

2022 Trade Corridor Enhancement Program Eligibility

The following information is excerpted from the 2022 Trade Corridor Enhancement Program Guidelines and is meant to serve as a quick reference. The complete program guidelines document includes the policies and procedures that apply to the program, including funding restrictions, environmental process requirements, and screening and evaluation criteria. The complete guidelines can be found on the California Transportation Commission website [here](#) and should be reviewed in full prior to submitting a project nomination to ensure project eligibility.

1. Eligible Applicants

Eligible applicants are public entities, such as cities, counties, Metropolitan Planning Organizations, Regional Transportation Planning Agencies, port authorities, public construction authorities, and Caltrans. Project proposals from private entities must be submitted by a public agency sponsor.

The Commission expects collaboration and cooperation between the applicant, implementing agency, and Caltrans for all projects. Any statements about cost increases agreed to in a project's Commission approved baseline agreement must be adhered to and baseline agreements must be consistent with these guidelines.

A nomination may identify an entity other than the applicant to be the project implementing agency. The implementing agency assumes responsibility and accountability for the use and expenditure of program funds.

The Metropolitan Planning Organizations will be responsible for compiling project nominations from their respective agencies as described in Attachment 1 Project Nominations.

2. Eligible Projects

To be eligible for funding under this program, a project must meet the following conditions:

- Be a freight infrastructure improvement with public benefits and meet the screening and evaluation criteria.
- Be compliant with Streets and Highways Code section 2192.
- Be consistent with Article XIX of the California Constitution.
- Meet the objectives of the Trade Corridor Enhancement Program and support the goals of the National Highway Freight Program, The California Freight Mobility Plan, and the California Sustainable Freight Action Plan.
- Be included in an adopted regional transportation plan by program adoption and if applicable, consistent with a Sustainable Communities Strategy determined by the California State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets.

Trade Corridor Enhancement Program funds may be used for the plans, specifications, and estimates; right-of-way; and construction phases. Trade Corridor Enhancement Program funds may not be used for the Project Approval and Environmental Documents phase.

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Projects eligible for funding under the program include, but are not limited to, the following: Highway improvements, freight rail system improvements, border improvements, port enhancements, truck corridor improvements, surface transportation, local road, and connector road improvements to effectively facilitate the movement of goods, freight infrastructure (excluding vehicles) that enables zero-emission or near-zero emission goods movement, environmental/community mitigation that occurs as a part of a freight infrastructure (including zero-emission vehicles if they are part of an approved CEQA mitigation for a larger freight infrastructure project), and freight infrastructure related advanced technology. Advanced technology includes the installation of broadband (conduit and fiber) where appropriate and feasible along strategic corridors.

Purchases of human-operated zero-emission or near-zero emission equipment are eligible for funding if they are part of an infrastructure project.

Where possible, it is the intent of the Commission that the Trade Corridor Enhancement Program work in alignment with other state and federal funding programs to support projects that achieve multiple objectives, such as freight throughput, air quality, and zero emissions goals. The Commission encourages projects that align with the state's climate and equity goals as well as projects that identify and incorporate the installation of conduit and fiber optic cable where appropriate and feasible along strategic corridors.

National Highway Freight Program Fund Requirements

In addition to meeting the requirements above, projects receiving federal National Highway Freight Program funds must also meet the following requirements.

Project 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.

The designation of the Critical Rural Freight Corridor or Critical Urban Freight Corridor is not required at the time of project nomination; however, the designation must be federally approved prior to the project requesting allocation. Grade Crossing improvement projects, Grade Separation projects, Intermodal projects, and Intelligent Transportation System projects are not required to have a Critical Rural Freight Corridor or Critical Urban Freight Corridor designation.

Pursuant to federal statute, the Commission may not program more than 30 percent of the total federal yearly apportionment amount for freight intermodal or freight rail projects, which include the following:

- Projects within the boundaries of public or private freight rail or water facilities (including ports).
- Projects that provide surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into or out of the facility.