

2024 Trade Corridor Enhancement Program- DRAFT Guidelines Revisions
DRAFT Zero-Emission Criteria and Workforce Development Language Updates

DRAFT Evaluation Criteria Matrix

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
Transportation System Factors			
Safety - Project increases the safety of the public, industry workers, and traffic.	Yes	Yes	Yes
Congestion Reduction/Mitigation - Project reduces daily hours of delay on the system and improves access to freight facilities.	Yes	Yes	No
Key Transportation Bottleneck Relief - Project relieves key freight system bottlenecks where forecasts of freight traffic growth rates indicate infrastructure or system needs are inadequate to meet demand, this includes bottlenecks on critical freight corridors and near our state’s borders.	No	Yes	No
<i>(Continued on next page)</i>			

Evaluation Criteria	Is This Also a Performance Metric?	Applicable To All Non-Zero-Emission TCEP Projects	Applicable to Zero-Emission TCEP Projects
Multi-Modal Strategy - Project employs or supports multi-modal strategies to increase port and transportation system throughput	No	Yes	No

2024 Trade Corridor Enhancement Program- DRAFT Guidelines Revisions
DRAFT Zero-Emission Criteria and Workforce Development Language Updates

while reducing truck vehicle miles/hour traveled (VMT/VHT) or truck idling times.			
Interregional Benefits - Project links regions/corridors to serve statewide or national trade corridor needs and to improve the interregional transportation network.	No	Yes	Yes
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, and those that include the installation of broadband (conduit and fiber optic cable).	No	Yes	No
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. To ensure the benefits of public health, project reduces exposure to air pollutants.	Yes	Yes	Yes
<i>(Continued on next page)</i>			

Evaluation Criteria	Is This Also a Performance Metric?	Applicable To All Non-Zero-Emission TCEP Projects	Applicable to Zero-Emission TCEP Projects
Community Engagement – In alignment with the Commission’s Racial Equity Statement, projects will be evaluated based on their ability to demonstrate meaningful and effective public participation in decision making processes, particularly by disadvantaged or historically impacted and marginalized communities. In responding to this criterion, please refer to the <i>SB 1 Competitive Programs’ Transportation Equity Supplement</i> (included in Attachment XX).	No	Yes	Yes

2024 Trade Corridor Enhancement Program- DRAFT Guidelines Revisions
DRAFT Zero-Emission Criteria and Workforce Development Language Updates

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. Jobs created and the benefit cost ratio are performance metrics and instructions are included in Attachment 2. Economic Impact should also include the development of local and prevailing wage jobs and workforce development opportunities consistent with federal, state, and local laws or ordinances.	Yes	Yes	Yes
Zero-Emission Infrastructure			
Number of electric chargers or hydrogen dispensers – how many electric chargers or hydrogen dispensers will be onsite? If there are electric chargers, what level are they (for example, is it a level 2 charger or a level 3 charger)?	No	No	Yes
<i>(Continued on next page)</i>			

Evaluation Criteria	Is This Also a Performance Metric?	Applicable To All Non-Zero-Emission TCEP Projects	Applicable to Zero-Emission TCEP Projects
Zero-emission truck throughput – the capacity of a station to support zero-emission truck movement. The estimated average annual number of zero-emission trucks on roads near (within 2 miles) the project segment in fiscal year (FY) 2044-45 (which represents year 20 after TCEP cycle 3 ends) multiplied by the anticipated station utilization rate, which cannot be higher than 80%.	Yes	No	Yes
Proximity to Top 6 Freight Corridors – is the zero-emission infrastructure located no more than 1 mile to 5 miles from interstate exists or highway intersections along one of the Top 6 Freight Corridors” identified in the Senate Bill 671 Clean Freight Corridor Efficiency	No	No	Yes

2024 Trade Corridor Enhancement Program- DRAFT Guidelines Revisions
DRAFT Zero-Emission Criteria and Workforce Development Language Updates

Assessment? For a list of the Top 6 Freight Corridors, see Attachment XX.			
Proximity to major routes – is the zero-emission infrastructure located no more than 1 mile to 5 miles from interstate exists or highway intersections along one of the 34 “Priority Freight Corridors” identified in the Senate Bill 671 Clean Freight Corridor Efficiency Assessment? For a full list of the 34 Priority Freight Corridors, see Attachment XX.	No	No	Yes
Proximity to key freight locations – is the zero-emission infrastructure located no more than (2) miles from a port of entry (maritime or land), warehouse, logistics center, or transloading facility?	No	No	Yes
Proximity to Other Charging/Refueling Infrastructure – when looking at the truck route nearest to the zero-emission station being submitted for funding, how many other existing or funded zero-emission stations designed for trucks are located within 50 miles for battery electric charging stations and 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.	No	No	Yes
<i>(Continued on next page)</i>			

Evaluation Criteria	Is This Also a Performance Metric?	Applicable To All Non-Zero-Emission TCEP Projects	Applicable to Zero-Emission TCEP Projects
Size of station land – how large is the zero-emission truck station in square feet and is there an ability to expand the size of the station in the future?	No	No	Yes
Truck parking – how many truck parking spaces will be onsite at the zero-emission charging or hydrogen fueling station?	No	No	Yes
Zoning – what is the project area where the zero-emission truck station will be located zoned for? Is it industrial, commercial, or another type of land?	No	No	Yes

2024 Trade Corridor Enhancement Program- DRAFT Guidelines Revisions
DRAFT Zero-Emission Criteria and Workforce Development Language Updates

<p>Proximity to residential neighborhoods – how far is the zero-emission truck station from a residential community? In addition, how far is the zero-emission truck station from a low-income community and disadvantaged community? If the project is in or close to a residential community, what have the impacted community members expressed in terms of support for or concerns with the project?</p>	No	No	Yes
<p>Grid readiness or proximity to hydrogen supply – if a battery electric truck charging station, what is the maximum power output needed at the site and what is the estimated average annual electricity needed at the site? Is this level of output and annual electricity currently available at the site? If no, is there an estimated timeframe for when this will become available? For hydrogen fueling truck stations, how far is the site from the hydrogen distribution facility that will support the station? What is the plan for delivering hydrogen to the station? Will hydrogen be stored on location?</p>	No	No	Yes
<i>(Continued on next page)</i>			

Evaluation Criteria	Is This Also a Performance Metric?	Applicable To All Non-Zero-Emission TCEP Projects	Applicable to Zero-Emission TCEP Projects
<p>Distributed energy resources (DER) – DER refer to a variety of small-scale, decentralized power generation and storage technologies. DERs are typically deployed close to the point of energy consumption. Examples of DER technologies include solar panels, wind turbines, combined heat and power systems, and energy storage solutions like Battery Energy Storage Systems (BESS). DERs can be connected to the grid, operated in parallel with the grid, or function as standalone systems. Will any type of DER be available onsite?</p>	No	No	Yes
Other Factors			

2024 Trade Corridor Enhancement Program- DRAFT Guidelines Revisions
DRAFT Zero-Emission Criteria and Workforce Development Language Updates

Urgent Freight Need - How well the project addresses the state’s most urgent freight needs.	No	Yes	Yes
Project Readiness - Project readiness and reasonableness of the schedule for project implementation, including the following: <ul style="list-style-type: none"> • Progress towards achieving environmental protection requirements. • The comprehensiveness and sufficiency of agreements with key partners (particularly infrastructure owning railroads) that will be involved in implementing the project. 	No	Yes	Yes
Leveraging Funds - The leveraging and coordination of funding from other private, federal, state, local or regional sources, with consideration of those sources that are discretionary compared to those that are nondiscretionary.	No	Yes	Yes

Workforce Development Language *Pages 15-17 of 2022 TCEP Guidelines*

*(Updated language **bolded** and in **BLUE**)*

Zero-Emission Infrastructure Instructions

These are instructions for the zero-emission infrastructure criteria under the Transportation System Factors section of the above evaluation criteria.

"Zero-emissions vehicle" or "ZEV" means a vehicle with a zero-emissions powertrain that produces zero exhaust emission of any criteria pollutant (or precursor pollutant) or greenhouse gas under any possible operational modes or conditions.

“Zero-emission vehicle infrastructure” means fueling infrastructure that provides the appropriate fuel type to power a zero-emission vehicle and is equipped with a fueling interface that is compatible with the vehicles being charged or refueled.

“Near-zero emission infrastructure” means infrastructure that supports vehicles, fuels, and related technologies that reduce greenhouse gas and criteria pollutant emissions and improve air quality when compared with traditional diesel trucks. Near-zero emission infrastructure may include infrastructure that supports technologies that provide a pathway to emissions reductions, advanced or alternative fuel engines for long-haul trucks, and hybrid or alternative fuel technologies for trucks and off-road equipment.

In the interests of promoting safety and infrastructure workforce development, prime contractors for the installation of zero-emission infrastructure shall be licensed with an A, B, or C-10 classification.

2024 Trade Corridor Enhancement Program- DRAFT Guidelines Revisions

DRAFT Zero-Emission Criteria and Workforce Development Language Updates

Prime contractors and subcontractors shall participate in Apprenticeship programs approved by the State of California, Division of Apprenticeship Standards that have a proven track record of annually graduating persons from disadvantaged and low-income communities (“California Climate Investments Priority Populations”). As a part of the response to these criteria, the applicant should confirm that all contractors will be prequalified accordingly. In order to be eligible to work on zero-emission infrastructure projects, contractors and sub-contractors must not be found in willful violation of labor law.

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.

~~Also, applicants should consider contractors with Electric Vehicle Infrastructure Training Program certifications where the scope of work requires a state licensed or certified electrician for installation of electric charging infrastructure for medium and heavy duty vehicles. This would align with existing requirements of other state funding programs administered by the California Air Resources Board, the California Energy Commission, and the California Public Utilities Commission.~~

~~For this criterion, please describe how the project supports the transition to zero emission freight infrastructure. If this project does not support zero emission freight infrastructure, please state that.~~

~~Actions that support the transition to zero emission freight infrastructure include, but may not be limited to, the following:~~

- ~~• Building zero-emission infrastructure that supports freight.~~
- ~~• Improving access to freight charging or hydrogen fueling infrastructure to refuel battery electric and fuel cell powered trucks.~~
- ~~• As a part of a larger port freight infrastructure project, buying zero-emission or near-zero-emission human operated equipment.~~

All zero-emission infrastructure, technology, battery electric charging stations, or hydrogen refueling stations must be primarily designed for freight, this includes medium and heavy-duty vehicles. In regard to zero emissions, only zero-emission freight infrastructure is eligible under the Trade Corridor Enhancement Program, unless it is included as environmental (NEPA/CEQA) mitigation that is part of a larger freight infrastructure project. Within this context, any type of zero-emission infrastructure technology is allowable. This includes electric vehicle charging, fast charging, hydrogen, or other technology; and upgrades to maintenance facilities supporting zero-emission vehicles. It also includes different charging station types. The applicant will need to demonstrate how the infrastructure is compatible with and capable of refueling project related freight equipment, that stakeholders were consulted, and the infrastructure will be used and maintained once it is built. A project could potentially score higher if it is building infrastructure that supports both electric and hydrogen charging.

2024 Trade Corridor Enhancement Program- DRAFT Guidelines Revisions
DRAFT Zero-Emission Criteria and Workforce Development Language Updates

The benefits described should be within the project study area.

Please note that if a port freight infrastructure project meets the general eligibility guidance from section 11 of these guidelines and includes the purchase of fully automated cargo handling equipment, it is not eligible for funding. However, if a port freight infrastructure project meets the eligibility requirements in section 11 and includes the purchase of human-operated zero-emission or near-zero-emission equipment, the project is eligible for funding.

Installation of zero-emission charging or hydrogen refueling infrastructure should be publicly accessible where feasible. Please state whether the infrastructure will be primarily for public or private use. Projects that serve only a private use are not eligible for federal or state funding.

If the project has a mix of private and public benefits, complete the public/private cost benefit analysis requested in the “Other” section of the Nomination Form and explain what the public benefits of the project are.

DRAFT