

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 28-29, 2023

From: TANISHA TAYLOR, Interim Executive Director

Reference Number: 4.5, Action

Prepared By: Hannah Walter
Associate Deputy Director

Published Date: June 16, 2023

Subject: 2022 Trade Corridor Enhancement Program Adoption – Program of Projects, Resolution G-23-46

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the 2022 Trade Corridor Enhancement Program, as presented in Attachment B and consistent with Resolution G-23-46 (Attachment A).

Issue:

The Commission established the 2022 Trade Corridor Enhancement Program as a two-year, \$1.051 billion program across fiscal years 2023-24 and 2024-25 at the August 2022 meeting. Since that time, the amount available for programming has increased to \$1.053 billion through an additional \$2.7 million in Trade Corridors Improvement Fund Program cost savings.

The 2022 Trade Corridor Enhancement Program proposes \$1.081 billion for 26 projects valued at more than \$3.7 billion. The total proposed amount is over-programmed by \$27.3 million. This overcapacity will be supported by future Trade Corridor Enhancement Program project cost savings and additional savings generated through the Trade Corridors Improvement Fund Program. The recommendation includes a variety of projects that provide freight transportation improvements across the state. Collectively, the projects recommended will improve air quality, improve border crossings, increase freight rail storage and transport capacity, improve interchanges, improve safety at rail crossings, and complete major highway improvements.

Streets and Highways Code Section 2192 requires Trade Corridor Enhancement Program projects within the boundaries of a Metropolitan Planning Organization be included in a Regional Transportation Plan/Sustainable Community Strategy that the California Air Resources Board has determined, if implemented, would achieve the Metropolitan Planning Organizations greenhouse gas emissions reduction targets. The Fresno Subdivision (Ceres to Turlock) Union Pacific Railroad Double Tracking Project in Stanislaus County is currently recommended for programming on a conditional basis. The condition for programming funds to this project is the requirement that the Stanislaus Council of Governments, the region's

Metropolitan Planning Organization, documents compliance with Streets and Highway Code Section 2192 by the date of Commission action on the 2022 Trade Corridor Enhancement Program. If documentation of compliance is not received prior to Commission action, the project will be removed from consideration and another competitive project will be recommended in its place.

The full recommended project list was posted on the Commission's website on June 8, 2023, and is included in this book item as Attachment B.

Development of Staff Recommendations

The Commission received 48 project nominations seeking over \$1.8 billion.

An evaluation team, consisting of Commission and Caltrans staff, reviewed project nominations based on the screening and evaluation criteria set forth in the Commission's adopted Trade Corridor Enhancement Program Guidelines. In addition, California Air Resources Board staff reviewed applications to evaluate air quality benefits, and Interagency Equity Advisory Committee members evaluated the equity and community engagement criteria in the applications. Due to the competitive nature of this program, staff evaluations were limited to documentation submitted with the application package, including the required performance metrics outlined in the program guidelines.

Recommended projects were determined to be projects that best addressed the evaluation criteria outlined in the guidelines, projects that clearly described freight benefits, and projects that showed benefits across multiple evaluation criteria. The 26 projects recommended for funding are expected to provide a variety of benefits over the next 20 years, including the following:

- Increase truck throughput
- Increase rail volume
- Increase in tons of cargo moved
- Operational efficiencies and travel time improvements
- Safety improvements
- Reduction of greenhouse gas emissions
- Creation of thousands of new jobs

The projects recommended for funding include:

- Border and Commercial Vehicle Enforcement Facility Improvements – Construction of a new international border crossing and a new commercial vehicle enforcement facility, including state-of-the-art screening systems
- Zero-emission freight infrastructure to build refueling and recharging facilities along key freight corridors throughout the state
- Rail Improvements - Grade separations, new track, and additional storage capacity
- Highway Improvements - Interchange improvements, traffic management systems improvements, high-occupancy-vehicle lanes, auxiliary lanes, express lanes, general purpose lanes, safety improvements and one climbing lane.

Projects not recommended for funding were found less competitive for a variety of reasons including goods movement benefits were unclear or minimal; required information was missing or unclear; components were deemed ineligible; and overall lower ratings in the evaluated criteria. The projects not recommended for funding demonstrated benefits but were determined to be less competitive for this program cycle.

Project Highlights

The recommended projects support Climate Action Plan for Transportation Infrastructure and the state's climate, public health, safety, equity, and economic vitality goals as they incorporate rail, zero-emission freight infrastructure, and on-system and other multimodal solutions to improve the movement of goods on corridors with high volumes of freight.

The following highlights a few projects from the staff recommendations:

- **The Travel Centers of America Electric Vehicle Oasis South** project is a set of six zero-emission freight charging locations that will be built at existing Travel Centers of America truck stops in Southern California. The stations will include on-site solar power generation, battery storage, direct current fast charging, and overnight charging. The recommended Trade Corridor Enhancement Program funds of \$28.095 million will support construction of these locations.
- **The Interstate (I)-80/San Pablo Dam Road Interchange Improvements Phase 2** will reconstruct the existing I-80/San Pablo Dam Road Interchange by upgrading the overcrossing structure to current standards, modifying the McBryde Avenue off-ramp to eliminate weaving on westbound I-80, and providing improved pedestrian and bicycle lanes and facilities. The recommended Trade Corridor Enhancement Program funds are for the design and right-of-way for this project.
- **The Otay Mesa East Port of Entry** will construct a new border crossing at the California and Mexico border for personal and commercial vehicles. Recommended Trade Corridor Enhancement Program funds are for the construction of the commercial vehicle portion of the port of entry and conduit to support future commercial vehicle chargers. Recommended Trade Corridor Enhancement Program funds are also to construct the Commercial Vehicle Enforcement Facility used by California Highway Patrol and the Federal Motor Carrier Safety Association. This facility includes chargers for commercial vehicles, conduit, and solar panels for on-site power generation.
- **America's Green Port Gateway - Pier B Early Rail East Expansion** will provide the staging of additional freight trains at higher capacity. It is comprised of two lengthened yard tracks, permanent closure of the Ninth Street At-Grade Crossing, and a new I-710 retaining wall at Pier C Street. The Locomotive Facility component includes a new 24-locomotive support facility with capacity to expand to 30 locomotives and a new fourth mainline creating a 10,000-foot support track allowing for an increase of daily train movements, and upon completion, it will expand the Port's freight rail network throughput by 1.1 million Twenty-foot Equivalent Units in its first year of operation. The recommended Trade Corridor Enhancement Program funds are for the construction phase of this project.

- **The I-5, SR 15, and Harbor Drive 2.0 Project** improves freight throughput of about 1,600 more trucks per year in a key freight location by constructing all-day connected truck-only lanes and off-peak dedicated flex lanes, queue jumps, freight signal priority, and other Intelligent Transportation System technologies to separate trucks from passenger traffic. It includes zero-emission commercial vehicle charging stations for freight trucks. The project also includes sidewalks and bike lanes addressing community concerns by separating freight traffic from passenger traffic. The Vesta Street Bridge component allows freight trucks to cross the Naval Base San Diego without going on the local roads. The recommended Trade Corridor Enhancement Program funds are for the Right-of-Way and Plans, Specifications, and Estimate phases of this project.

Baseline Agreement Requirements

All agencies with projects included in the 2022 Trade Corridor Enhancement Program must comply with the Commission's adopted 2022 Trade Corridor Enhancement Program Guidelines and Senate Bill 1 Accountability and Transparency Guidelines, including the requirement to enter into a baseline agreement. The development of the baseline agreement will be initiated upon adoption of the program. The baseline agreement will set forth the scope, expected benefits, delivery schedule, and project cost and funding plan. The executed baseline agreement will become the basis by which accountability will be measured and reported on.

Background:

The Trade Corridor Enhancement Program, created by Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), funds 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.

In August 2021, the Commission initiated the process to develop the 2022 Trade Corridor Enhancement Program Guidelines. The Commission held seven public workshops between August 2021 and April 2022 to solicit input on the development of the Trade Corridor Enhancement Program Guidelines. The guidelines were prepared by Commission staff and developed in consultation with Caltrans, the California State Transportation Agency, the California Air Resources Board, the Commission's Equity Advisory Roundtable, regional transportation planning agencies, local agencies, ports, transportation advocates, the freight industry, and other stakeholders. Commission staff also considered comments received via email, telephone, and written correspondence.

The Commission's 2022 Trade Corridor Enhancement Program Guidelines, adopted at its August 17, 2022, meeting, describe the policy, standards, criteria and procedures for the development, adoption, and management of the 2022 Trade Corridor Enhancement Program.

Attachments:

- Attachment A: 2022 Trade Corridor Enhancement Program Resolution G-22-46
- Attachment B: 2022 Trade Corridor Enhancement Program – Program of Projects
- Attachment C: Comment Letters

**CALIFORNIA TRANSPORTATION COMMISSION
ADOPTION OF THE 2022 TRADE CORRIDOR ENHANCEMENT PROGRAM
PROGRAM OF PROJECTS**

RESOLUTION TCEP G-22-46

- 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**, on November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA), which continued the National Highway Freight Program originally established in 2015 by President Obama to fund projects that improve the efficient movement of freight on designated corridors throughout the state; and
- 1.4 **WHEREAS**, the Commission adopted the 2022 Trade Corridor Enhancement Guidelines on August 17, 2022; and
- 1.5 **WHEREAS**, the Commission adopted the revised SB 1 Accountability and Transparency Guidelines on March 23, 2023, that govern and outline the Commission's responsibility for the accountability and transparency of SB 1 program funds under its purview; and
- 1.6 **WHEREAS**, the 2022 Trade Corridor Enhancement Program fund estimate provided \$1.051 billion in Trade Corridor Enhancement programming capacity over two years; and
- 1.7 **WHEREAS**, savings of \$2.7 million have been identified in the Trade Corridor Improvement Fund and will be utilized to augment the Trade Corridor Enhancement Account funding, consistent with the Commission's Trade Corridor Improvement Fund Close-out policy for use in the Trade Corridor Enhancement Program; and

- 1.8 **WHEREAS**, consistent with the Commission’s SB 1 Accountability and Transparency Guidelines, if a recommended project requests allocation for project components in the period between the June 2023 Commission meeting and the October 2023 Commission meeting, the project applicant must submit a Baseline Agreement for approval by the October 2023 Commission meeting. All other Baseline Agreements must be submitted by the December 2023 Commission Meeting. The Commission will not consider approval of a project allocation without an approved Baseline Agreement; and
- 1.9 **WHEREAS**, the staff recommendations are consistent with statute and conform to the program guidelines for the Trade Corridor Enhancement Program; and
- 1.10 **WHEREAS**, Commission staff prepared program recommendations that included \$1.081 billion for 26 projects valued at more than \$3.7 billion; and
- 1.11 **WHEREAS**, the Commission staff recommendations for the 2022 Trade Corridor Enhancement Program were published and made available to the Commission and the public on June 8, 2023; and
- 1.12 **WHEREAS**, the Commission considered the staff recommendations and public testimony at its June 28-29, 2023 meeting.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the 2022 Trade Corridor Enhancement Program, as reflected in the attached staff recommendations (Attachment B); and
- 2.2 **BE IT FURTHER RESOLVED**, that the project amounts approved for funding shall be considered as a “not to exceed amount” and that any increases in cost estimates beyond the levels reflected in the adopted program are the responsibility of the appropriate agency identified in the Baseline Agreements; and
- 2.3 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2022 Trade Corridor Enhancement Program must comply with the Trade Corridor Enhancement Program Guidelines and the SB 1 Accountability and Transparency Guidelines; and
- 2.4 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2022 Trade Corridor Enhancement Program must receive all environmental approvals through the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as applicable, by December 31, 2023, or the Commission may delete the project; and
- 2.5 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2022 Trade Corridor Enhancement Program must enter into a Baseline Agreement to be approved by the Commission. The Commission may delete a project for which no Baseline Agreement is executed; and

- 2.6 **BE IT FURTHER RESOLVED**, that the Commission staff, in consultation with the Department and project sponsors, is authorized to make minor technical changes as needed to the 2022 Trade Corridor Enhancement Program in order to reflect the most current information, or to clarify the Commission's programming commitments, and shall request Commission approval of any substantive changes; and
- 2.7 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the 2022 Trade Corridor Enhancement Program of projects on the Commission's website.

**2022 Trade Corridor Enhancement Program
Program of Projects - Projects Recommended for Funding
Resolution G-22-46
(1,000s)**

Reference No.: 4.5
June 28-29, 2023
ATTACHMENT B

Project Title	Nominating Agency	County	Region	State	Regional	Total Recommended	Total Project Cost
America's Green Port Gateway							
America's Green Port Gateway: Pier B Early Rail Enhancements Project - East Expansion	Southern California Association of Governments/Caltrans/City of Long Beach	Los Angeles	Los Angeles/Inland	\$ 13,243	\$ 19,864	\$ 37,336	\$ 69,363
America's Green Port Gateway: Pier B Early Rail Enhancements Project - Locomotive Facility	Southern California Association of Governments/Caltrans/City of Long Beach	Los Angeles	Los Angeles/Inland	\$ 14,934	\$ 22,401	\$ 33,106	\$ 57,654
Otay Mesa East Port of Entry							
East Otay Mesa Land Port of Entry - Segment 3	San Diego Association of Governments/Caltrans	San Diego	San Diego/Border	\$ 27,840	\$ 57,960	\$ 85,800	\$ 532,154
CVEF Design and Construction - Segment 2C	San Diego Association of Governments/Caltrans	San Diego	San Diego/Border	\$ 54,200	\$ -	\$ 54,200	\$ 61,700
Westbound I80 Cordelia Commercial vehicle Enforcement Facility	Solano Transportation Authority/Caltrans	Solano	Bay Area/Central Valley	\$ 51,600	\$ 77,400	\$ 129,000	\$ 243,270
I-5 Harbor Drive							
I-5/SR 15/Harbor Drive 2.0**	San Diego Association of Governments/Caltrans	San Diego	San Diego/Border	\$ 6,500	\$ -	\$ 6,500	\$ 68,400
SR-15 Operational Improvements	San Diego Association of Governments/Caltrans	San Diego	San Diego/Border	\$ 6,900	\$ 5,100	\$ 12,000	\$ 62,800
I-10 Corridor Freight and Managed Lane Project**	Southern California Association of Governments/San Bernardino County Transportation Authority	San Bernardino	Los Angeles/Inland	\$ -	\$ 85,000	\$ 85,000	\$ 806,000
Tulare Six Lane and Paige Ave	Tulare Association of Governments/Caltrans	Tulare	Bay Area/Central Valley	\$ 14,788	\$ 22,181	\$ 36,969	\$ 238,143
Port of Oakland Microgrid							
Green Power Microgrid Project - Substations/BESS	Caltrans/Metropolitan Transportation Commission	Alameda	Bay Area/Central Valley	\$ 18,573	\$ 12,382	\$ 30,955	\$ 44,221
Green Power Microgrid - EV Chargers	Caltrans/Metropolitan Transportation Commission	Alameda	Bay Area/Central Valley	\$ 2,139	\$ 1,426	\$ 3,565	\$ 5,092
Green Power Microgrid - Solar	Caltrans/Metropolitan Transportation Commission	Alameda	Bay Area/Central Valley	\$ 4,269	\$ 2,846	\$ 7,115	\$ 10,163
Fresno UPRR Double Track (dependent on approved SCS)	San Joaquin Regional Rail Commission/Caltrans	Stanislaus	Bay Area/Central Valley	\$ 16,000	\$ 24,000	\$ 40,000	\$ 133,400
I-605 Valley Boulevard Interchange Improvements	Southern California Association of Governments/Los Angeles County Metropolitan Transportation Authority	Los Angeles	Los Angeles/Inland	\$ -	\$ 33,570	\$ 33,570	\$ 53,280
SR 91 Operational and Multimodal Improvements	Caltrans/Orange County Transportation Authority	Orange	Los Angeles/Inland	\$ -	\$ 42,566	\$ 42,566	\$ 107,670
Rt 49 Corridor Improvement	Nevada County Transportation Commission/Caltrans	Nevada	Other	\$ -	\$ 14,615	\$ 14,615	\$ 33,100
EV Oasis South*	Caltrans/San Joaquin Valley Air Pollution Control District	Kern, San Bernardino, Riverside	Los Angeles/Inland/Bay Area Central Valley	\$ 28,095	\$ -	\$ 28,095	\$ 40,136
Southern California Hydrogen Fueling Facilities*	Caltrans	San Bernardino, Riverside, Los Angeles, San Diego	Los Angeles/Inland/San Diego/Border	\$ 41,900	\$ -	\$ 41,900	\$ 104,550
I-710 Integrated Corridor Management (ICM)	Southern California Association of Governments/Los Angeles County	Los Angeles	Los Angeles/Inland	\$ 11,140	\$ 16,700	\$ 27,840	\$ 40,150
I-5 Managed Lanes	Sacramento Area Council of Governments/Sacramento Transportation	Sacramento	Bay Area/Central Valley	\$ -	\$ 10,000	\$ 10,000	\$ 383,360
Southbound 99 to Westbound 58 Connector	Kern Council of Governments/Caltrans	Kern	Bay Area/Central Valley	\$ -	\$ 9,380	\$ 9,380	\$ 13,400
Fix 5 Cascade Gateway	Shasta Regional Transportation Authority/Caltrans	Shasta/Tehama	Other	\$ 53,912	\$ 16,937	\$ 70,849	\$ 82,611
I-80 San Pablo Dam Road Interchange Improvements	Metropolitan Transportation Commission/Caltrans	Contra Costa	Bay Area/Central Valley	\$ 9,600	\$ 10,100	\$ 19,700	\$ 112,000
SR 4 Wagon Trail Realignment	Calaveras Council of Governments	Calaveras	Other	\$ -	\$ 5,250	\$ 5,250	\$ 56,000
Sacramento County WattEV Innovative Freight Terminal*	Sacramento County	Sacramento	Bay Area/Central Valley	\$ -	\$ 33,688	\$ 33,688	\$ 61,850
SR 60 Potrero Boulevard Interchange	Southern California Association of Governments/City of Beaumont	Riverside	Los Angeles/Inland	\$ -	\$ 33,500	\$ 33,500	\$ 50,000
TOWN Rail Safety Improvements	Metropolitan Transportation Commission/City of Oakland	Alameda	Bay Area/Central Valley	\$ -	\$ 30,200	\$ 30,200	\$ 59,005
Maritime Support Facility Access – Terminal Island	Southern California Association of Governments/Port of Los Angeles	Los Angeles	Los Angeles/Inland	\$ 5,974	\$ 8,962	\$ 14,936	\$ 39,670
U.S. 395 Freight Mobility and Safety Project**	Southern California Association of Governments/San Bernardino County Transportation Authority	San Bernardino	Los Angeles/Inland	\$ -	\$ 35,000	\$ 35,000	\$ 79,583
Five Cities Multimodal Transportation Network Enhancement Project							
Five Cities Multimodal Transportation Network Enhancement Project	San Luis Obispo Council of Governments	San Luis Obispo	Central Coast	\$ 49,666	\$ 11,628	\$ 61,294	\$ 81,094
Shell Beach Road Shared Use Path Extension	San Luis Obispo Council of Governments	San Luis Obispo	Central Coast	\$ -	\$ 4,137	\$ 4,137	\$ 4,355
Grant Line Road Safety Freight Mobility***	Sacramento Area Council of Governments/Capital SouthEast Connector Joint Powers Authority	Sacramento	Bay Area/Central Valley	\$ -	\$ 3,000	\$ 3,000	\$ 47,859
				\$ 431,273	\$ 649,793	\$ 1,081,066	\$ 3,782,033

*Project scope is entirely zero-emission freight infrastructure related.

**Project Scope is partially zero-emission freight infrastructure related.

***Commission staff are recommending partial funding to project (\$3 million for PS&E phase)

Over/Under programmed \$ 27,346

**2022 Trade Corridor Enhancement Program
Program of Projects - Projects Recommended for Funding
Resolution G-22-46
(1,000s)**

Reference No.: 4.5
June 28-29, 2023
ATTACHMENT B

Project Title	2023-24	2024-25	R/W	Const	PS&E	R/W Sup	Con Sup
America's Green Port Gateway							
America's Green Port Gateway: Pier B Early Rail Enhancements Project - East Expansion	\$ 37,336	\$ -	\$ -	\$ 35,407	\$ -	\$ -	\$ 1,929
America's Green Port Gateway: Pier B Early Rail Enhancements Project - Locomotive Facility	\$ 33,106	\$ -	\$ -	\$ 32,015	\$ -	\$ -	\$ 1,091
Otay Mesa East Port of Entry							
East Otay Mesa Land Port of Entry - Segment 3	\$ 85,800	\$ -	\$ -	\$ 85,800	\$ -	\$ -	\$ -
CVEF Design and Construction - Segment 2C	\$ 54,200	\$ -	\$ -	\$ 54,200	\$ -	\$ -	\$ -
Westbound I80 Cordelia Commercial vehicle Enforcement Facility	\$ -	\$ 129,000	\$ -	\$ 109,000	\$ -	\$ -	\$ 20,000
I-5 Harbor Drive							
I-5/SR 15/Harbor Drive 2.0**	\$ 6,500	\$ -	\$ -	\$ -	\$ 6,500	\$ -	\$ -
SR-15 Operational Improvements	\$ 12,000	\$ -	\$ 5,500	\$ -	\$ 6,500	\$ -	\$ -
I-10 Corridor Freight and Managed Lane Project**	\$ 85,000	\$ -	\$ -	\$ 77,992	\$ -	\$ -	\$ 7,008
Tulare Six Lane and Paige Ave	\$ 36,969	\$ -	\$ 32,417	\$ -	\$ -	\$ 4,552	\$ -
Port of Oakland Microgrid							
Green Power Microgrid Project - Substations/BESS	\$ 1,948	\$ 29,007	\$ -	\$ 29,007	\$ 1,948	\$ -	\$ -
Green Power Microgrid - EV Chargers	\$ 294	\$ 3,271	\$ -	\$ 3,271	\$ 294	\$ -	\$ -
Green Power Microgrid - Solar	\$ 7,115	\$ -	\$ -	\$ 6,435	\$ 680	\$ -	\$ -
Fresno UPRR Double Track (dependent on approved SCS)	\$ -	\$ 40,000	\$ -	\$ 30,485	\$ 2,865	\$ -	\$ 6,650
I-605 Valley Boulevard Interchange Improvements	\$ 33,570	\$ -	\$ -	\$ 33,570	\$ -	\$ -	\$ -
SR 91 Operational and Multimodal Improvements	\$ 42,566	\$ -	\$ -	\$ 42,566	\$ -	\$ -	\$ -
Rt 49 Corridor Improvement	\$ -	\$ 14,615	\$ -	\$ 14,615	\$ -	\$ -	\$ -
EV Oasis South*	\$ 8,027	\$ 20,068	\$ -	\$ 28,095	\$ -	\$ -	\$ -
Southern California Hydrogen Fueling Facilities*	\$ 41,900	\$ -	\$ -	\$ 41,900	\$ -	\$ -	\$ -
I-710 Integrated Corridor Management (ICM)	\$ -	\$ 27,840	\$ -	\$ 27,840	\$ -	\$ -	\$ -
I-5 Managed Lanes	\$ 10,000	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -
Southbound 99 to Westbound 58 Connector	\$ -	\$ 9,380	\$ 6,580	\$ -	\$ 1,750	\$ -	\$ 1,050
Fix 5 Cascade Gateway	\$ 450	\$ 70,399	\$ -	\$ 62,919	\$ 450	\$ -	\$ 7,480
I-80 San Pablo Dam Road Interchange Improvements	\$ 19,700	\$ -	\$ 15,600	\$ -	\$ 4,100	\$ -	\$ -
SR 4 Wagon Trail Realignment	\$ -	\$ 5,250	\$ 5,250	\$ -	\$ -	\$ -	\$ -
Sacramento County WattEV Innovative Freight Terminal*	\$ 1,018	\$ 32,670	\$ -	\$ 32,670	\$ 1,018	\$ -	\$ -
SR 60 Potrero Boulevard Interchange	\$ -	\$ 33,500	\$ -	\$ 33,500	\$ -	\$ -	\$ -
TOWN Rail Safety Improvements	\$ 2,833	\$ 27,367	\$ -	\$ 23,274	\$ 2,833	\$ -	\$ 4,093
Maritime Support Facility Access – Terminal Island	\$ -	\$ 14,936	\$ -	\$ 13,044	\$ -	\$ -	\$ 1,892
U.S. 395 Freight Mobility and Safety Project**	\$ 35,000	\$ -	\$ -	\$ 35,000	\$ -	\$ -	\$ -
Five Cities Multimodal Transportation Network Enhancement Project							
Five Cities Multimodal Transportation Network Enhancement Project	\$ -	\$ 61,294	\$ -	\$ 52,411	\$ -	\$ -	\$ 8,883
Shell Beach Road Shared Use Path Extension	\$ 508	\$ 3,629	\$ -	\$ 2,268	\$ 508	\$ -	\$ 1,361
Grant Line Road Safety Freight Mobility***	\$ 3,000	\$ -	\$ -	\$ -	\$ 3,000	\$ -	\$ -
	\$ 558,840	\$ 522,226	\$ 65,347	\$ 917,284	\$ 32,446	\$ 4,552	\$ 61,437

**2022 Trade Corridor Enhancement Program
Support Letters**

Project Name	Support
Otay Mesa East Port of Entry	Mary Casillas Salas, Mayor, City of Chula Vista Job Nelson, Strategy and Policy, Port of San Diego
Yolo 80 US 50 Managed Lanes	Rob Padgett, Managing Director, Capitol Corridor, Joint Powers Authority
SR 60 Potrero Boulevard Interchange	Jenny Galaviz, Executive Director, The Southern California Transportation Coalition
SR 86 Ave 50 City of Coachella	Jenny Galaviz, Executive Director, The Southern California Transportation Coalition
City of Lake Elsinore I-15 SR 47 Interchange Improvement	Jenny Galaviz, Executive Director, The Southern California Transportation Coalition



OFFICE OF THE MAYOR Mary Casillas Salas

December 2, 2022

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Subject: Letter of Support for TCEP Grant Application – SR 11/Otay Mesa East Port of Entry: A Vision for Economic Growth, Sustainability, and Innovation

Dear Mr. Weiss:

I am writing to express support on behalf of the City of Chula Vista for the *SR 11/Otay Mesa East Port of Entry: A Vision for Economic Growth, Sustainability, and Innovation (Project)* submitted by the California Department of Transportation (Caltrans) and the San Diego Association of Governments (SANDAG) to the California Transportation Commission for funding consideration under the Trade Corridor Enhancement Program (TCEP).

The nearly \$1.2 billion SR 11/Otay Mesa East Port of Entry Project will be the nation's first transformative land POE to integrate innovative technologies to bolster binational economic productivity by significantly reducing border wait times for individuals and goods, while providing resiliency to the border freight network and reducing greenhouse gas emissions. This flagship project will facilitate fast, predictable, and secure border crossings in a region that is a national gateway for more than \$48.3 billion in annual cross-border trade. In addition, the SR 11/Otay Mesa East Port of Entry Project will enhance community health by mitigating freight-related impacts within surrounding environmental justice communities.

The SR 11/Otay Mesa East Port of Entry Project will construct critical infrastructure, including Port of Entry (POE) and the California Highway Patrol Commercial Vehicle Enforcement Facility (CVEF) along the California-Baja California border to enhance mobility and efficiency of cross-border travel, support the transition of commercial vehicle fleets to near-zero/zero emission technologies, and reduce greenhouse gas emissions. The Project improvements will implement strategies identified in the 2021 California-Baja California Border Master Plan, California Freight Mobility Plan 2020, and California Sustainable Freight Action Plan to make California's freight system more efficient, competitive, environmentally sustainable, and equitable.

The City of Chula Vista would like to express our strong support for the *SR 11/Otay Mesa East Port of Entry Project* application. Thank you for your leadership on the TCEP Program and consideration for this project.

Sincerely,

MARY CASILLAS SALAS

Mayor



December 12, 2022

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**Subject: Letter of Support for TCEP Grant Application – SR 11/Otay Mesa East
Port of Entry: A Vision for Economic Growth, Sustainability, and Innovation**

Dear Mr. Weiss:

On behalf of the San Diego Unified Port District, I am writing to express support for the SR 11/Otay Mesa East Port of Entry: A Vision for Economic Growth, Sustainability, and Innovation (Project) submitted by the California Department of Transportation (Caltrans) and the San Diego Association of Governments (SANDAG) to the California Transportation Commission for funding consideration under the Trade Corridor Enhancement Program (TCEP).

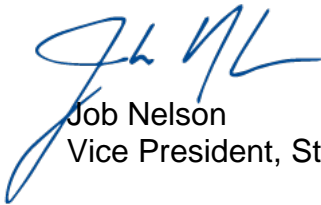
The nearly \$1.2 billion SR 11/Otay Mesa East Port of Entry Project will be the nation's first transformative land port of entry to integrate innovative technologies to bolster binational economic productivity by significantly reducing border wait times for individuals and goods, while providing resiliency to the border freight network and reducing greenhouse gas emissions. This flagship project will facilitate fast, predictable, and secure border crossings in a region that is a national gateway for more than \$48.3 billion in annual cross-border trade. In addition, the SR 11/Otay Mesa East Port of Entry Project will enhance community health by mitigating freight-related impacts within surrounding environmental justice communities.

The District operates two maritime cargo terminals and two cruise ship terminals. Each year roughly 500,000 vehicles are imported through the Port of San Diego, accounting for one in ten vehicles on the nation's roads. The District continues to grow its maritime business with imports from Mexico, as well as District tenants using land ports of entry for a portion of vehicle imports. Each of these pieces of District business rely on a modern and efficient freight and goods movement network. The Project is a critical component to improving freight movement in the California-Baja region, as well as for commerce nationwide.

The SR 11/Otay Mesa East Port of Entry Project will construct critical infrastructure, including Port of Entry (POE) and the California Highway Patrol Commercial Vehicle Enforcement Facility (CVEF) along the California-Baja California border to enhance mobility and efficiency of cross-border travel, support the transition of commercial vehicle fleets to near-zero/zero emission technologies, and reduce greenhouse gas emissions. The Project improvements will implement strategies identified in the 2021 California-Baja California Border Master Plan, California Freight Mobility Plan 2020, and California Sustainable Freight Action Plan to make California's freight system more efficient, competitive, environmentally sustainable, and equitable.

The District urges strong support for the Project application. Thank you for your leadership on the TCEP Program and consideration for this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Job Nelson".

Job Nelson
Vice President, Strategy & Policy



June 1, 2023

Tanisha Taylor
Interim Executive Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

BOARD OF DIRECTORS

PLACER COUNTY
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Re: Yolo 80 Managed Lanes Trade Corridor Enhancement Program Support Letter - Capitol Corridor Joint Powers Authority (CCJPA) extends its support for the critically important Yolo 80 Managed Lanes project.

Dear Ms. Taylor:

Interstate 80 in Yolo County between the Solano and Sacramento County lines is a nationally significant passenger and trade corridor for the northern California megaregion. The highway provides the only east/west controlled-access connection between the San Francisco Bay Area and the Sacramento region, and over the Sierra Nevada Mountain Range into northern Nevada and destinations east. Traffic congestion has reached unacceptable levels in both directions, affecting travel time reliability for all travelers, as well as goods movement associated with the Ports of Oakland, Benicia, and West Sacramento. The Yolo Causeway contributes to congestion as a natural barrier limiting alternative routing. Adjacent communities' quality of life is affected as frustrated motorists are guided by vehicle navigation systems onto local streets in Davis, West Sacramento, and Woodland to save just a few minutes of travel time. Transit service, including the Yolobus 42 A/B, Express, and Causeway Connection routes, are routinely delayed and trapped in congestion with single-occupant vehicles.

The proposed project will construct improvements consisting of tolled managed lanes with direct I-80 connectors at the I-80/US 50 separation, pedestrian/bicycle facilities, and Intelligent Transportation System (ITS) elements along Interstate 80 (I-80) and the United States Route 50 (US-50) in Yolo County. This innovative project employs best practices, freeway operations, and demand management principles that will result in significant, direct benefits to the economic freight vitality of the region by enhancing the operational performance of all users. The project:

1. **Improves throughput and reliability of 12,000-16,000 freight vehicles** that utilize this corridor daily.
2. **Improves travel time by 68% (over 60-minutes),**
3. **Enhances safety** by improving the median, shoulders, shoulder, and median rumble strips to alert errand vehicles, merge/diverge, roadside and overhead signs, and object barriers to current standards.
4. Will use first-in-the-region **congestion priced toll lanes** to help meet the SACOG region's greenhouse gas targets and implement the MTP/SCS' vision for a network of tolled lanes and expanded express bus services.

**CAPITOL CORRIDOR JOINT
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2150 WEBSTER STREET
3RD FLOOR
OAKLAND, CA 94612
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www.capitolcorridor.org

5. **Constructs a 300-space Mobility Hub**, Transit Signal Priority (TSP), Class IV ped/bike facility, and HOT lanes to promote mode shift, **manage VMT and reduce single occupancy vehicles by 2%-12% and increase transit ridership by 5%**.
6. Save **2,658,000 annual average person-hours and 7,280 hours of daily person-hours**, including transit and freight travel improvements.
7. **Improves transit access and viability** for Yolobus, Solano Transit, Sacramento Regional Transit, and forthcoming services by investing future toll revenues toward improved transit.
8. **Constructs Intelligent Transportation System (ITS) elements** to help expedite traveler information to warn the public of changing travel conditions, enhance incident response time and reduce secondary collisions.
9. **Constructs Gross Solid Removal Devices (GRSD) for climate resiliency**
10. Serves as an **evacuation mitigation option** in the Yolo County's California Office of Emergency Services emergency plan/hazard mitigation.
11. **Substantially reduces local cut-through traffic.**
12. **Develops an Equity Analysis** to help address equity and livability by engaging with the public and obtaining feedback on what disproportionately burdened communities need, such as providing transit incentives.

This project's importance is difficult to overstate, and conditions will worsen if thoughtful, innovative solutions such as those proposed by this project are not implemented.

Sincerely,



Rob Padgette
Managing Director, CCJPA

November 18, 2022

California Transportation Commission
Mr. Mitch Weiss, Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Re: State Route 60/Potrero Boulevard Interchange Phase II Trade Corridor Enhancement Program Application - Letter of Support

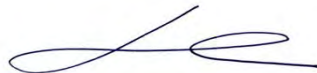
Dear Mr. Weiss:

Mobility 21 supports the City of Beaumont's Senate Bill 1 Trade Corridor Enhancement Program application for the State Route 60 (SR-60)/Potrero Boulevard Interchange Phase II (Project). The Project will improve freight access to existing and future fulfillment distribution centers off Potrero Boulevard, promoting economic prosperity in this growing region.

This interchange will relieve congestion on the national freight system by providing a new connection on SR-60 for trucks accessing freight clusters along Potrero Boulevard and 4th Street. A reduction in congestion supports the high volume of goods movement in the area and provides a unique opportunity to reduce vehicle miles traveled by offering a more direct connection for freight vehicles. Improved safety is another feature the Project offers with the closure of two existing interchanges where collisions between fast-moving passenger vehicles come into conflict with slow-moving freight vehicles.

Should you have any questions, please contact me at jgalaviz@mobility21.com or 949-288-6884.

Sincerely,



Jenny Galaviz
Executive Director

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November 18, 2022

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California Transportation Commission
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**Re: Letter of Support for Trade Corridor Enhancement Program (TCEP) Application
City of Coachella SR-86 at Avenue 50 Interchange Project**

Dear Mr. Weiss:

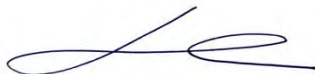
Mobility 21 is pleased to offer its support for the City of Coachella SR-86 at Avenue 50 Interchange Project submission to the California Transportation Commission for funding consideration under the Trade Corridor Enhancement Program (TCEP).

State Route 86 (SR-86) serves as a connection to distribution centers and consumers throughout the state of California and the United States for agricultural produce, consumer goods, passenger trips, and other essential products. SR-86 also serves as a primary travel corridor for goods coming through the ports of Long Beach and Los Angeles, for distribution to the Coachella Valley, Riverside and Imperial counties (collectively known as the Inland Empire). Some of the benefits of constructing the new interchange include: congestion reduction/mitigation on Interstate 10 by serving as an alternative bypass route to I-10; multi-modal linkage to CV Link, which is a 50-mile long multi-modal pathway allowing people to walk, bike, or ride low-speed electric vehicles; access to electric vehicle charging infrastructure, as bus hub, and Amtrak transportation stops; access to a hydrogen fueling station which will support heavy-duty zero-emission fuel-cell electric vehicles. Additionally, the project will significantly benefit the National Highway Freight Network.

We sincerely appreciate the California Transportation Commission's consideration of the requested investment in this project, as it is a critical component of the transportation infrastructure needed to meet future demands for transportation and mobility services in the Coachella Valley region and beyond. We believe it is a strong candidate for TCEP funding.

Should you have any questions, please contact me at jgalaviz@mobility21.com or 949-288-6884.

Sincerely,



Jenny Galaviz
Executive Director

November 18, 2022

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**Re: Interstate 15/State Route 74 (Central Avenue) Interchange Improvement Project
Trade Corridor Enhancement Program Application - Letter of Support**

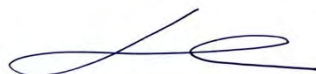
Dear Mr. Weiss:

Mobility 21 supports the City of Lake Elsinore's Senate Bill 1 Trade Corridor Enhancement Program application for the Interstate 15/State Route 74 (Central Avenue) Interchange Improvement Project (Project). The Project will make needed improvements to the existing interchange to handle the population and logistics growth Lake Elsinore has boldly taken on over the last decade.

This interchange at I-15 is unique in that it offers the only connection for residential and commercial travel to Orange County outside of the heavily congested State Route 91 in Corona. Facilitating this connection to jobs, education, and recreation is crucial to the continued economic vitality of Riverside County's residents. The Project will improve the antiquated features of a system designed and constructed to handle the minimal traffic that existed at the time of the interchange's construction. The Project will also improve commercial trucking operations and bus transit operations, active transportation mobility, and quality of life for all users.

Should you have any questions, please contact me at jgalaviz@mobility21.com or 949-288-6884.

Sincerely,



Jenny Galaviz
Executive Director

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