managed Lane Project. Commission staff have reviewed and evaluated the Trade Corridor Enhancement Program applications submitted by these agencies.

Commission staff recommends advance programming \$64,800,000 for the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility. This amount represents the maximum allowable in the guidelines, which state advanced program requests may be no greater than 50 percent of the applicable regional corridor target.

The Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project received a ranking of medium-high. The design phase of this project was funded in the 2020 Trade Corridor Enhancement Program. Originally constructed in 1958, the purpose of the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility is to enhance public safety through inspections, operator evaluations, and weight enforcement. The current facility is extremely undersized, it cannot accommodate the peak volume of 300 trucks per hour which occurs several times per week. Traffic regularly fills the available queue, then starts to back-up onto the freeway, requiring the facility to close. When the facility closes, it does not allow the California Highway Patrol to inspect these vehicles. The limited capacity of the current facility also increases the amount of time it takes for a truck to be processed. The new facility will significantly increase the capacity for truck inspections, accommodating up to 1,000 trucks an hour, which is anticipated to help the California Highway Patrol with enforcement. It will also improve traffic safety along this section of the highway by reducing conflict and congestion points near the on- and off-ramps of the facility. In addition, the project will facilitate zero-emission freight fueling by including heavy-duty vehicle electric charging stations at the Eastbound and Westbound facilities. Additional details related to the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility project scope are included below in the Background section of this book item.

The Solano Transportation Authority would have requested more advance program funding, but their regional corridor target only allows for \$64,800,000. Therefore, their request has been limited to \$64,800,000.

Commission staff also recommends advance programming \$85,000,000 for the I-10 Corridor Freight and Managed Lane Project in the 2022 Trade Corridor Enhancement Program. This project received a ranking of medium-high. This project demonstrates a significant freight benefit and would contribute funding to a zero-emission truck program if revenue is collected in excess of funding needed for operations and maintenance. This project is located along a section of I-10 that has been designated the ninth most critical truck bottleneck in the United

States by the American Transportation Research Institute. It is also one of the largest logistics hubs in the country, with over 200 million square feet of distribution facilities within a five-mile radius of the project. The project would improve the reliability of a segment that carries over 25,000 trucks per day, 15,000 of which are 5+ axle trucks. This segment of the I-10 highway corridor also supports the intermodal transfer of containers from truck to train and train to truck. The San Bernardino County Transportation Authority board adopted a toll revenue policy along this route that allows for toll revenues received as a result of the project to go towards a clean-truck incentive funding program. Additional details related to the I-10 Corridor Freight and Managed Lane project scope are included below in the Background section of this book item.

The San Bernardino County Transportation Authority requested \$85,000,000, which is less than 50 percent of their regional corridor target. Therefore, their request will remain at \$85,000,000.

Background:

Pursuant to program statute (Streets and Highways Code section 2192), the total available Trade Corridor Enhancement Program funding is split: 40 percent for California Department of Transportation nominated statewide projects and 60 percent for five freight regions in the State. The regional 60 percent is further broken into percentages for the five freight regions based on estimated freight need in each region. The percentages are known as “regional corridor targets.” The Trade Corridor Enhancement Program Guidelines stipulate that cumulatively, advance funding requests are limited to 50 percent of the applicable regional corridor program target. The methodology for how this is calculated is below:

Total 2022 Trade Corridor Enhancement Program (Cycle 3) Funds	\$800,000,000
60 Percent for Regions – known as “Regional Corridor Targets”	\$480,000,000
Bay Area/Central Valley Regional Corridor Target (Target for Solano Transportation Authority) is 27 Percent (.27 * \$480,000,000)	\$129,600,000
50 percent of the 27 percent (.50 * \$129,600,000)	\$64,800,000
Los Angeles/Inland Regional Corridor Target (Target for San Bernardino County Transportation Authority) is 58 Percent (.58 * \$480,000,000)	\$278,400,000
50 percent of the 58 percent (.50 * \$278,400,000)	\$139,200,000

In this case, 50 percent of the regional corridor target is estimated to be approximately \$64,800,000 for the Bay Area/Central Valley freight region and \$139,200,000 for the Los Angeles/Inland Empire freight region.

Below are project details for the two projects that request advance funding.

Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility

- **Project Ranking:** Medium-High
- **Potential Project Benefits:** increased truck throughput, improved travel time, reduced emissions, and improved safety
- **Project Planning Number (PPNO):** 8273C
- **Implementing Agency:** California Department of Transportation (Caltrans)
- **Nominating Agency & Metropolitan Planning Organization:** The Nominating Agency is the Solano County Transportation Authority. The Metropolitan Planning Organization is Metropolitan Transportation Commission.
- **County:** Solano
- **Total Project Cost:** \$198,106,000
- **Trade Corridor Enhancement Program Funds:**
 - Recommended: \$64,800,000 (construction)
- **Fiscal Year of Requested Programming:** Fiscal Year 2023-34 (right-of-way) and 2024-25 (construction)
- **Description of Project:** This project was awarded design funds in in the 2020 Trade Corridor Enhancement Program. The project would update a 1958 truck scale facility used to inspect trucks entering the San Francisco Bay Area from locations nationwide. The existing facility is outdated, under capacity, and does not include state of the art technology required for truck inspections. Access to the facility from I-80 consists of short on and off ramps which results in truck traffic queuing onto I-80 increasing the potential for rear-end accidents. This facility is often closed as a result. The new facility will improve traffic safety along this section of the highway by reducing conflict and congestion points near the on- and off-ramps of the Commercial Vehicle Enforcement Facility. Also, significantly increasing the capacity for truck inspections is anticipated to help the California Highway Patrol with commercial vehicle enforcement.

I-10 Corridor Freight and Managed Lane Project

- **Project Ranking:** Medium-High
- **Potential Project Benefits:** improved reliability, improved travel time, reduced emissions, and improved safety
- **Project Planning Number (PPNO):** 3019M
- **Implementing Agency:** San Bernardino County Transportation Authority (SBCTA)
- **Nominating Agency & Metropolitan Planning Organization:** The Nominating Agency is the San Bernardino County Transportation Authority. The Metropolitan Planning Organization is the Southern California Association of Governments.
- **County:** San Bernardino
- **Total Project Cost:** \$796,000,000
- **Trade Corridor Enhancement Program Funds:**
 - Recommended: \$85,000,000 (construction)
- **Fiscal Year of Requested Programming:** Fiscal Year 2024-25

- **Description of Project:** This project previously received Federal Highway Administration Surface Transportation Program funding for design. It also received State Transportation Improvement Program - Regional Improvement Program funding for design and construction. The project will construct three eastbound auxiliary lanes and one westbound auxiliary lane to improve truck operations and safety. It will construct one high occupancy toll lane in each direction in the median of I-10, connecting with the high occupancy toll lanes currently under construction on I-10 west of I-15. The I-15/I-10 interchange is ranked the 9th most critical truck bottleneck in the United States by the American Transportation Research Institute. Queues of trucks and other traffic regularly extend from eastbound interchanges to the I-15/I-10 interchange during evening traffic. The project supports a new opportunity to incentivize transit, shared-ride vehicles, and zero-emission vehicles. The project also includes authorization by San Bernardino County Transportation Authority board to invest a share of excess toll revenue for clean truck funding incentives in disadvantaged communities.

Attachments:

- Attachment A: Advance 2022 Trade Corridor Enhancement Program Adoption Resolution G-22-44
- Attachment B: Advance 2022 Trade Corridor Enhancement Program – Program of Projects

CALIFORNIA TRANSPORTATION COMMISSION

Adoption of Advance 2022 Trade Corridor Enhancement Program

Resolution TCEP G-22-44

- 1.1 **WHEREAS**, on April 28, 2017, Governor Brown signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, and created the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state; and
- 1.2 **WHEREAS**, on July 21, 2017, Governor Brown signed SB 103 (Committee on Budget and Fiscal Review, Chapter 95, Statutes of 2017) which directs the California Transportation Commission (Commission) to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along corridors that have a high volume of freight movement, as determined by the Commission; and
- 1.3 **WHEREAS**, the Commission adopted the SB 1 Accountability and Transparency Guidelines on March 21, 2018 that govern and outline the Commission's responsibility for the accountability and transparency of SB 1 program funds under its purview; and
- 1.4 **WHEREAS**, the current 2020 Trade Corridor Enhancement Program Guidelines and the draft 2022 Trade Corridor Enhancement Program Guidelines allow eligible Trade Corridor Enhancement Program projects to submit an early application requesting advance Trade Corridor Enhancement Program funds when the project is also applying for a discretionary federal grant and the regular timeframe of Trade Corridor Enhancement Program project selection and adoption does not align well with that discretionary federal grant timeframe; and
- 1.5 **WHEREAS**, granting advance funds is subject to the discretion of the Commission; and
- 1.6 **WHEREAS**, Commission staff recommends \$64,800,000 in advance 2022 Trade Corridor Enhancement Program funding to the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility in Solano County and \$75,000,000 in advance 2022 Trade Corridor Enhancement Program funds to the I-10 Corridor Freight and Managed Lane Project in San Bernardino County.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby approves the advance 2022 Trade Corridor Enhancement Program as outlined in Attachment B; and
- 2.2 **BE IT FURTHER RESOLVED**, that these projects must comply with all applicable rules and guidelines established for the adopted 2022 Trade Corridor Enhancement Program and with the SB 1 Accountability and Transparency Guidelines; and

- 2.3 **BE IT FURTHER RESOLVED**, that if recipient agencies do not receive the discretionary federal grants for which they applied, that agency would lose their advanced 2022 Trade Corridor Enhancement Program funding and would need to compete for their full funding request through the normal 2022 Trade Corridor Enhancement Program application process.

Advance 2022 Trade Corridor Enhancement Program - Program of Projects

Project Title	County	Region	Implementing Agency	Federal TCEP?	Regional	State	Total TCEP	FY	PS&E	R/W	R/W Sup	Const	Con Sup	Total Project Cost
I-80 Cordelia Commercial Vehicle Enforcement Facility	Solano	Bay Area	Solano Transportation Authority	No	\$ 64,800,000	\$ -	\$ 64,800,000	2024-25	\$ -	\$ -	\$ -	\$ 64,800,000	\$ -	\$ 198,106,000
I-10 Corridor Freight and Managed Lane Project	San Bernardino	LA/Inland	San Bernardino County Transportation Authority	No	\$ 85,000,000	\$ -	\$ 85,000,000	2024-25	\$ -	\$ -	\$ -	\$ 85,000,000	\$ -	\$ 796,000,000