

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 26-27, 2025

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.6, Action

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Published Date: June 13, 2025

Subject: 2024 Trade Corridor Enhancement Program Adoption – Program of Projects,
Resolution G-25-42

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the 2024 Trade Corridor Enhancement Program of Projects, as presented in the project list (Attachment B), and consistent with Resolution G-25-42 (Attachment A).

Issue:

The California Department of Transportation (Caltrans) initially estimated that the 2024 Trade Corridor Enhancement Program would have \$1,071,000,000 in available funding. This estimate was based on state funds from projected diesel excise tax revenues and federal funds from the National Highway Freight Program apportioned through the Infrastructure Investment and Jobs Act. In August 2024, the Commission adopted the 2024 Trade Corridor Enhancement Program Fund Estimate, establishing the program as a two-year, \$900,389,000 program covering fiscal years 2025-26 and 2026-27. The Fund Estimate accounted for \$170,611,000 in supplemental funding and advance programming actions, which reduced the total funding available compared to the original estimate. Since that time, the Commission has approved an additional \$128,867,000 in supplemental funding and advance programming actions, further reducing the total available for programming to \$771,522,000.

Commission staff recommends funding 24 projects totaling \$810,474,000 in 2024 Trade Corridor Enhancement Program funding, and with total project costs of \$2,541,757,000. The recommended program is over-programmed by \$38,952,000, which will be offset by future project cost savings, consistent with the Trade Corridor Enhancement Program Guidelines.

Additionally, two projects previously programmed in the Advance 2024 Trade Corridor Enhancement Program with a cumulative total of \$185,000,000 in funding will be transitioned into the 2024 Trade Corridor Enhancement Program. The projects include the I-80/US 50 Managed Lanes Project in Yolo County, programmed with \$105,000,000 for one component, and the Coastal Rail Infrastructure Resiliency Project, programmed with \$80,000,000 for two components. With this action, the total programmed amount for the 2024 Trade Corridor

Enhancement Program increases to \$995,474,000, with total project costs of \$3,054,960,000. The overprogrammed amount remains unchanged, as projects programmed in the Advance 2024 Trade Corridor Enhancement Program were accounted for in the identified programming capacity.

The recommended investments support the movement of goods by enhancing the infrastructure that connects California's marine ports, inland ports, railyards, and freight corridors, ensuring goods flow efficiently across local, regional, national, and global supply chains. By leveraging an additional \$1.7 billion in local, state, and federal funds, the projects will boost California's global economic competitiveness while generating over 33,000 jobs in communities across the state. The investments support rail expansion and upgrades, shifting more freight from trucks to rail and easing congestion and emissions on California's highways. Collectively, the projects reduce greenhouse gas emissions and improve air quality by reducing idling for trucks, cars, and trains, and by rerouting trucks out of vulnerable neighborhoods.

Continuing the progress made in the previous program cycle, the 2024 program includes \$94.2 million for eight medium- and heavy-duty zero-emission vehicle infrastructure projects that will reduce greenhouse gas emissions and improve air quality for communities. The eight recommended projects will add 509 charging ports, increasing the existing number of available medium- and heavy-duty charging stations by 25 percent statewide.

Safety is a central focus of the investments, which will reduce fatalities and injuries by eliminating at-grade road and rail crossings to prevent collisions, replacing high-collision intersections with roundabouts to reduce vehicle speeds, and upgrading roadway design with better sight distances and safer curves and slopes. The projects will also enhance the safety of people walking and biking by removing freight traffic from neighborhood streets, and by constructing protected multiuse paths and bicycle and pedestrian overcrossings.

The recommended project list was posted on the Commission's website on June 6, 2025, and is included as Attachment B.

Recommendations Development

The Commission received 43 project nominations totaling \$1,347,201,000 in funding requests. Commission staff reviewed all applications for compliance with the screening criteria identified in the [2024 Trade Corridor Enhancement Program Guidelines](#), including compliance with program goals and statute, demonstration of required matching funds (if applicable), inclusion in an adopted regional transportation plan, and consistency with a Sustainable Communities Strategy approved by the California Air Resources Board (if applicable).

Commission staff, in collaboration with Caltrans staff, evaluated project nominations using the criteria identified in the 2024 Trade Corridor Enhancement Program Guidelines. Additionally, members of the Interagency Equity Advisory Committee evaluated community engagement narratives.

The 24 recommended projects demonstrated strong freight system benefits, including increased throughput, velocity, and reliability. Additionally, projects recommended for funding

demonstrated robust complementary benefits including, but not limited to, improved safety, congestion mitigation, economic growth, and enhanced community livability.

Projects not recommended for funding demonstrated benefits but were found to be less competitive for a variety of reasons, including, but not limited to, unclear freight system benefits, limited narrative describing project benefits, unclear or missing information, and lack of project readiness. Commission staff will contact all unsuccessful nominating agencies to hold application debriefs, and to encourage participation in technical assistance opportunities in future program cycles.

Project Highlights

The 24 recommended projects reflect the Commission's commitment to investing in a multimodal freight system that strengthens California's position in the global economy while supporting the state's climate, equity, and public health goals. Collectively, the recommended projects:

- Modernize outdated interchanges with better geometry, turn pockets, roundabouts, and flyovers, which increase freight throughput, reduce delays, and eliminate conflict points between freight vehicles and other road users.
- Divert truck traffic out of neighborhoods and onto trade corridors through new alignments and connectors, thereby reducing air pollution, improving safety in vulnerable communities, and decreasing delays while increasing throughput.
- Enhance rail infrastructure with extended mainline tracks, new crossovers, and on-dock rail expansion, which will increase rail capacity, reduce cargo transport time by facilitating the transfer of cargo from ships to trains efficiently, and promote rail worker safety.
- Replace dangerous at-grade crossings with overpasses or underpasses, which prevent collisions, eliminate long delays and queuing, and enhance the safety of people walking and biking.
- Construct zero-emission freight infrastructure, advancing the state's transition to zero-emission freight while improving air quality in communities.
- Provide complementary multimodal improvements such as Class I multiuse paths physically separate from freight traffic, funding for vanpool and expanded transit, and zero-emission passenger vehicle infrastructure, improving air quality and safety for communities while enhancing access to jobs, education, and critical services.
- Leverage over \$400,000,000 in committed federal discretionary funds.

Specific project examples include:

- **Centennial Corridor Southbound State Route 99 to Westbound State Route 58 Connector Project in Kern County (\$39,900,000):** This project enhances freight connectivity in the Central Valley by constructing a connector ramp from southbound State Route 99 to westbound State Route 58. Currently, freight traffic and travelers must navigate neighborhood streets to make this connection. The project will improve freight throughput, reduce delays, and enhance connectivity to planned inland ports in

Shafter, Mojave, McFarland, and Barstow. Additionally, the project will improve air quality and enhance safety in underserved communities by removing freight traffic from neighborhoods.

- **Gage Zero – Accelerating Zero Emission Fleet Charging on Priority Freight Corridors Project in Alameda, San Bernardino, Fresno, and San Diego Counties (\$20,177,000):** This project will install 146 medium-and heavy-duty zero-emission vehicle charging ports at four sites located in Alameda, Fresno, San Bernardino, and San Diego counties. The sites are located along critical freight corridors identified in the Senate Bill 671 Clean Freight Corridor Efficiency Assessment, including Interstates 5, 10, 15, 580, and 880, as well as State Routes 11, 60, 99, and 905. The charging facilities will be in close proximity to critical freight hubs, including the Port of Oakland, Ontario International Airport, Otay Mesa Port of Entry, and several major warehouses.
- **High Desert Corridor Operational Efficiency Project in San Bernardino County (\$30,770,000):** This project enhances national supply chains by linking the Ports of Los Angeles and Long Beach to inland and national networks. The project will construct two staging tracks, add a third 11.2-mile mainline track, and implement signal improvements. These improvements will reduce freight travel time by allowing trains to pass each other quickly and will increase freight rail capacity. The project will also improve air quality by reducing train idling, enhance safety for rail workers, and improve Metrolink and Amtrak services by reducing delays.
- **Hueneme Road Widening – Edison Drive to Rice Avenue in Ventura County (\$11,340,000):** This project improves freight system efficiency by eliminating a bottleneck on a critical truck route connecting to the Port of Hueneme. The project will widen Hueneme Road from two to four lanes, add turn lanes, and install a paved median. The project will remove approximately 1,000 daily truck trips from neighborhood streets in disadvantaged communities, improving air quality and safety.
- **Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project In Los Angeles County (\$13,653,000):** This project will construct two medium- and heavy-duty zero-emission vehicle charging stations near the Ports of Los Angeles and Long Beach. The project includes the installation of 133 charging ports across the two sites. The stations will be strategically located along critical freight corridors identified in the Senate Bill 671 Clean Freight Corridor Efficiency Assessment, including Interstates 710, 5, and 10, State Routes 47, 60, and 91, and United States Route 101. In addition to the ports, the project will be located near BNSF and Union Pacific railyards, major warehouses, and transload facilities.
- **State Route 84 / United States Route 101 Interchange Reimagined Project in San Mateo County (\$14,165,000):** This project improves freight access to the Port of Redwood City, the San Francisco Bay Area's primary source of construction materials. The project will reduce truck delay and improve reliability by eliminating a five-leg intersection, constructing direct flyover ramps, signalizing ramp intersections, and adding longer turn pockets. The project also improves safety for community members by constructing Class I bike paths that are physically separated from freight traffic, adding new sidewalks, and upgrading rail crossings with new signals and gates.

- **State Route 156 Castroville Boulevard Interchange Project in Monterey County (\$80,300,000):** This project will enhance the movement of fresh produce by replacing a signalized intersection with a grade-separated interchange, removing a key bottleneck along State Route 156. State Route 156 is a critical east-west goods movement corridor connecting United States Route 101 to the Central Coast. Castroville Boulevard will cross over State Route 156 via a new bridge, eliminating conflict points and improving truck speeds and throughput. Additionally, the project adds crosswalks, a Class I multiuse path, and pedestrian islands, safely connecting residents to downtown Castroville, the local high school, and planned affordable housing developments.
- **Tulare Six-lane and Paige Avenue Multimodal Interchange Improvement Project (\$62,670,000):** This project will enhance the movement of agricultural goods in the Central Valley by widening a five-mile segment of State Route 99 from four lanes to six lanes, eliminating a major bottleneck on a critical north-south trade corridor. The project also makes several improvements to nearby local roads, including the addition of roundabouts to eliminate conflict points, the construction of a Class I multiuse path to physically separate pedestrians and bicyclists from freight traffic, and the closure of sidewalk gaps in nearby disadvantaged communities. Additionally, the project will expand transit and vanpool options in the local community, enhancing connectivity to jobs, services, education, and medical facilities.

Baseline Agreement Requirements

All funded agencies must comply with the Commission's adopted 2024 Trade Corridor Enhancement Program Guidelines and [Senate Bill \(SB\) 1 Accountability and Transparency Guidelines](#), which were adopted on May 15, 2025.

All projects included in the 2024 Trade Corridor Enhancement Program must enter into a Baseline Agreement approved by the Commission. Baseline Agreement development is initiated upon program adoption. Baseline Agreements stipulate the agreed-upon expected benefits, delivery schedules, project costs, and funding plans. Baseline Agreements identify agencies that must comply with SB 1 reporting requirements and include cost-sharing agreements that detail how cost overruns will be covered financially by project sponsors and implementing agencies. Executed Baseline Agreements serve as benchmarks for comparison to the current status of a project for subsequent reporting purposes. Baseline Agreements must be signed by the California Department of Transportation Director and District Director, the Commission's Executive Director, the project applicant, and the implementing agency.

Background:

Created by SB 1 (Beall, Chapter 5, Statutes of 2017), the Trade Corridor Enhancement Program provides funding for corridor-based freight projects nominated by local agencies and the state. Implementing legislation, SB 103 (Committee on Budget and Fiscal Review, Chapter 95, Statutes of 2017), directs the Commission to allocate Trade Corridor Enhancement Account funds and 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 other corridors that have a high volume of freight movement.

Beginning in December 2023, the Commission staff hosted five public workshops to solicit feedback on the development of the 2024 Trade Corridor Enhancement Program Guidelines. Commission staff prepared the 2024 Trade Corridor Enhancement Program Guidelines in consultation with the Interagency Equity Advisory Committee, Caltrans, the California State Transportation Agency, the California Air Resources Board, regional transportation planning agencies, metropolitan planning organizations, local agencies, non-governmental organizations, community-based organizations, and freight industry representatives. On August 15, 2024, the Commission adopted the 2024 Trade Corridor Enhancement Program Guidelines, which describe the policy, standards, criteria, and procedures for the development, adoption, and management of the program.

Commission staff hosted 29 virtual office hour sessions from March to May 2024 to provide technical assistance to applicants for project nominations for the 2024 Trade Corridor Enhancement Program.

Attachments:

- Attachment A: Resolution G-25-42
- Attachment B: 2024 Trade Corridor Enhancement Program Recommended Projects
- Attachment C: Comment Letters

**CALIFORNIA TRANSPORTATION COMMISSION
2024 TRADE CORRIDOR ENHANCEMENT PROGRAM ADOPTION
PROGRAM OF PROJECTS**

RESOLUTION G-25-42

- 1.1 **WHEREAS**, Senate Bill 1 (SB 1) (Beall, Chapter 5, Statutes of 2017) created the Trade Corridor Enhancement Program to fund corridor-based freight projects nominated by local agencies and the state; and
- 1.2 **WHEREAS**, SB 103 (Committee on Budget and Fiscal Review, Chapter 95, Statutes of 2017) directs the California Transportation Commission (Commission) to allocate Trade Corridor Enhancement Account funds and 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 August 15, 2024, the Commission adopted the 2024 Trade Corridor Enhancement Program Guidelines, which describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Trade Corridor Enhancement Program; and
- 1.4 **WHEREAS**, the 2024 Trade Corridor Enhancement Program Fund Estimate provided \$900,389,000 in programming capacity over fiscal years 2025-26 and 2026-27; and
- 1.5 **WHEREAS**, since that time, the programming capacity has been reduced to \$771,522,000 due to advance programming and supplemental funding actions; and
- 1.6 **WHEREAS**, the Commission received 43 project nominations with \$1,347,201,000 in funding requests by the November 22, 2024 application deadline; and
- 1.7 **WHEREAS**, Commission staff prepared program recommendations that included \$810,474,000 for 24 projects representing total project costs of \$2,541,757,000; and
- 1.8 **WHEREAS**, the recommended projects exceed the identified programming capacity by \$38,952,000; and
- 1.9 **WHEREAS**, the overprogrammed amount is anticipated to be offset by future project cost savings, consistent with the Trade Corridor Enhancement Program Guidelines; and

- 1.10 **WHEREAS**, two projects previously programmed with \$185,000,000 in the Advance 2024 Trade Corridor Enhancement Program will be transitioned into the 2024 Trade Corridor Enhancement Program, bringing the total recommended programming to \$995,474,000 for 26 projects with total project costs of \$3,054,960,000; and
- 1.11 **WHEREAS**, the transitioned projects include the I-80/US 50 Managed Lanes Project, adopted under Resolution G-24-40 in May 2024 with \$105,000,000, and the Coastal Rail Infrastructure Resiliency Project, adopted under Resolution G-24-70 in October 2024 with \$80,000,000; and
- 1.12 **WHEREAS**, Resolution G-24-70 was subsequently amended by Resolution G-25-32 in April 2025;
- 1.13 **WHEREAS**, Commission staff recommendations are consistent with statute and conform to the 2024 Trade Corridor Enhancement Program Guidelines; and
- 1.14 **WHEREAS**, on June 6, 2025, Commission staff recommendations for the 2024 Trade Corridor Enhancement Program were posted on the Commission's website and made available to the Commission, California Department of Transportation, regional transportation agencies, county transportation commissions, and the public; and
- 1.15 **WHEREAS**, the Commission considered Commission staff recommendations and public testimony during its June 2025 Commission meeting.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the 2024 Trade Corridor Enhancement Program, as reflected in Attachment B; and
- 2.2 **BE IT FURTHER RESOLVED**, that the I-80/US 50 Managed Lanes Project and the Coastal Rail Infrastructure Resiliency Project are hereby moved into the 2024 Trade Corridor Enhancement Program; and
- 2.3 **BE IT FURTHER RESOLVED**, that Resolutions G-24-40, G-24-70, and G-25-32 are hereby rescinded; and
- 2.4 **BE IT FURTHER RESOLVED**, that the amounts approved for project funding shall be considered a "not-to-exceed" amount, and any cost increases beyond the estimates reflected in the adopted program shall be the responsibility of the nominating agency, except for projects nominated by the California Department of Transportation, which may be considered for additional funding on a case-by-case basis as described in Section 8 of the 2024 Trade Corridor Enhancement Program Guidelines; and

- 2.5 **BE IT FURTHER RESOLVED**, that projects included in the adopted 2024 Trade Corridor Enhancement Program must comply with the Trade Corridor Enhancement Program Guidelines and SB 1 Accountability and Transparency Guidelines; and
- 2.6 **BE IT FURTHER RESOLVED**, that projects included in the adopted 2024 Trade Corridor Enhancement Program must enter into a Baseline Agreement approved by the Commission; and
- 2.7 **BE IT FURTHER RESOLVED**, that if a recommended project requests an allocation for project components between the June 2025 and October 2025 Commission meetings, the project applicant must submit a Baseline Agreement for approval by the October 2025 Commission meeting; and that all remaining Baseline Agreements must be submitted by the December 2025 Commission meeting; and
- 2.8 **BE IT FURTHER RESOLVED**, that the Commission may remove from the program any project for which a Baseline Agreement is not executed; and
- 2.9 **BE IT FURTHER RESOLVED**, that the Commission will not consider approval of a project allocation without an approved Baseline Agreement; and
- 2.10 **BE IT FURTHER RESOLVED**, that Commission staff, in consultation with the California Department of Transportation and project sponsors, is authorized to make minor technical changes to the 2024 Trade Corridor Enhancement Program to reflect the most current information or clarify the Commission's programming commitments, and shall seek Commission approval for any substantive changes; and
- 2.11 **BE IT FURTHER RESOLVED**, that the Commission directs Commission staff to post the 2024 Trade Corridor Enhancement Program of Projects on the Commission's website.

2024 TRADE CORRIDOR ENHANCEMENT PROGRAM
RECOMMENDED PROGRAM OF PROJECTS (\$1000s)
RESOLUTION G-25-42

REFERENCE NO.: 4.6
JUNE 26-27, 2025
ATTACHMENT B

County	Freight Region	Project Title	Nominating Agency	Implementing Agency	Project Type	TCEP Federal?	Total Project Cost	Recommended Funding	TCEP Funds by Target		TCEP Funds by Fiscal Year		TCEP Funds by Project Phase				
									TCEP State	TCEP Regional	2025-26	2026-27	PS&E	R/W Sup	R/W	Con Sup	CON
San Mateo	Bay Area/Central Valley	State Route 84 / United States Route 101 Interchange Reimagined Project	Caltrans, Metropolitan Transportation Commission, San Mateo County Transportation Authority, City of Redwood City	Caltrans	Highway		\$ 384,421	\$ 14,165	\$ 5,666	\$ 8,499	\$ -	\$ 14,165	\$ -	\$ -	\$ -	\$ -	\$ 14,165
Tulare	Bay Area/Central Valley	Tulare Six-lane and Paige Avenue Multi-Modal Interchange Improvement Project	Caltrans, Tulare County Association of Governments	Caltrans	Highway		\$ 226,143	\$ 62,670	\$ 25,068	\$ 37,602	\$ -	\$ 62,670	\$ -	\$ -	\$ -	\$ 11,480	\$ 51,190
Los Angeles	Los Angeles/Inland Empire	State Route 71 Gap Closure Project – Phase 2	Caltrans, Los Angeles County Metropolitan Transportation Authority	Caltrans	Highway		\$ 309,400	\$ 80,000	\$ 32,000	\$ 48,000	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 12,300	\$ 67,700
Stanislaus	Bay Area/Central Valley	State Route 132 West Phase 3A Project	Caltrans, Stanislaus Council of Governments	Stanislaus Council of Governments	Highway		\$ 117,560	\$ 67,000	\$ 26,800	\$ 40,200	\$ 66,820	\$ 180	\$ -	\$ -	\$ -	\$ 6,000	\$ 61,000
Stanislaus	Bay Area/Central Valley	SR 132 West Gates to Dakota	Caltrans, Stanislaus Council of Governments	Stanislaus Council of Governments			\$ 117,280	\$ 66,820	\$ 26,620	\$ 40,200	\$ 66,820	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ 60,820
Stanislaus	Bay Area/Central Valley	Modesto EV Charging	Caltrans, Stanislaus Council of Governments	Stanislaus Council of Governments			\$ 280	\$ 180	\$ 180	\$ -	\$ -	\$ 180	\$ -	\$ -	\$ -	\$ -	\$ 180
Solano, Sonoma	Bay Area/Central Valley	State Route 37 Sears Point to Mare Island Improvement Project	Caltrans, Metropolitan Transportation Commission, Sonoma County Transportation Authority, Solano Transportation Authority, Napa Valley Transportation Authority	Caltrans	Highway		\$ 251,000	\$ 73,000	\$ 29,200	\$ 43,800	\$ -	\$ 73,000	\$ -	\$ -	\$ -	\$ 15,000	\$ 58,000
Alameda	Bay Area/Central Valley	Alameda County Rail Safety Enhancement Program – Phase A	Caltrans, Alameda County Transportation Commission	Alameda County Transportation Commission	Rail		\$ 96,742	\$ 30,000	\$ 12,000	\$ 18,000	\$ 8,697	\$ 21,303	\$ -	\$ -	\$ -	\$ -	\$ 30,000
Alameda	Bay Area/Central Valley	Alameda County Rail Safety Enhancement Program – Phase A (Package 1)	Caltrans, Alameda County Transportation Commission	Alameda County Transportation Commission			\$ 28,230	\$ 8,697	\$ 3,479	\$ 5,218	\$ 8,697	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,697
Alameda	Bay Area/Central Valley	Alameda County Rail Safety Enhancement Program – Phase A (Package 2)	Caltrans, Alameda County Transportation Commission	Alameda County Transportation Commission			\$ 43,780	\$ 14,087	\$ 5,635	\$ 8,452	\$ -	\$ 14,087	\$ -	\$ -	\$ -	\$ -	\$ 14,087
Alameda	Bay Area/Central Valley	Alameda County Rail Safety Enhancement Program – Phase A (Package 3)	Caltrans, Alameda County Transportation Commission	Alameda County Transportation Commission			\$ 24,732	\$ 7,216	\$ 2,886	\$ 4,330	\$ -	\$ 7,216	\$ -	\$ -	\$ -	\$ -	\$ 7,216
Kern	Bay Area/Central Valley	Centennial Corridor Southbound State Route 99 to Westbound State Route 58 Connector Project	Caltrans, Kern Council of Governments	Caltrans	Highway		\$ 78,750	\$ 39,900	\$ 15,960	\$ 23,940	\$ -	\$ 39,900	\$ -	\$ -	\$ -	\$ 7,000	\$ 32,900
Contra Costa	Bay Area/Central Valley	I-680/SR 4 Interchange Improvement – Phase 2A and 4	Contra Costa Transportation Authority	Contra Costa Transportation Authority	Highway		\$ 235,500	\$ 58,000	\$ -	\$ 58,000	\$ 58,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58,000
Alameda	Caltrans	Prologis Mobility – Freight Logistics Electrifications for Emission-Free Transport Project	Caltrans	Prologis Mobility, Inc.	ZEV		\$ 29,300	\$ 14,650	\$ 14,650	\$ -	\$ 14,650	\$ -	\$ 398	\$ -	\$ -	\$ -	\$ 14,252
Riverside	Los Angeles/Inland Empire	Pennsylvania Avenue Grade Separation Project	Caltrans, City of Beaumont	City of Beaumont	Rail		\$ 74,700	\$ 50,400	\$ 20,160	\$ 30,240	\$ 50,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,400
Riverside	Los Angeles/Inland Empire	Pennsylvania Avenue Grade Separation	Caltrans, City of Beaumont	City of Beaumont			\$ 73,700	\$ 49,400	\$ 19,160	\$ 30,240	\$ 49,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,400
Riverside	Los Angeles/Inland Empire	Park and Ride EV Charging	Caltrans, City of Beaumont	City of Beaumont			\$ 1,000	\$ 1,000	\$ 1,000	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000
Los Angeles	Caltrans	EV Realty – South Bay Truck Charging Hub Project	Caltrans	EV Realty, Inc.	ZEV		\$ 18,370	\$ 7,900	\$ 7,900	\$ -	\$ 7,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,900
San Bernardino	Los Angeles/Inland Empire	High Desert Corridor Operational Efficiency Project	Caltrans	Caltrans	Rail		\$ 135,666	\$ 30,770	\$ 30,770	\$ -	\$ 30,770	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,770
Monterey	Central Coast	State Route 156 Castroville Boulevard Interchange Project	Caltrans, Transportation Agency for Monterey County	Caltrans	Highway		\$ 136,101	\$ 80,300	\$ 32,100	\$ 48,200	\$ 80,300	\$ -	\$ -	\$ -	\$ 32,100	\$ 9,100	\$ 39,100
Los Angeles	Los Angeles/Inland Empire	Port of Los Angeles Rail System Efficiency/Emission Reduction Program – Terminal Island Rail Infrastructure Project	Caltrans, Port of Los Angeles	Port of Los Angeles	Rail		\$ 20,700	\$ 13,391	\$ 5,356	\$ 8,035	\$ -	\$ 13,391	\$ -	\$ -	\$ -	\$ 1,750	\$ 11,641
Los Angeles	Los Angeles/Inland Empire	Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project	Los Angeles County Metropolitan Transportation Authority	Forum Mobility, Inc., MN8 Energy Operating Company LLC	ZEV		\$ 38,123	\$ 13,653	\$ -	\$ 13,653	\$ 13,653	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,653
Los Angeles	Los Angeles/Inland Empire	Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project (Forum Mobility)	Los Angeles County Metropolitan Transportation Authority	Forum Mobility, Inc.			\$ 28,414	\$ 10,000	\$ -	\$ 10,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
Los Angeles	Los Angeles/Inland Empire	Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project (MN8 Energy)	Los Angeles County Metropolitan Transportation Authority	MN8 Energy Operating Company LLC			\$ 9,709	\$ 3,653	\$ -	\$ 3,653	\$ 3,653	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,653
Los Angeles	Los Angeles/Inland Empire	Harbor Scenic Drive Enhancements Project	Caltrans, Port of Long Beach	Port of Long Beach	Local Road		\$ 53,155	\$ 31,900	\$ 12,760	\$ 19,140	\$ -	\$ 31,900	\$ -	\$ -	\$ -	\$ 4,000	\$ 27,900



2024 TRADE CORRIDOR ENHANCEMENT PROGRAM
RECOMMENDED PROGRAM OF PROJECTS (\$1000s)
RESOLUTION G-25-42

REFERENCE NO.: 4.6
JUNE 26-27, 2025
ATTACHMENT B

									TCEP Funds by Target		TCEP Funds by Fiscal Year		TCEP Funds by Project Phase				
County	Freight Region	Project Title	Nominating Agency	Implementing Agency	Project Type	TCEP Federal?	Total Project Cost	Recommended Funding	TCEP State	TCEP Regional	2025-26	2026-27	PS&E	R/W Sup	R/W	Con Sup	CON
Various	Caltrans	Gage Zero – Accelerating Zero Emission Fleet Charging on Priority Freight Corridors Project	Caltrans	Gage Zero LLC	ZEV		\$ 48,622	\$ 20,177	\$ 20,177	\$ -	\$ 20,177	\$ -	\$ 232	\$ -	\$ -	\$ -	\$ 19,945
Alameda	Caltrans	Accelerating Zero Emission Fleet Charging on Priority Freight Corridors - Oakland	Caltrans	Gage Zero LLC			\$ 14,468	\$ 6,004	\$ 6,004	\$ -	\$ 6,004	\$ -	\$ 58	\$ -	\$ -	\$ -	\$ 5,946
San Bernardino	Caltrans	Accelerating Zero Emission Fleet Charging on Priority Freight Corridors - Ontario	Caltrans	Gage Zero LLC			\$ 9,776	\$ 4,057	\$ 4,057	\$ -	\$ 4,057	\$ -	\$ 58	\$ -	\$ -	\$ -	\$ 3,999
Fresno	Caltrans	Accelerating Zero Emission Fleet Charging on Priority Freight Corridors - Fresno	Caltrans	Gage Zero LLC			\$ 14,432	\$ 5,989	\$ 5,989	\$ -	\$ 5,989	\$ -	\$ 58	\$ -	\$ -	\$ -	\$ 5,931
San Diego	Caltrans	Accelerating Zero Emission Fleet Charging on Priority Freight Corridors - San Diego	Caltrans	Gage Zero LLC			\$ 9,946	\$ 4,127	\$ 4,127	\$ -	\$ 4,127	\$ -	\$ 58	\$ -	\$ -	\$ -	\$ 4,069
San Bernardino	Los Angeles/Inland Empire	Baker Boulevard Bridge Zero-Emission Truck Infrastructure Project	San Bernardino County Transportation Authority	San Bernardino County Transportation Authority, San Bernardino County	Bridge Replacement & ZEV		\$ 44,856	\$ 28,912	\$ -	\$ 28,912	\$ 28,912	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,912
San Bernardino	Los Angeles/Inland Empire	Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project - Bridge Component	San Bernardino County Transportation Authority	San Bernardino County			\$ 29,795	\$ 18,369	\$ -	\$ 18,369	\$ 18,369	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,369
San Bernardino	Los Angeles/Inland Empire	Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project - Zero-Emission Component	San Bernardino County Transportation Authority	San Bernardino County Transportation Authority			\$ 15,061	\$ 10,543	\$ -	\$ 10,543	\$ 10,543	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,543
Riverside	Los Angeles/Inland Empire	State Route 60 / World Logistics Center Parkway Interchange Replacement Project	Caltrans, City of Moreno Valley	City of Moreno Valley	Highway		\$ 116,000	\$ 25,300	\$ 10,120	\$ 15,180	\$ -	\$ 25,300	\$ -	\$ 1,700	\$ 23,600	\$ -	\$ -
Various	Caltrans	Watt EV – Port to Border California Freight Electrification Project	Caltrans	WattEV, Inc.	ZEV		\$ 27,488	\$ 13,744	\$ 13,744	\$ -	\$ 13,744	\$ -	\$ 272	\$ -	\$ -	\$ -	\$ 13,472
Los Angeles	Caltrans	Port to Border California Freight Electrification (P2B) Project - Long Beach	Caltrans	WattEV, Inc.			\$ 13,744	\$ 6,872	\$ 6,872	\$ -	\$ 6,872	\$ -	\$ 136	\$ -	\$ -	\$ -	\$ 6,736
San Diego	Caltrans	Port to Border California Freight Electrification (P2B) Project - Otay Mesa	Caltrans	WattEV, Inc.			\$ 13,744	\$ 6,872	\$ 6,872	\$ -	\$ 6,872	\$ -	\$ 136	\$ -	\$ -	\$ -	\$ 6,736
Various	Caltrans	BP Pulse – Electric Vehicle Oasis North Project	Caltrans	bp Products North America	ZEV		\$ 28,004	\$ 10,924	\$ 10,924	\$ -	\$ 10,924	\$ -	\$ 424	\$ -	\$ -	\$ -	\$ 10,500
Merced	Caltrans	EV Oasis North - Livingston	Caltrans	bp Products North America			\$ 7,001	\$ 2,731	\$ 2,731	\$ -	\$ 2,731	\$ -	\$ 106	\$ -	\$ -	\$ -	\$ 2,625
Merced	Caltrans	EV Oasis North - Santa Nella	Caltrans	bp Products North America			\$ 7,001	\$ 2,731	\$ 2,731	\$ -	\$ 2,731	\$ -	\$ 106	\$ -	\$ -	\$ -	\$ 2,625
Shasta	Caltrans	EV Oasis North - Redding	Caltrans	bp Products North America			\$ 7,001	\$ 2,731	\$ 2,731	\$ -	\$ 2,731	\$ -	\$ 106	\$ -	\$ -	\$ -	\$ 2,625
Tehama	Caltrans	EV Oasis North - Corning	Caltrans	bp Products North America			\$ 7,001	\$ 2,731	\$ 2,731	\$ -	\$ 2,731	\$ -	\$ 106	\$ -	\$ -	\$ -	\$ 2,625
San Bernardino	Los Angeles/Inland Empire	Interstate 10 / Riverside Avenue Freight Improvement Project	Caltrans, City of Rialto	City of Rialto	Highway		\$ 45,682	\$ 29,800	\$ 11,900	\$ 17,900	\$ -	\$ 29,800	\$ -	\$ -	\$ -	\$ -	\$ 29,800
Alameda	Caltrans	Forum Mobility – Beyond the Dock: Heavy-Duty Electrification of the Port of Oakland Priority Trade Corridors Project	Caltrans	Forum Mobility, Inc.	ZEV		\$ 8,102	\$ 2,578	\$ 2,578	\$ -	\$ 2,578	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,578
Ventura	Los Angeles/Inland Empire	Hueneme Road Widening – Edison Drive to Rice Avenue	Ventura County Transportation Commission	Ventura County	Local Road		\$ 17,372	\$ 11,340	\$ -	\$ 11,340	\$ -	\$ 11,340	\$ 840	\$ -	\$ 10,500	\$ -	\$ -
Yolo	Bay Area/Central Valley	I-80/US 50 Managed Lanes Project*	Caltrans	Caltrans	Highway		\$ 199,960	\$ 105,000	\$ 42,000	\$ 63,000	\$ 105,000	\$ -	\$ -	\$ 100	\$ -	\$ -	\$ 104,900
Orange	Los Angeles/Inland Empire	Coastal Rail Infrastructure Resiliency Project*	Orange County Transportation Authority	Orange County Transportation Authority, Southern California Regional Rail Authority	Rail		\$ 313,243	\$ 80,000	\$ -	\$ 80,000	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000
Orange	Los Angeles/Inland Empire	Coastal Rail Infrastructure Resiliency Project - Construction component	Orange County Transportation Authority	Orange County Transportation Authority			\$ 296,747	\$ 75,008	\$ -	\$ 75,008	\$ 75,008	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,008
Orange	Los Angeles/Inland Empire	Coastal Rail Infrastructure Resiliency Project - Emergency component	Orange County Transportation Authority	Southern California Regional Rail Authority			\$ 16,496	\$ 4,992	\$ -	\$ 4,992	\$ 4,992	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,992

*The I-80/US 50 Managed Lanes Project and the Coastal Rail Infrastructure Resiliency Project were previously programmed in the Advance 2024 Trade Corridor Enhancement Program and are being transitioned into the 2024 Trade Corridor Enhancement Program.

	New	Advance 2024 TCEP	Total
Projects Recommended for Funding	24	2	26
Total Project Costs	\$ 2,541,757	\$ 513,203	\$ 3,054,960
Total TCEP Funding Recommended	\$ 810,474	\$ 185,000	\$ 995,474
Total TCEP Programming Capacity	\$ 771,522	\$ 185,000	\$ 956,522
Total Overprogramming	\$ 38,952	\$ -	\$ 38,952



Reference Number 4.6
June 26-27, 2025
Attachment C

JAY OBERNOLTE
TWENTY THIRD DISTRICT, CALIFORNIA

**COMMITTEE ON ENERGY
AND COMMERCE**
COMMUNICATIONS AND TECHNOLOGY
ENVIRONMENT, MANUFACTURING,
AND CRITICAL MINERALS
HEALTH

**COMMITTEE ON SCIENCE, SPACE
AND TECHNOLOGY**
INVESTIGATIONS AND OVERSIGHT, CHAIRMAN



Congress of the United States

House of Representatives

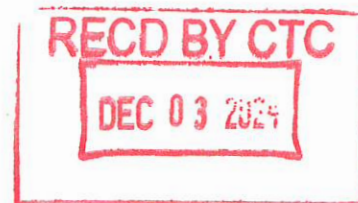
Washington, DC

November 22, 2024

WASHINGTON, D.C. OFFICE:
1029 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
TELEPHONE: (202) 225-5861

DISTRICT OFFICE:
9700 SEVENTH AVE., SUITE 201
HESPERIA, CA 92345
TELEPHONE: (760) 247-1815

E-MAIL VIA WEBSITE:
<http://obernolte.house.gov>



The Honorable Tanisha Taylor
Executive Director, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Letter of Support for SBCTA's SB 1 TCEP Application for SBCTA's Baker Boulevard Mojave Bridge Replacement and Zero-Emission Truck Charging Station

Dear Executive Director Taylor:

As a member of Congress representing much of the Mojave Desert, I am pleased to support the San Bernardino County Transportation Authority (SBCTA) in their application for funding under the California Transportation Commission's Senate Bill (SB) 1 Trade Corridor Enhancement Program (TCEP). This funding will be used for the Baker Boulevard Mojave Bridge Replacement and Zero-Emission Truck Charging Station.

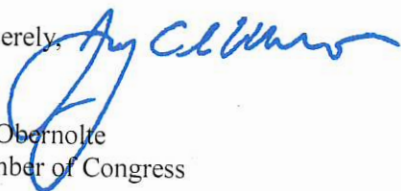
Baker is a small, unincorporated community located along I-15 approximately 60 miles northeast of Barstow. It serves as a crucial waystation for travelers between Los Angeles and Las Vegas who need food, fuel, and rest. Approximately 40,000 vehicles, including 8,200 trucks, pass by Baker on weekdays, with even higher numbers on weekends. Baker is also a strategic location for a planned charging network for electric Medium and Heavy-Duty trucks. As we see an increase in mandates for electric vehicles, this facility in Baker will help reduce the anxiety for those in the trucking industry, ensuring they can travel their routes confidently while using electric vehicles.

The Baker Boulevard bridge over the Mojave River is a nearly 100-year-old, two-lane timber bridge without shoulders. Its maintenance costs are increasing, and it fails to meet current structural design standards or align with the adjacent roadway segments. The proposal includes a new four-lane bridge with shoulders and a sidewalk. Additionally, a publicly accessible 7.2 megawatt charging station for medium and heavy-duty trucks will be located about 4,000 feet north of the bridge.

This project will improve the local traffic flow for this disadvantaged community, enhance infrastructure resilience, and maintain Baker Blvd. as an alternate route during I-15 closures. It also provides a strategic location for truck charging along I-15, a priority route on CTC's SB 671 Clean Freight Corridor Efficiency Assessment. The County of San Bernardino will be the implementing agency for the bridge, and WattEV will be the implementing vendor for the charging station. I support the efforts of SBCTA, County, and WattEV as they seek to bring these important, resilient, and sustainable improvements to fruition.

Consistent with all rules and regulations, I ask that you give the San Bernardino County Transportation Authority's application to the Trade Corridor Enhancement Program your full and fair consideration. If you have any additional questions, please feel free to contact my office at (202) 225-5861.

Sincerely,


Jay Obernolte
Member of Congress



BUILDING AMERICA®

January 30, 2025

Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

**Re: Letter of Support for the Grant Line Road Realignment Project (Project)
Trade Corridor Enhancement Program Application**

Dear Ms. Taylor:

On behalf of Union Pacific Railroad (UP), I am writing in support of San Joaquin County's (County) grant application for the Trade Corridor Enhancement Program (TCEP) for the Grant Line Road Realignment Project (Project). This Project proposes to widen and realign Grant Line Road south of the community of Banta, close the existing at-grade crossing at Banta Road, and add a new four-lane grade-separated crossing over UP tracks. The Project will reduce congestion, improve goods movement, and enhance safety along existing Grant Line Road and in Banta.

Grant Line Road is a two-lane corridor that serves as the main street through the small, rural community of Banta. The growth of distribution centers in eastern Tracy and congestion along Interstate 205 (I-205) has increased vehicle and truck traffic and increased traffic collisions along the corridor. UP's tracks and the adjacent at-grade crossings experience traffic closures due to operations at the adjacent railyard. The proposed improvements address these concerns through the at-grade crossing closure, a new grade separated road over UP, and roadway realignment.

If a grant is awarded, UP will begin to work with the County to ensure the project design and plans meet UP's current engineering and safety standards for aspects of the plans that interface with UP infrastructure. The County will also enter into a preliminary engineering (PE) agreement with UP to reimburse costs associated with reviewing project concepts and designs.

UP requests that the CTC approve San Joaquin County's grant application request.

Sincerely,

Adrian Guerrero

Congress of the United States
Washington, DC 20515

March 6, 2025

The Honorable Sean Duffy
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Duffy:

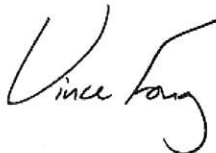
We are writing to express our support for Kern Council of Governments' (Kern COG) application for a Federal-State Partnership for Better Utilizing Investments to Leverage Development (BUILD) grant of \$22 million. If awarded, this funding would support the Centennial Corridor Interchange Connector project in Bakersfield by constructing a new direct freeway-to-freeway connector ramp from southbound State Route (SR) 99 to westbound State Route 58, completing the interchange. This project will enhance mobility and efficiency along SR 99 and SR 58, two of the West Coast's most critical freight corridors.

The Centennial Corridor Interchange Connector is essential for improving regional and national transportation networks, as it links what Kern COG describes as the busiest north-south truck route on the West Coast (SR 99) with the busiest east-west truck route and the only year-round, all-weather route over the Sierra Nevada mountain range (SR 58). This project will not only ease congestion but also reduce the impact of goods movement on communities in Central Bakersfield by diverting truck traffic away from local streets. Kern County's economy continues to expand, driven by its strong agricultural and industrial sectors, and this project will support this growth by facilitating freight movement to and from over 50 distribution, processing, and manufacturing facilities in the southern San Joaquin Valley. Additionally, the project is expected to create 844 construction jobs and support thousands of existing and future industrial jobs.

We firmly support Kern COG's grant application to complete the Centennial Corridor Interchange Connector. Approval of this project aligns with the BUILD Grant Program's mission by enhancing safety, reducing congestion, and strengthening a vital freight corridor essential to regional and national commerce. If you have any questions, please do not hesitate to contact us.

Thank you for your attention to this important matter.

Sincerely,

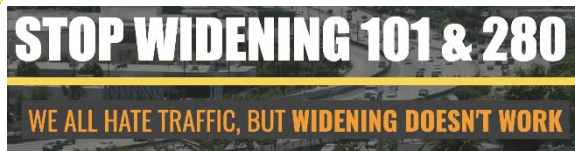


VINCE FONG
Member of Congress



DAVID G. VALADAO
Member of Congress

ClimatePlan TRANSFORM



May 28, 2025

Matthew Yosgott
Deputy Director - SB 1 Programming
California Transportation Commission (CTC)
1120 N Street MS 52
Sacramento, CA 95814

Re: Applications of Concern for SB 1 Funding (SCCP, TCEP, LPP Programs)

Dear Deputy Director Yosgott,

The undersigned organizations write to express concerns about a number of highway expansion project applications for SB 1 funding under the Solutions for Congested Corridors Program (SCCP), Trade Corridor Enhancement Program (TCEP), and the Local Partnership Program (LPP) that we have listed below. Our concerns about these projects relate to their inconsistency with the Climate Action Plan for Transportation Infrastructure (CAPTI), their likelihood to significantly increase driving, their environmental, climate, and displacement impacts, and their conflicts with California's climate and equity goals. We urge the Commission to scrutinize these projects closely and only fund the components of these projects that reduce driving, improve

multimodal options, and advance the zero-emission fleet transition. Several of the projects listed are opposed locally by organizations in the ClimatePlan network that are also signed on to this letter. We have linked to opposition letters to specific projects in the footnotes.

Solutions for Congested Corridors Program (SCCP)

We are very pleased to see the high number of transformative multimodal and vehicle miles traveled (VMT) reducing projects and components of projects among the list of applications for SCCP this cycle. We particularly appreciate the innovative project applications that aim to improve highway operations in congested corridors without adding new lanes, such as the ***I-805 South Managed Lanes HOV to HOT Conversion Project*** which will reinvest toll revenue into transit and active transportation infrastructure.

We encourage the CTC to only fund projects and project components that reduce VMT and avoid adding new lanes to highways and roadways. Specifically, we urge the CTC not to fund the following highway expansion projects and project components:

1. **SR 1 – Freedom to State Park Auxiliary Lanes¹ (Also an LPP and TCEP application, comments apply to that program as well)** - This auxiliary lane expansion project is a component of the Watsonville-Santa Cruz Multimodal Corridor Project and is opposed by local advocates challenging the project. As articulated in the Sierra Club chapter letter linked in the footnote, this application for SCCP/TCEP/LPP has some multimodal components that enjoy support from the community and we encourage the CTC to fund these components without the auxiliary lanes.
2. **101 Multimodal Corridor Segment 4E North – Cabrillo Interchange (Also an LPP and TCEP application, comments apply to that program as well)** - This expansion project is a component of the Santa Barbara US 101 Multimodal Corridor Project and was opposed by local advocates. This application for SCCP/TCEP/LPP also has many strong multimodal components that enjoy support from the community and we encourage the CTC to fund these components of this project. Since most of the corridor has already been widened, we recognize that restricting lanes in this short segment could decrease air quality. However, the HOV lanes have limited effectiveness because of their limited time duration and operational requirements for only 2 or more occupants. We encourage CTC to fund the HOV component only with expanded HOV operational requirements for additional hours and 3 or more occupants.
3. **I-5 Managed Lanes Multimodal Operational Improvements (Orange County)** - This project adds 16 lane-miles of new HOV lanes that will exacerbate freeway congestion and air quality issues without a clear commitment to invest in transit alternatives. We would support the portion of this project that converts existing HOV lanes to express lanes if those components could be funded separately from the lane expansion components and if toll revenues were committed to providing multimodal alternatives.

¹ [Sierra Club to CTC on SR-1](https://drive.google.com/file/d/1mzuzGdvoWviBsOHhuy8rzwJOPGmgb4ql/view?usp=sharing)
<https://drive.google.com/file/d/1mzuzGdvoWviBsOHhuy8rzwJOPGmgb4ql/view?usp=sharing>

4. **SR 37 Sears Point to Mare Island Improvement Project – Phase 2² (Also an LPP and TCEP application, comments apply to all three programs)** - The sign on letter linked in the footnote demonstrates the local advocate opposition to this “interim” lane expansion project, and states that “the interim project will cost over \$500M and will be under water caused by sea level rise within fifteen years of completion. Continuing the interim project in its current form further delays, rather than advances, the long-term vision for the corridor.” We have serious concerns about investing any state funding in a roadway that may be inoperable as soon as 2040.
5. **I-15 Express Lanes Project Southern Extension (ELPSE)³ (Also an LPP application, comments apply to that program as well)** - This project will add over 60 lane-miles to I-15 in a congested and growing region and does not include multimodal and VMT reducing components. As detailed in the comment letter on this project’s draft environmental impact report linked in the footnote, this project will induce significant VMT and relied on outdated and flawed methodology for estimating air quality and other impacts.
6. **I-680 NB Express Lane Completion Phase 1⁴** - This express lane expansion project is a component of the Innovate 680 project. Though this SCCP application appears to only be requesting funds for the Shared Mobility Hubs and TDM Augmentation components of the larger project, we still want to highlight the concerns raised by Transform in their comment letter to Caltrans regarding flawed analysis in the draft EIR for this project, linked in the footnote.

Trade Corridor Enhancement Program (TCEP)

We are again pleased to see the increase in TCEP applications this cycle that would advance freight electrification, technology, and efficiency at ports and truck parking hubs. We strongly support investing TCEP funding in these types of projects that are well-aligned with CAPTI and reduce harmful impacts to communities that bear the brunt of pollution from the freight industry. We encourage the CTC to focus funding only on those types of projects and avoid funding any projects that increase passenger VMT by adding general purpose lanes to roadways.

In addition to the projects listed above that are applying for both SCCP and TCEP, we have concerns about the following TCEP applications:

1. **SR 60/World Logistics Center Pkwy Interchange** - This project entails a significant expansion and new connection for an existing interchange that will open up land for more warehouse and sprawl development and induce significant new passenger VMT.

² Sign on comment letter SR-37 <https://transformca.org/wp-content/uploads/2024/09/Sign-on-Letter - Oppose-Backdoor-Streamlining-for-HW-37.pdf>

³ [Sign on comment letter I-15 DEIR https://drive.google.com/file/d/1P8Tr5ZF3zWvByCTWY_bwlo957Ab7Q3jM/view?usp=sharing](https://drive.google.com/file/d/1P8Tr5ZF3zWvByCTWY_bwlo957Ab7Q3jM/view?usp=sharing)

⁴ [Sign on comment letter Innovate 680 DIER https://transformca.org/wp-content/uploads/2024/07/I-680-NB-Express-Lanes-Comment-Letter.docx.pdf](https://transformca.org/wp-content/uploads/2024/07/I-680-NB-Express-Lanes-Comment-Letter.docx.pdf)

2. **Konocti Corridor - Segment 2B** - This project will add 16 general purpose lane-miles to convert the existing conventional highway between Kelseyville and Clear Lake to a four-lane expressway and will induce passenger VMT.
3. **Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Enhancements** - We do not support the capacity-increasing general purpose lane additions to SR 99 which will induce significant passenger and truck VMT. The project as approved further separates South City of Tulare and the neighboring unincorporated community of Maheny Tract by providing the transportation system for the growth of the City's industrial zones which separates the aforementioned communities. The Project does not improve connectivity for pedestrians and cyclists. At the bare minimum the project proposes a shared paved path, not even a sidewalk, between Blackstone St. and Laspina St, which do not extend into the residential communities to the East and West of the project site. We recommend a project alternative which will result in reduced traffic congestion while also improving pedestrian and active transportation options for the community, instead of facilitating industrial growth and highway capacity for freight.
4. **State Route 46 Antelope Grade Corridor Improvements Project** - This project will add five general purpose lane-miles to convert the existing conventional highway over Antelope Grade to a four-lane expressway and induce passenger VMT.
5. **State Route 132 Phase 3A Project** - This project will add 14 new general purpose lane-miles to extend a new expressway that creates a bypass for SR 132 and opens up new land for warehouse and sprawl development and induce new passenger VMT.
6. **State Route 71 Gap Closure Phase 2 Project (*Also an LPP application, comments apply to that program as well*)** - This project will convert an existing arterial highway into an 8-lane freeway, adding a general purpose and HOV lane in each direction. We do not support the highway lane addition portions of this project, which will induce significant passenger VMT and limit the freight benefits. However, we support the components of the project that provide sound walls and noise mitigation, update rail bridges to current standards, and enhance a pedestrian overcrossing.
7. **SR 46 East/Union Road Intersection Improvements** - This project entails a new interchange that will open up land for sprawl development and induce significant new passenger VMT.
8. **680/SR-4 Interchange Improvement (*Also an LPP application, comments apply to that program as well*)** - This project will add a direct connector with two general purpose lanes to the interchange of I-680 and SR-4 without mitigation for increases to passenger VMT.

Local Partnership Program (LPP)

In addition to the projects listed above that have applied for SCCP and/or TCEP in addition to LPP, we have concerns about the following additional application for LPP:

1. **Madera 41 South Expressway Project** - This project will add eight general purpose lane-miles to convert the existing conventional highway to a four-lane expressway, increasing access to land that is rapidly converting to sprawl development and significantly increasing passenger VMT. Rather, we urge the CTC to support projects

which truly meet the purpose of the LPP which includes addressing aging infrastructure, road conditions, active transportation, transit and rail, and ensuring health and safety benefits. Madera County is currently unable to meet existing transportation needs, including maintenance and transit of existing communities. Funding additional roadways for the purpose of sprawl contradicts the purpose of the LPP, will increase emissions, and divert critical funding needed to support the current transportation system in Madera County.

We appreciate the opportunity to provide comments and amplify project concerns from local organizations as commission staff reviews the SB 1 applications. We look forward to further engagement with CTC staff and commissioners once the staff recommendations are released.

Thank you for your attention to our concerns and for your leadership in guiding California toward a more sustainable and equitable transportation future.

Sincerely,

Zack Deutsch-Gross
Transform

Mary Lim, J.D.
Genesis: Interfaith Organizing in the East Bay

Jeanie Ward-Waller
ClimatePlan

Marven Norman
Center for Community Action and Environmental Justice (CCA EJ)

Jared Sanchez
CalBike

Elizabeth Reid-Wainscoat
Center for Biological Diversity

Chance Cutrano
Resource Renewal Institute

Matthew Baker
Planning and Conservation League

Janet Cox
Climate Action California

Sofia Rafikova
Coalition for Clean Air

Heather Deutsch
MOVE Santa Barbara County

Mike Swire
Stop the 101 & 280 Widenings in San Mateo County

Iman Sylvain, PhD
Rails to Trails Conservancy

David Diaz, MPH
Active San Gabriel Valley

Nick Ratto
350 Bay Area Action - Transportation Lead

Carter Rubin
Natural Resources Defense Council (NRDC)

Carter Lavin
Transbay Coalition

Justin Hu-Nguyen
Bike East Bay

David Levitus
LA Forward

Hana Creger
The Greenlining Institute

Aditi (Adi) Varshneya
California Environmental Justice Alliance (CEJA) Action

Emma De La Rosa
Leadership Counsel for Justice and Accountability

Jonathan Matz
Safe Routes Partnership

Marc Vukceovich
Streets For All

Kevin Shin
California Walks

Rick Longinotti
Campaign for Sustainable Transportation

Suzanne Hume
CleanEarth4Kids.org

Jamie Pew
NextGen California

Jorge Rivera
Healing & Justice Center

cc:
Executive Director Tanisha Taylor
Chair Darnell Grisby
Vice-chair Clarissa Falcon

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FOR A BETTER
ENVIRONMENT
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COALITION FOR
CLEAN AIR



NRDC
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Rise
south city



MCBC
MARIN COUNTY BICYCLE COALITION

June 2, 2025

Tanisha Taylor
Executive Director
California Transportation Commission

RE: Trade Corridor Enhancement Program priorities

Dear Ms. Taylor:

On behalf of the undersigned organizations, we are grateful for the opportunity to review projects that are seeking funding from the Commission in the current cycle of Trade Corridor Enhancement Program (TCEP). We write to share the following priorities for what our organizations would like to see from the next TCEP cycle to maximize the benefits of these investments for the health of those living along trade corridors and for the benefit of our State's communities and the environment.

Priorities for the 2025 TCEP Cycle

As Commission staff review projects and make recommendations to the Commission, we ask that you please give the greatest priority to the following kinds of applications:

- Projects that eliminate pollution from the freight sector by investing in zero emissions heavy-duty vehicle charging infrastructure for battery electric trucks. We are encouraged to see so many proposals for truck charging advanced to CTC for TCEP funding, and nearly \$700 million worth of proposals sent to Caltrans for consideration that did not make it into Caltrans's TCEP requests.¹ Zero-emission infrastructure projects are also consistent with the Climate Action Plan for Transportation Infrastructure (CAPTI) principles, helping align CTC's actions with the rest of the state in reducing GHG and air pollutant emissions from the transportation sector.
- Projects that are informed by community input and improve community multimodal mobility infrastructure along trade corridors by helping residents and travelers overcome barriers placed in their communities by major roads, rail facilities, and other infrastructure. We are encouraged to see many projects incorporate elements that support bike, pedestrian, and transit improvements as part of a larger goods movement project.
- Projects that take a fix-it-first approach to investments that maintain existing infrastructure. We were encouraged to see proposals to repair existing facilities to keep them in a state of good repair, instead of expanding roads and bridges that come with additional long-term maintenance cost liabilities.

We ask CTC not to recommend funding projects that would exacerbate health and pollution impacts in communities already burdened by pollution from the freight sector, especially:

¹ <https://dot.ca.gov/programs/esta/zev/tcep-nomination>

- Projects proposing to expand roads and highways resulting in an increase in vehicle miles traveled (VMT). These types of projects have been proven to increase congestion in the long term via induced demand as more drivers are encouraged to use the new highway and road capacity. This in turn can reduce freight throughput as more heavy-duty vehicles are stuck in traffic along with passenger vehicles, reducing the effectiveness of the TCEP program. Avoiding funding projects that increase VMT will ensure CTC aligns with the latest update to the State Transportation Agency's Climate Action Plan for Transportation Infrastructure requiring CTC to update its TCEP guidelines to state that goods movement projects that mitigate their passenger VMT impacts are more competitive for funding.

Lastly, we ask you to consider leveraging investments in the rail network to deliver more benefits.

- Leverage CTC's grantmaking to encourage freight railroads to accelerate the deployment of zero-emissions battery electric and catenary locomotives, and use TCEP to directly fund the necessary overhead catenary wire, charging and substation infrastructure. While relying on freight rail tends to result in fewer GHG emissions, diesel locomotives continue to be a significant source of PM2.5 emissions in communities along freight lines and rail yards. In order to ensure that we are protecting communities near railways from increased exposure to air pollutants, we encourage the CTC to prioritize funding for rail projects that propose using clean locomotive engines.
- Ensure investments in freight railroads are compatible with existing and planned passenger rail infrastructure and service.

As we continue to gather more information about each of the 43 applications, we will follow up to highlight specific areas of opportunity or concern about individual projects.

The Urgency of Addressing the Health Impacts of Diesel Pollution

The Transportation Commission has an opportunity to help Californians breathe easier, especially those who live in communities near goods movement corridors most burdened by diesel pollution. Californians are suffering from dire air pollution, and racial disparities in air pollution exposure mean that "African American, Latino, and Asian Californians are exposed to [21 to 43 percent] more PM2.5 pollution from cars, trucks, and buses than white Californians," according to a study from the Union of Concerned Scientists.² The American Lung Association State of the Air report card highlights that 41 of the state's counties are scoring an F for air pollution and 98 percent of Californians live in a community impacted by unhealthy air³. Continuous failure to comply with the Clean Air Act could result in federal sanctions and the loss of transportation funding, reducing California's ability to fund freight improvement projects.

² <https://blog.ucs.org/dave-reichmuth/pollution-california-people-of-color-bear-burden/>

³ <https://www.lung.org/research/sota/city-rankings/states/california>

The US Environmental Protection Agency describes the impacts of diesel pollution as follows: “Exposure to diesel exhaust can lead to serious health conditions like asthma and respiratory illnesses and can worsen existing heart and lung disease, especially in children and the elderly. These conditions can result in increased numbers of emergency room visits, hospital admissions, absences from work and school, and premature deaths.”⁴

The California Air Resources Board adds: “Diesel engine emissions are believed to be responsible for about 70% of California’s estimated known cancer risk attributable to toxic air contaminants.”⁵

Additionally, addressing air pollution by switching to zero-emissions trucks would provide \$735 billion in public health benefits nationwide through 2050, including reduced hospitalizations and fewer missed workdays. The most heavily impacted California counties could experience tens of billions in health benefits and thousands of lives saved.⁶

We urge CTC to leverage TCEP funding as we recommend above in order to meaningfully address these health inequities faced by California’s most vulnerable communities, improve air quality to reach our state climate goals, and provide economic and workforce benefits statewide.

Policy Basis for Priorities

We believe these priorities are strongly aligned with statute and policy. The Streets and Highways Code section that governs how the Trade Corridors Improvement Fund can be spent identifies the following as eligible:

- “Environmental and community mitigation or efforts to reduce environmental impacts of freight movement, such as projects that reduce noise, overnight truck idling, or truck queues, and advanced traveler information systems such as freight advanced traveler information systems that optimize operations to reduce empty-load trips.”

The same code directs the Commission to adopt guidelines that:

- “[place] emphasis on projects that improve trade corridor mobility and safety while reducing emissions of diesel particulates, greenhouse gases, and other pollutants and reducing other negative community impacts, especially in disadvantaged communities,” and “includes disadvantaged communities measures, as established by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code, and other tools the commission determines, for evaluating benefits or costs for disadvantaged communities and low-income communities.”⁷

⁴ <https://www.epa.gov/dera/learn-about-impacts-diesel-exhaust-and-diesel-emissions-reduction-act-dera>

⁵ <https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts>

⁶ <https://www.lung.org/getmedia/e1ff935b-a935-4f49-91e5-151f1e643124/zero-emission-truck-report>

⁷ https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC§ionNum=2192

Governor Newsom's Executive Order N-19-19 reinforces these policies by directing the State Transportation Agency to:

- "Align the state's climate goals with transportation spending on planning, programming and mitigation to achieve the objectives of the state's Climate Change Scoping Plan, where feasible," and to
- "Fund transportation options that contribute to the overall health of Californians and reduce greenhouse gas emissions, such as transit, walking, biking, and other active modes."⁸

The State Transportation Agency's Climate Action Plan for Transportation Infrastructure identifies strategy 1.4 "Mainstream Zero-Emissions Vehicle Infrastructure within the Trade Corridor Enhancement Program (TCEP)" by prioritizing:

- "Projects that demonstrate a significant benefit to improving the movement of freight along trade corridors, while also reducing emissions of diesel particulates, greenhouse gases, and other pollutants by creating or improving zero-emission vehicle charging or fueling infrastructure — either within the project itself or within the larger trade corridor."⁹

Additionally, the State Transportation Agency's Climate Action Plan for Transportation Infrastructure 2.0 identifies strategy 2.3 "Update the Trade Corridor Enhancement Program (TCEP) guidelines to state that goods movement projects that mitigate their passenger VMT impacts are more competitive for funding." by prioritizing:

- "Projects that mitigate passenger VMT help reduce emissions of diesel particulates, GHGs, other pollutants, and other negative community impacts. The implementation of this action will commit the CTC to update TCEP program guidelines to emphasize that projects which improve freight mobility and safety while mitigating passenger VMT impacts from their project are more likely to be competitive in the program."¹⁰

In this round of TCEP funding, CTC has an opportunity to align substantial investments with existing state priorities and directives. We urge CTC to seize this opportunity to maximize the environmental, health, and economic co-benefits of investing in zero emissions and VMT-mitigating infrastructure.

Next Steps

Thank you for taking the time to review our priorities. We would be happy to discuss further. We look forward to working with you to ensure that state transportation investments align with helping Californians breathe easier, stabilizing our climate, and supporting the economy.

⁸ <https://www.gov.ca.gov/wp-content/uploads/2019/09/9.20.19-Climate-EO-N-19-19.pdf>

⁹ <https://calsta.ca.gov/-/media/calsta-media/documents/capti-july-2021-a11y.pdf>

¹⁰ <https://calsta.ca.gov/-/media/calsta-media/documents/capti-2025-a11y.pdf>

Best,

Carter Rubin, Director of State Transportation Advocacy
Natural Resources Defense Council

Sofia Rafikova, Policy Advocate
Coalition for Clean Air

Maya Inigo-Anderson, Charge Ahead Campaign Coordinator
Communities for a Better Environment

Laura Deehan, State Director
Environment California

Maurissa Brown, Transportation Equity Program Manager
The Greenlining Institute

Jonathan Matz, California Senior Policy Manager
Safe Routes Partnership

Zack Deutsch-Gross, Policy Director
Transform

Matthew Baker, Policy Director
Planning and Conservation League

Marven Norman, Policy Coordinator
Center for Community Action and Environmental Justice

David Diaz, Executive Director
Active San Gabriel Valley

Suzanne Hume, Educational Director & Founder
CleanEarth4Kids.org

Jared Sanchez, Policy Director
CalBike

Will Barrett, Senior Director, Nationwide Advocacy, Clean Air
American Lung Association

Robert M. Gould, MD, President
San Francisco Bay Physicians for Social Responsibility

Joel Ervice, Associate Director
Regional Asthma Management & Prevention

Eli Lipmen, Executive Director
Move LA

Vanessa Forsythe, R N MSN,
California Nurses for Environmental Health & Justice

Kevin Shin, Co-Executive Director
California Walks

Jeanie Ward-Waller, Interim Director
ClimatePlan

Laura Tolhoff, Transportation Policy Director
SPUR

Ellie Cohen, CEO
The Climate Center

Marc Vukceovich, Director of State Policy
Streets For All

Rick Longinotti, Chair
Campaign for Sustainable Transportation

Andrea Marpillero-Colomina, Policy Advisor
GreenLatinos

Catherine Dodd PhD RN Health Advisor
Families Advocating for Chemical and Toxics Safety FACTS

Jamie Pew, Policy Advisor
NextGen California

Nile Malloy, Climate Justice Director
California Environmental Justice Alliance

Kyle Heiskala, Policy Co-Director
Environmental Health Coalition

Faraz Rizvi

Asian Pacific Environmental Network

Adam Mohabbat, Director
Los Angeles Cleantech Incubator

Aesha Mahmoud, Senior Strategic Campaigner
Jobs to Move America

Adriana Rizzo, Co-Founder
Californians for Electric Rai

Julio Garcia, Executive Director
Rise South City

Deb Banks, Executive Director
SABA (Sacramento Area Bicycle Advocates)

Eli Akira Kaufman, Executive Director
BikeLA

Warren J. Wells, Policy & Planning Director
Marin County Bicycle Coalition

cc:

Matthew Yosgott, Deputy Director, Programming - Senate Bill One
Beverley Newman-Burckhard, Associate Deputy Director Programming - TCEP



June 2, 2025

Tanisha Taylor
Executive Director
California Transportation Commission

RE: 2024 Trade Corridor Enhancement Program Recommendations For Funding

Dear Ms. Taylor:

On behalf of the undersigned organizations, we are grateful for the opportunity to share our recommendations on projects seeking funding from the California Transportation Commission in the current cycle of the Trade Corridor Enhancement Program (TCEP).

The Trade Corridor Enhancement Program serves an important role in supporting and improving the goods movement in California. We strongly believe that this program's goal of increasing economic prosperity and California's commitment to clean air and climate action can coexist. Our recommendations listed below support this vision and we urge you to adopt funding recommendations that not only improve our economy but also protect the health of Californians, promote zero emission goods movement, uplift disadvantaged communities, and improve overall quality of life.

We have attached an appendix to this letter that lists all of the projects we recommend be funded by the Trade Corridor Enhancement Program. In developing this list, we supported projects that achieved any of the following:

1. Projects that eliminate pollution from the freight sector by investing in zero-emission heavy-duty vehicle charging infrastructure for battery electric trucks. We were encouraged to see so many proposals for truck charging advanced to CTC for TCEP funding, and nearly \$700 million worth of proposals sent to Caltrans for consideration that did not make it into Caltrans's TCEP requests. Zero-emission infrastructure projects are also consistent with the Climate Action Plan for Transportation Infrastructure (CAPTI) principles, helping align CTC's actions with the rest of the state in reducing GHG and air pollutant emissions from the transportation sector.
2. Projects that are informed by community input and improve community multimodal mobility infrastructure along trade corridors by helping residents and travelers overcome barriers placed in their communities by major roads, rail facilities, and other infrastructure. We are encouraged to see many projects incorporate elements that support bike, pedestrian, and transit improvements as part of a larger goods movement project.
3. Projects that take a fix-it-first approach to investments that maintain existing infrastructure. We were encouraged to see proposals to keep existing facilities in a state of good repair, instead of expanding roads and bridges that come with additional long-term maintenance liabilities.

We've highlighted below some of the key projects we are excited to see proposed for funding and that we urge you to approve:

- [Gage Zero – Accelerating Zero Emission Fleet Charging on Priority Freight Corridors Project](#) (ID #16) - This project would build four multi-fleet charging hubs in Oakland, Fresno, Ontario, and San Diego. Zero-emission infrastructure is key to encouraging large and small fleets to transition to using cleaner vehicles, helping reduce air pollution and GHG emissions. Additionally, the charging hubs are located in priority population communities, helping reduce the pollution burden for the most vulnerable Californians.
- [LA Metro Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project](#) (ID #43) - This project would build 133 publicly accessible charging ports for zero-emission medium and heavy-duty vehicles. These charging ports will be installed in two EV charging depots, both of which are located along SB 671 Priority Freight Corridors, identified by the CTC as locations in need of additional ZE charging stations.
- [Vaca Valley Parkway/I-505 Multimodal Improvements Project](#) (ID #34) - This project is a

great example of how TCEP funding could be used to improve freight movement, promote safety, and encourage the use of active transportation. This project would replace two intersections with roundabouts, building a new bike/ped overcrossing, four new crosswalks, ADA ramps, and a multi-use trail in the process.

Additionally, in the course of our review, we encountered projects that were not aligned with our organizations' goals of eliminating pollution from the freight sector, while reducing the impacts of the goods movement system on those who live near it and are burdened by truck traffic and pollution.

Those projects, also included in the Appendix, propose to expand roads and highways that will result in a foreseeable increase in vehicle miles traveled (VMT). These types of projects are unlikely to improve goods movement significantly, because induced passenger VMT will re-congest these corridors, while increasing the overall traffic and emissions on these roads and highways. Avoiding funding projects that increase VMT will also ensure early alignment with the latest update to the State Transportation Agency's Climate Action Plan for Transportation Infrastructure, which will require CTC to update its TCEP guidelines to state that goods movement projects that mitigate their passenger VMT impacts will be more competitive for funding. For these reasons, we ask you not to include these types of projects in the 2024 TCEP Program of Projects.

Examples of such projects include:

- [Grant Line Road Safety and Freight Mobility Project](#) (ID #41) - This project would build 3.6 miles of a new 4-lane road in Rancho Cordova. Not only would this project significantly increase local air pollutant and GHG emissions by building a new 4-lane road segment, but this project was also included in the November 2022 Sacramento Measure A ballot initiative, which received a majority No vote, showing a lack of community support for this project.
- [State Route 37 Sears Point to Mare Island Improvement Project](#) - Phase 2 (ID #1) - This project would add a tolled lane to State Route 37 near Vallejo. This project claims to help reduce congestion along the SR 37 corridor, however, studies show that new toll lanes increase VMT and congestion similar to general purpose lanes¹. Additionally, an analysis conducted by Caltrans predicts that portions of SR 37 will be completely flooded by 2050² due to increased sea level rise as a result of climate change, meaning that funding this project will provide little benefit for the state, as the road will soon become too flooded for use.
- [Interstate 680/State Route 4 Interchange Improvement \(Phase 2A and 4\)](#) (ID # 36) - This project would construct a new 2-lane flyover on I-680 in Contra Costa County. While the environmental review document states that this project will reduce emissions by reducing idling on the freeway, this review was completed prior to SB 743 and does not take into

¹ Manville, M. (2024) Induced Travel Estimation Revisited. *UCLA Institute of Transportation Studies*. <https://escholarship.org/uc/item/8m98c8j1#page=42>

² SR37 Project Background. (2025) *Caltrans*. <https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-37-corridor-projects/37-background>

account the induced demand impacts on VMT that will be caused by building two additional lanes, which will result in an overall increase to GHG and air pollutant emissions.

We believe these recommendations are consistent and strongly aligned with statute and policy, which ensures that TCEP can address “environmental and community mitigation or efforts to reduce environmental impacts of freight movement” and “improve trade corridor mobility and safety while reducing emissions of diesel particulates, greenhouse gases, and other pollutants and reducing other negative community impacts, especially in disadvantaged communities.”³

In this round of TCEP funding, CTC has an opportunity to align substantial investments with existing state priorities and directives. We urge CTC to seize this opportunity to maximize the environmental, health, and economic co-benefits by investing in the projects recommended above that will deliver on zero-emission and VMT-mitigating infrastructure.

Thank you for your consideration.

Sincerely,

Carter Rubin
Director of State Transportation Advocacy, NRDC

Sofia Rafikova
Policy Advocate, Coalition for Clean Air

Laura Deehan
State Director, Environment California Research and Policy Center

Debra C. Banks, Ph.D.
Executive Director, Sacramento Area Bicycle Advocates

Robert M. Gould, MD
President, San Francisco Bay Physicians for Social Responsibility

Julio Garcia
Executive Director, Rise South City

Zack Deutsch-Gross
Policy Director, Transform

Joel Ervice
Associate Director, Regional Asthma Management & Prevention

³ https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC§ionNum=2192

David Diaz, MPH
Executive Director, Active San Gabriel Valley

Eli Lipmen
Executive Director, Move LA

Warren J. Wells, AICP
Policy & Planning Director, Marin County Bicycle Coalition

Andrea Marpillero-Colomina, PhD
Policy Advisor, GreenLatinos

Brett Slaughenhaupt
Director of LA County Advocacy, Streets Are For Everyone

Jeanie Ward-Waller
Interim Director, ClimatePlan

Clarrissa Cabansagan
Executive Director, Silicon Valley Bicycle Coalition

Matthew Baker
Policy Director, Planning and Conservation League

Mike Swire
Stop the 101 & 280 Widenings in San Mateo County

Jamie Pew
Policy Advisor, NextGen California

Kevin Shin
Co-Executive Director, California Walks

Roman Partida-Lopez
Director of Senior Counsel/Transportation Equity, The Greenlining Institute

Marven Norman
Center for Community Action and Environmental Justice (CCA EJ)

Christy Zamani
Executive Director, Day One

Stuart Wood PhD
Executive Director, Sustainable Claremont

Suzanne Hume
Educational Director & Founder, CleanEarth4Kids.org

Ralph Propper
Environmental Council of Sacramento

Lina Mira
Executive Director, Latino and Latina Roundtable

Eli Akira Kaufman, Executive Director
BikeLA

cc:

Matthew Yosgott, Deputy Director, Programming - Senate Bill One
Beverley Newman-Burckhard, Associate Deputy Director Programming - TCEP

Appendix

Projects Recommended for Inclusion in TCEP Program:

ID #	Project Name
9	<u>Pennsylvania Avenue Grade Separation Project</u>
11	<u>BP Pulse – Electric Vehicle Oasis North Project</u>
12	<u>Tesla – California Truck Electrification Corridor Project</u>
13	<u>Watt EV – Port to Border California Freight Electrification Project</u>
15	<u>Forum Mobility – Beyond the Dock: Heavy-Duty Electrification of the Port of Oakland Priority Trade Corridors Project</u>
16	<u>Gage Zero – Accelerating Zero Emission Fleet Charging on Priority Freight Corridors Project</u>
17	<u>Renewable Properties – Fairway Electric Vehicle Charging Depot Project</u>
18	<u>Voltera – Wilmington Combined Charging Hub Project</u>
19	<u>EV Realty – South Bay Truck Charging Hub Project</u>
21	<u>Prologis Mobility – Freight Logistics Electrifications for Emission-Free Transport Project</u>
33	<u>Shoemaker Bridge Replacement Project</u>
34	<u>Vaca Valley Parkway/I-505 Multimodal Improvements Project</u>
37	<u>Santa Ana Grade Separation Project</u>
40	<u>Bridge Replacement at Las Posas Road and Ventura Boulevard</u>
43	<u>LA Metro Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project</u>

Total Funding: \$238,570,000

Projects Recommended To Not Include in TCEP Program:

ID #	Project Name
1	<u>State Route 37 Sears Point to Mare Island Improvement Project - Phase 2</u>
2	<u>Santa Barbara U.S. 101 Multimodal Corridor</u>
5	<u>Watsonville-Santa Cruz Multimodal Corridor Program - State Park to Freedom Improvement Project</u>
7	<u>State Route 60 / World Logistics Center Parkway Interchange Replacement Project</u>
8	<u>State Route 84 / United States Route 101 Interchange Reimagined Project</u>
10	<u>Konocti Corridor – Segment 2B</u>
22	<u>Interstate 10 / Riverside Avenue Freight Improvement Project</u>
23	<u>Tulare Six-lane and Paige Avenue Multi-Modal Interchange Improvement Project</u>
24	<u>State Route 46 Antelope Grade Corridor Improvements Project</u>
25	<u>State Route 132 West Phase 3A Project</u>
29	<u>State Route 71 Gap Closure Project – Phase 2</u>
30	<u>Centennial Corridor Southbound State Route 99 to Westbound State Route 58 Connector Project</u>
32	<u>SR 46 East/Union Road Intersection Improvements</u>
36	<u>Interstate 680/State Route 4 Interchange Improvement (Phase 2A and 4)</u>
38	<u>Hueneme Road Widening: Edison Drive to Rice Avenue</u>
39	<u>Grant Line Road Realignment Project</u>
41	<u>Grant Line Road Safety and Freight Mobility Project</u>

June 06, 2025

The Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Re: Trade Corridor Enhancement Program (TCEP) Funding: SR 99 Tulare Six-Lane and Paige Ave Interchange – SUPPORT FOR CTC STAFF RECOMMENDATIONS

Dear Chair Grisby:

We are providing this letter to express support for the approval of the California Transportation Commission (CTC) staff recommendations for \$62.7 million of Trade Corridor Enhancement Program (TCEP) funding for the construction of the State Route 99 (SR 99) Tulare Six-Lane and Paige Avenue Interchange project. This would complete the necessary funding for the construction phase of the project which will start in FY 26/27. The California Department of Transportation (Caltrans) and the Tulare County Association of Governments (TCAG) have already received \$98 million in federal competitive Infrastructure for Rebuilding America (INFRA) funding and the recommended TCEP funding is being matched with \$11.3 million of TCAG's regional sales tax, Measure R.

We support the proposed investments in projects on SR 99 which will help close the existing gaps and create a seamless corridor to three lanes throughout. In doing so, this and other projects will address significant safety issues, increase the efficiency and effectiveness of the movement of goods throughout the state, including vital agricultural products, reduce negative air quality and other environmental impacts, and increase multimodal travel including supporting intercity rail, transit, and bicycle and pedestrian mobility.

SR 99 is the transportation backbone of Tulare County and the San Joaquin Valley and is a critical north-south goods movement artery for the State. It is because of the need for freight mobility and safety for Tulare County, the San Joaquin Valley and the State as a whole that continued investment in projects like these are critical.

Moreover, the San Joaquin Valley is working with the Caltrans to develop a new multimodal corridor plan which will enhance and add to the already significant work being done to create sustainable communities, build affordable housing, and increase multimodal opportunities. A completed SR 99 is a vital part of the global strategy for the region.

For these reasons, Tule Branch Farms supports the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Interchange project.

Sincerely,

Raymond Van Beek
Owner, Tule Branch Farms

Cc: Honorable Commissioners, California Transportation Commission
Tanisha Taylor, Executive Director, California Transportation Commission



COUNTY OF TULARE

BOARD OF SUPERVISORS

Administration Bldg. 2800 West Burrel Visalia, CA 93291

Telephone: (559) 636-5000

Fax: (559) 615-3009

June 6, 2025

The Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

RE: Trade Corridor Enhancement Program (TCEP) Funding: SR 99 Tulare Six-Lane and Paige Ave Interchange – SUPPORT FOR CTC STAFF RECOMMENDATIONS

Dear Chair Grisby:

On behalf of the Tulare County Board of Supervisors, I write in support of the California Transportation Commission (CTC) staff recommendation to award \$62.7 million in Trade Corridor Enhancement Program (TCEP) funding for the State Route 99 (SR 99) Tulare Six-Lane and Paige Avenue Interchange project. This funding will complete the funding for the construction phase set to begin in FY 26/27. The project has already secured \$98 million in federal INFRA funds and will include a local match of \$11.3 million from TCAG's Measure R sales tax.

Investments in SR 99 are essential to closing existing gaps and creating a continuous three-lane corridor. This project will improve safety, enhance goods movement—including critical agricultural freight—reduce environmental impacts, and support multimodal travel, including transit, rail, and active transportation.

SR 99 is the backbone of Tulare County and the San Joaquin Valley, serving as a key north-south freight route for California. Continued investment in projects like this is vital to regional mobility, economic growth, and statewide goods movement.

The San Joaquin Valley, in partnership with Caltrans, is also advancing a new multimodal corridor plan to support sustainable communities, affordable housing, and expanded transportation options. Completing SR 99 is central to that vision.

For these reasons, I strongly support approval of TCEP funding for the Tulare Six-Lane and Paige Avenue Interchange project.

Sincerely,

Pete Vander Poel, Chair
Tulare County Board of Supervisors

cc: Honorable Commissioners, California Transportation Commission
Tanisha Taylor, Executive Director, California Transportation Commission

Larry Micari
District One

Pete Vander Poel
District Two

Amy Shuklian
District Three

Eddie Valero
District Four

Dennis Townsend
District Five



Central Coast Coalition

Moving California's Economy

June 9, 2025

Commissioner Darnell Grisby, Chair
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

RE: Central Coast Coalition Support for CTC SB1 Cycle 4 Staff Recommendations

Dear Chair Grisby & Members of the California Transportation Commission:

The Central Coast Coalition strongly supports the California Transportation Commission (CTC) staff recommendations for grant funding allocations from the Senate Bill 1 (SB1) Cycle 4 competitive programs. We thank Commission staff for their collaborative effort to develop program guidelines and select projects during a very short timeframe so that we can expeditiously build these much-needed projects:

Sponsor Agencies	Project Title	SB1 Program(s)	Recommendation
California Department of Transportation and Santa Barbara County Association of Governments	Santa Barbara U.S. 101 Multimodal Corridor Project	Local Partnership Program – Competitive and Solutions for Congested Corridors Program	\$134 million
California Department of Transportation and Santa Cruz County Regional Transportation Commission	Watsonville-Santa Cruz Multimodal Corridor Program	Local Partnership Program – Competitive and Solutions for Congested Corridors Program	\$128.7 million
California Department of Transportation and Transportation Agency for Monterey County	State Route 156 Castroville Boulevard Interchange Project	Local Partnership Program - Competitive and Trade Corridor Enhancement Program	\$90.6 million

The Coalition appreciates the support for recommended projects listed above. The Central Coast also had projects not recommended for Cycle 4 funding, such as the Highway 46/Union Road overpass. This project and others will be updated and revised, and we would appreciate consideration in future SB1 cycles.

As the area's regional transportation planning agencies in San Benito, Santa Cruz, Monterey, San Luis Obispo, and Santa Barbara counties, in partnership with the Association of Monterey Bay Area Governments, we highly value the SB1 revenues. These grants will help deliver truly transformative transportation projects in our region.

We strongly support the CTC staff recommendations and urge the Commission to approve the funding at their June 26, 2025, meeting.

If you have any questions, please contact SBCAG Executive Director, Marjie Kirn, at (805) 600-4497 or by email at mkirn@sbcag.org.



Central Coast Coalition

Moving California's Economy

We greatly appreciate our partnership with Commissioners and CTC staff.

Sincerely,

Marjie Kirn, Executive Director
Santa Barbara Association of Governments

Pete Rodgers, Executive Director
San Luis Obispo Council of Governments

Todd Muck, Executive Director
Transportation Agency for Monterey County

Sarah Christensen, Executive Director
Santa Cruz Co. Regional Transportation
Commission

Binu Abraham, Executive Director
San Benito Council of Governments

Maura Twomey, Executive Director
Association of Monterey Bay Area Governments

cc: Mr. Toks Omishakin, Secretary, California State Transportation Agency
Ms. Tanisha Taylor, Executive Director, California Transportation Commission
Mr. Mike Keever, Acting Director, California Department of Transportation
Mr. Paul Golaszewski, Chief Deputy Director, California Transportation Commission
Mr. James Anderson, Chief, Programming, California Department of Transportation
Mr. Scott Eades, District 5 Director, California Department of Transportation
Mr. Matthew Yosgot, Deputy Director, California Transportation Commission
Ms. Naveen Habib, Associate Deputy Director, California Transportation Commission
Ms. Leishara Ward, Associate Deputy Director, California Transportation Commission
Ms. Beverly Newman-Burckhard, Associate Deputy Director, California Transportation Commission
Mr. Darron Hill, Deputy District Director, Asset and Program Project Management, California Department of Transportation
Mr. Joe Erwin, Office Chief, Project Management, California Department of Transportation
Mr. Sarkes Khachek, SBCAG Director of Programming, Coalition Chief of Staff



June 9, 2025

The Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Re: Trade Corridor Enhancement Program (TCEP) Funding: SR 99 Tulare Six-Lane and Paige Ave Interchange – SUPPORT FOR CTC STAFF RECOMMENDATIONS

Dear Chair Grisby:

The Tulare Chamber of Commerce, with 668 members representing more than 12,000 associates, is writing to express strong support for the approval of the California Transportation Commission (CTC) staff recommendations for \$62.7 million of Trade Corridor Enhancement Program (TCEP) funding for the construction of the State Route 99 (SR 99) Tulare Six-Lane and Paige Avenue Interchange project. This would complete the necessary funding for the construction phase of the project which is scheduled to start in FY 26/27. The California Department of Transportation (Caltrans) and the Tulare County Association of Governments (TCAG) have already received \$98 million in federal competitive Infrastructure for Rebuilding America (INFRA) funding, and the recommended TCEP funding is being matched with \$11.3 million of TCAG's regional sales tax, Measure R.

We support the proposed investments in projects on SR 99 which will help close the existing gaps and create a seamless corridor to three lanes throughout. In doing so, this and other projects will address significant safety issues, increase the efficiency and effectiveness of the movement of goods throughout California (including vital agricultural products), and reduce negative air quality and other environmental impacts. In addition, this project increases multimodal travel, including the support of intercity rail, transit, and bicycle and pedestrian mobility.

SR 99 is the transportation backbone of Tulare County and the San Joaquin Valley and is a critical north-south goods movement artery for the State of California. It is because of the need for freight mobility and safety for Tulare County, the San Joaquin Valley, and the State as a whole, that continued investment in projects like these is critical.

Moreover, the San Joaquin Valley is working with Caltrans to develop a new multimodal corridor plan which will enhance and add to the already significant work being done to create sustainable communities, build affordable housing, and increase multimodal opportunities. A completed SR 99 is a vital part of the global strategy for the region.

220 E. Tulare Avenue • P.O. Box 1435 • Tulare CA 93275-1435 • 559.686.1547 • Fax 559.686.4915

WWW.TULARECHAMBER.ORG



Page 2 – June 9, 2025

The Honorable Darnell Grisby, Chair, California Transportation Commission

Finally, we would like to add that, as a popular tourist destination, California welcomes millions annually to the three national parks located in the San Joaquin Valley. Offering the safest travel routes for our visitors increases the attractiveness of these amenities which create a substantial economic impact, sustain jobs across hospitality and other industries, and contribute significantly to sales tax revenue.

For the many reasons noted, the Tulare Chamber of Commerce supports the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Interchange project.

Sincerely,

A handwritten signature in black ink, appearing to read "Donnette Silva Carter".

Donnette Silva Carter, IOM
Chief Executive Officer

Cc: Honorable Commissioners, California Transportation Commission
Tanisha Taylor, Executive Director, California Transportation Commission



*Compassionate
Quality
Health Care*

Cartmill Campus -
Administration
1134 East Cartmill Avenue
Tulare, CA 93274

Main Clinic
1101 N Cherry Street
Tulare, CA 93274

Chiropractic Care
1203 N Cherry Street
Tulare, CA 93274

South Tulare
3035 E Bardsley Avenue
Tulare, CA 93274

West Tulare
1500 W Tulare Drive
Tulare, CA 93274

Woodville
16686 Road 168
Woodville, CA 93257

June 9, 2025

The Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Re: Trade Corridor Enhancement Program (TCEP) Funding: SR 99 Tulare Six-Lane and Paige Ave Interchange – SUPPORT FOR CTC STAFF RECOMMENDATIONS

Dear Chair Grisby:

Altura Centers for Health (ALTURA) is this letter to express support for the approval of the California Transportation Commission (CTC) staff recommendations for \$62.7 million of Trade Corridor Enhancement Program (TCEP) funding for the construction of the State Route 99 (SR 99) Tulare Six-Lane and Paige Avenue Interchange project. This would complete the necessary funding for the construction phase of the project which will start in FY 26/27. The California Department of Transportation (Caltrans) and the Tulare County Association of Governments (TCAG) have already received \$98 million in federal competitive Infrastructure for Rebuilding America (INFRA) funding and the recommended TCEP funding is being matched with \$11.3 million of TCAG's regional sales tax, Measure R.

ALTURA is a Federally Qualified Health Center/Non-Profit clinic. ALTURA had 179,879 visits in Calendar Year (CY 2024) and 32,082 unduplicated patients. Currently employs 288 employees. Also, contracts janitorial, maintenance, and other services. ALTURA patients drive from surrounding Tulare, Kerns, Fresno, and Kings counties.

ALTURA supports the proposed investments in projects on SR 99 which will help close the existing gaps and create a seamless corridor to three lanes throughout. In doing so, this and other projects will address significant safety issues, increase the efficiency and effectiveness of the movement of goods throughout the state, including vital agricultural products, reduce negative air quality and other environmental impacts, and increase multimodal travel including supporting intercity rail, transit, and bicycle and pedestrian mobility.

SR 99 is the transportation backbone of Tulare County and the San Joaquin Valley and is a critical north-south goods movement artery for the State. It is because of the need for freight mobility and safety for Tulare County, the San Joaquin Valley and the State as a whole that continued investment in projects like these are critical.

Moreover, the San Joaquin Valley is working with the Caltrans to develop a new multimodal corridor plan which will enhance and add to the already significant work being done to create sustainable communities, build affordable housing, and increase multimodal opportunities. A completed SR 99 is a vital part of the global strategy for the region.

For these reasons, the Altura Centers for Health supports the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Interchange project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Graciela Soto Perez".

Graciela Soto Perez, MHA
Chief Executive Officer

Cc: Honorable Commissioners, California Transportation Commission
Tanisha Taylor, Executive Director, California Transportation Commission



June 9, 2025

The Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Re: Trade Corridor Enhancement Program (TCEP) Funding: SR 99 Tulare Six-Lane and Paige Ave Interchange – SUPPORT FOR CTC STAFF RECOMMENDATIONS

Brett Taylor
Mayor

Liz Wynn
Vice Mayor

Steven A. Nelsen
Councilmember

Emmanuel
Hernandez Soto
Councilmember

Brian Poochigian
Councilmember

Dear Chair Grisby,

We are providing this letter to express support for the approval of the California Transportation Commission (CTC) staff recommendations for \$62.7 million of Trade Corridor Enhancement Program (TCEP) funding for the construction of the State Route 99 (SR 99) Tulare Six-Lane and Paige Avenue Interchange project. This would complete the necessary funding for the construction phase of the project which will start in FY 26/27. The California Department of Transportation (Caltrans) and the Tulare County Association of Governments (TCAG) have already received \$98 million in federal competitive Infrastructure for Rebuilding America (INFRA) funding and the recommended TCEP funding is being matched with \$11.3 million of TCAG's regional sales tax, Measure R.

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///

The Honorable Darnell Grisby
Chair, California Transportation Commission
Page 2
June 9, 2025

Moreover, the San Joaquin Valley is working with Caltrans to develop a new multimodal corridor plan which will enhance and add to the already significant work being done to create sustainable communities, build affordable housing, and increase multimodal opportunities. A completed SR 99 is a vital part of the global strategy for the region.

For these reasons, the City of Visalia supports the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Interchange project.

Sincerely,

A handwritten signature in blue ink, appearing to be "Brett Taylor", with a stylized flourish extending to the right.

Brett Taylor, Mayor

Cc: Honorable Commissioners, California Transportation Commission
Tanisha Taylor, Executive Director, California Transportation Commission



LANE ENGINEERS, INC.

Civil • Structural • Surveying
P.O. Box 1059
Tulare, CA 93275
Phone: (559) 688-5263 / Fax: (559) 688-8893

June 10, 2025

The Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Re: Trade Corridor Enhancement Program (TCEP) Funding: SR 99 Tulare Six-Lane and
Paige Ave Interchange – SUPPORT FOR CTC STAFF RECOMMENDATIONS

Dear Chair Grisby:

We are providing this letter to express support for the approval of the California Transportation Commission (CTC) staff recommendations for \$62.7 million of Trade Corridor Enhancement Program (TCEP) funding for the construction of the State Route 99 (SR 99) Tulare Six-Lane and Paige Avenue Interchange project. This would complete the necessary funding for the construction phase of the project which will start in FY 26/27. The California Department of Transportation (Caltrans) and the Tulare County Association of Governments (TCAG) have already received \$98 million in federal competitive Infrastructure for Rebuilding America (INFRA) funding and the recommended TCEP funding is being matched with \$11.3 million of TCAG's regional sales tax, Measure R.

We support the proposed investments in projects on SR 99 which will help close the existing gaps and create a seamless corridor to three lanes throughout. In doing so, this and other projects will address significant safety issues, increase the efficiency and effectiveness of the movement of goods throughout the state, including vital agricultural products, reduce negative air quality and other environmental impacts, and increase multimodal travel including supporting intercity rail, transit, and bicycle and pedestrian mobility.

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Moreover, the San Joaquin Valley is working with the Caltrans to develop a new multimodal corridor plan which will enhance and add to the already significant work being done to create sustainable communities, build affordable housing, and increase multimodal opportunities. A completed SR 99 is a vital part of the global strategy for the region.

For these reasons, Lane Engineers, Inc. supports the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Interchange project.

Sincerely,

Kevin Nunes
Professional Engineer

Cc: Honorable Commissioners, California Transportation Commission
Tanisha Taylor, Executive Director, California Transportation Commission

June 10, 2025

The Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Re: Trade Corridor Enhancement Program (TCEP) Funding: SR 99 Tulare Six-Lane and Paige Ave Interchange – SUPPORT FOR CTC STAFF RECOMMENDATIONS

Dear Chair Grisby:

We are providing this letter to express support for the approval of the California Transportation Commission (CTC) staff recommendations for \$62.7 million of Trade Corridor Enhancement Program (TCEP) funding for the construction of the State Route 99 (SR 99) Tulare Six-Lane and Paige Avenue Interchange project. This would complete the necessary funding for the construction phase of the project which will start in FY 26/27. The California Department of Transportation (Caltrans) and the Tulare County Association of Governments (TCAG) have already received \$98 million in federal competitive Infrastructure for Rebuilding America (INFRA) funding and the recommended TCEP funding is being matched with \$11.3 million of TCAG's regional sales tax, Measure R.

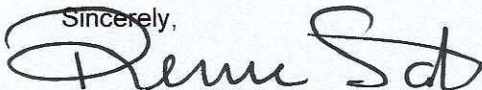
We support the proposed investments in projects on SR 99 which will help close the existing gaps and create a seamless corridor to three lanes throughout. In doing so, this and other projects will address significant safety issues, increase the efficiency and effectiveness of the movement of goods throughout the state, including vital agricultural products, reduce negative air quality and other environmental impacts, and increase multimodal travel including supporting intercity rail, transit, and bicycle and pedestrian mobility.

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Moreover, the San Joaquin Valley is working with the Caltrans to develop a new multimodal corridor plan which will enhance and add to the already significant work being done to create sustainable communities, build affordable housing, and increase multimodal opportunities. A completed SR 99 is a vital part of the global strategy for the region.

For these reasons, I supports the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Interchange project.

Sincerely,



Renee Soto

Cc: Honorable Commissioners, California Transportation Commission
Tanisha Taylor, Executive Director, California Transportation Commission



6/10/25

The Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Re: Trade Corridor Enhancement Program (TCEP) Funding: SR 99 Tulare Six-Lane and Paige Ave Interchange – SUPPORT FOR CTC STAFF RECOMMENDATIONS

Dear Chair Grisby:

We are providing this letter to express support for the approval of the California Transportation Commission (CTC) staff recommendations for \$62.7 million of Trade Corridor Enhancement Program (TCEP) funding for the construction of the State Route 99 (SR 99) Tulare Six-Lane and Paige Avenue Interchange project. This would complete the necessary funding for the construction phase of the project, which will start in FY 26/27. The California Department of Transportation (Caltrans) and the Tulare County Association of Governments (TCAG) have already received \$98 million in federal competitive Infrastructure for Rebuilding America (INFRA) funding, and the recommended TCEP funding is being matched with \$11.3 million of TCAG's regional sales tax, Measure R.

We support the proposed investments in projects on SR 99, which will help close the existing gaps and create a seamless corridor with three lanes throughout. In doing so, this and other projects will address significant safety issues, increase the efficiency and effectiveness of the movement of goods throughout the state, including vital agricultural products, reduce negative air quality and other environmental impacts, and increase multimodal travel, including supporting intercity rail, transit, and bicycle and pedestrian mobility.

SR 99 is the transportation backbone of Tulare County and the San Joaquin Valley, serving as a critical north-south goods movement artery for the State. Due to the need for freight mobility and safety in Tulare County, the San Joaquin Valley, and the State as a whole, continued investment in projects like these is critical.

Moreover, the San Joaquin Valley is working with Caltrans to develop a new multimodal corridor plan, which will enhance and add to the already significant work being done to create sustainable communities, build affordable housing, and increase multimodal opportunities. A completed SR 99 is a vital part of the global strategy for the region.

For these reasons, the Best Western Tulare supports the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Interchange project.

Sincerely,



Tony Cota

General Manager

Cc: Honorable Commissioners, California Transportation Commission
Tanisha Taylor, Executive Director, California Transportation Commission

Town & Country Lodge

1051 N. Blackstone St, Tulare, Ca 93274 P: (559) 688-7537 Reservations: (888) 488-5273
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B: (559) 590-5900

F: (559) 591-4246

C: (559) 305-8361

scottharness3@gmail.com

June 10, 2025

The Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Re: Trade Corridor Enhancement Program (TCEP) Funding: SR 99 Tulare Six-Lane and Paige Ave Interchange – SUPPORT FOR CTC STAFF RECOMMENDATIONS

Dear Chair Grisby,

We are providing this letter to express support for the approval of the California Transportation Commission (CTC) staff recommendations for \$62.7 million of Trade Corridor Enhancement Program (TCEP) funding for the construction of the State Route 99 (SR 99) Tulare Six-Lane and Paige Avenue Interchange project. This would complete the necessary funding for the construction phase of the project which will start in FY 26/27. The California Department of Transportation (Caltrans) and the Tulare County Association of Governments (TCAG) have already received \$98 million in federal competitive Infrastructure for Rebuilding America (INFRA) funding and the recommended TCEP funding is being matched with \$11.3 million of TCAG's regional sales tax, Measure R.

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For these reasons, the City of Dinuba supports the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Interchange project.

Sincerely,

A handwritten signature in black ink, reading "Rachel Niero-Guerrero". The signature is written in a cursive, flowing style.

Rachel Niero-Guerrero
Mayor

cc: Honorable Commissioners, California Transportation Commission
Tanisha Taylor, Executive Director, California Transportation Commission



BOARD OF TRUSTEES

Laura Fonseca
Craig Hamilton
Cathy Mederos
Kelley Nicholson
Tyler Ribeiro

**DISTRICT
ADMINISTRATION**

Lucy Van Scyoc, Ed.D.
Superintendent

Tammy Aldaco
Assistant Superintendent
Human Resources and
Business

Maria Bueno
Assistant Superintendent
Student Services and
Special Programs

Kevin Covert
Assistant Superintendent
Curriculum, Technology and
Assessment

Dereck Domingues
Director I
Child Welfare & Safety

June 10, 2025

The Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

**Re: Trade Corridor Enhancement Program (TCEP) Funding: SR 99 Tulare Six-Lane and
Paige Ave Interchange – SUPPORT FOR CTC STAFF RECOMMENDATIONS**

Dear Chair Grisby:

We are providing this letter to express support for the approval of the California Transportation Commission (CTC) staff recommendations for \$62.7 million of Trade Corridor Enhancement Program (TCEP) funding for the construction of the State Route 99 (SR 99) Tulare Six-Lane and Paige Avenue Interchange project. This would complete the necessary funding for the construction phase of the project which will start in FY 26/27. The California Department of Transportation (Caltrans) and the Tulare County Association of Governments (TCAG) have already received \$98 million in federal competitive Infrastructure for Rebuilding America (INFRA) funding and the recommended TCEP funding is being matched with \$11.3 million of TCAG's regional sales tax, Measure R.

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Moreover, the San Joaquin Valley is working with Caltrans to develop a new multimodal corridor plan which will enhance and add to the already significant work being done to create sustainable communities, build affordable housing, and increase multimodal opportunities. A completed SR 99 is a vital part of the global strategy for the region.

For these reasons, the Tulare Joint Union High School District supports the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Interchange project.

Sincerely,


Lucy Van Scyoc, Ed.D.
Superintendent



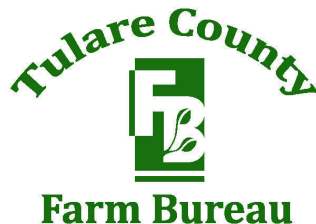
From: [Remedios, Douglas@CATC](mailto:Remedios,Douglas@CATC)
To: [Newman-Burckhard, Beverley@CATC](mailto:Newman-Burckhard,Beverley@CATC); [Lopez, Kenneth@CATC](mailto:Lopez,Kenneth@CATC)
Cc: [Yosgott, Matthew J@CATC](mailto:Yosgott,Matthew.J@CATC)
Subject: FW: Trade Corridor Enhancement Program (TCEP) Funding: SR 99 Tulare Six-Lane and Paige Ave Interchange – SUPPORT FOR CTC STAFF RECOMMENDATIONS
Date: Tuesday, June 10, 2025 4:28:13 PM
Attachments: [image002.png](#)

Please see below

Douglas Remedios
Interim Deputy Director, Administration and Financial Management
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814
www.catc.ca.gov

From: Tricia Stever Blattler <pstever@tulcofb.org>
Sent: Tuesday, June 10, 2025 4:18 PM
To: Remedios, Douglas@CATC <Douglas.Remedios@catc.ca.gov>
Subject: Trade Corridor Enhancement Program (TCEP) Funding: SR 99 Tulare Six-Lane and Paige Ave Interchange – SUPPORT FOR CTC STAFF RECOMMENDATIONS

EXTERNAL EMAIL. Links/attachments may not be safe.



The Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Re: Trade Corridor Enhancement Program (TCEP) Funding: SR 99 Tulare Six-Lane and Paige Ave Interchange – SUPPORT FOR CTC STAFF RECOMMENDATIONS

Dear Chair Grisby:

Tulare County Farm Bureau represents over 1100 members, specifically farmers and ranchers, and agri-businesses in Tulare County.

We are providing this letter to express support for the approval of the California Transportation Commission (CTC) staff recommendations for \$62.7 million of Trade Corridor Enhancement Program (TCEP) funding for the construction of the State Route 99 (SR 99) Tulare Six-Lane and Paige Avenue Interchange project. This would complete the necessary funding for the construction phase of the project which will start in FY 26/27. The California Department of Transportation (Caltrans) and the Tulare County Association of Governments (TCAG) have already received \$98 million in federal competitive Infrastructure for Rebuilding America (INFRA) funding and the recommended TCEP funding is being matched with \$11.3 million of TCAG's regional sales tax, Measure R.

We support the proposed investments in projects on SR 99 which will help close the existing gaps and create a seamless corridor to three lanes throughout. In doing so, this and other projects will address significant safety issues, increase the efficiency and effectiveness of the movement of goods throughout the state, including vital agricultural products, reduce negative air quality and other environmental impacts, and increase multimodal travel including supporting intercity rail, transit, and bicycle and pedestrian mobility.

SR 99 is the transportation backbone of Tulare County and the San Joaquin Valley and is a critical north-south goods movement artery for the State. It is because of the need for freight mobility and safety for Tulare County, the San Joaquin Valley and the State as a whole that continued investment in projects like these is critical.

Moreover, the San Joaquin Valley is working with the Caltrans to develop a new multimodal corridor plan which will enhance and add to the already significant work being done to create sustainable communities, build affordable housing, and increase multimodal opportunities. A completed SR 99 is a vital part of the global strategy for the region.

For these reasons, the Tulare County Farm Bureau supports the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Interchange project.

Sincerely,

A handwritten signature in black ink, reading "Tricia Stever Blattler". The signature is written in a cursive, flowing style.

Tricia Stever Blattler
Executive Director

Cc: Honorable Commissioners, California Transportation Commission
Tanisha Taylor, Executive Director, California Transportation Commission

From: [Remedios, Douglas@CATC](mailto:Remedios.Douglas@CATC)
To: [Newman-Burckhard, Beverley@CATC](mailto:Newman-Burckhard,Beverley@CATC); [Lopez, Kenneth@CATC](mailto:Lopez,Kenneth@CATC)
Cc: [Yosgott, Matthew J@CATC](mailto:Yosgott,Matthew.J@CATC)
Subject: FW: SR99 Support Letter
Date: Tuesday, June 10, 2025 9:22:48 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

Please see below.

Thank you,

Douglas Remedios
Interim Deputy Director, Administration and Financial Management
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814
www.catc.ca.gov

From: Andy Daniels <andy@franksautomotiverepair.com>
Sent: Tuesday, June 10, 2025 9:14 AM
To: Remedios, Douglas@CATC <Douglas.Remedios@catc.ca.gov>
Subject: SR99 Support Letter

EXTERNAL EMAIL. Links/attachments may not be safe.

The Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Re: Support for TCEP Funding – SR 99 Tulare Six-Lane and Paige Avenue Interchange Project

Dear Chair, Grisby:

On behalf of **Frank's Automotive Inc.**, I am writing to express strong support for the California Transportation Commission (CTC) staff's recommendation to allocate \$62.7 million in Trade Corridor Enhancement Program (TCEP) funding for the State Route 99 (SR 99) Tulare Six-Lane and Paige Avenue Interchange project. This funding will complete the financial package needed to advance the construction phase, scheduled to begin in FY 2026/27.

The project has already secured \$98 million in federal Infrastructure for Rebuilding America (INFRA) grant funding. The TCEP allocation would be further leveraged by \$11.3 million from the Tulare County Association of Governments' (TCAG) regional sales tax program, Measure R. We commend the CTC's continued commitment to upgrading SR 99—a vital corridor for freight, commuter travel, and agricultural goods movement across the San Joaquin Valley and the broader state. Projects like this are instrumental in eliminating bottlenecks, enhancing safety, improving air quality, and expanding access to multimodal transportation options such as rail, transit, biking, and walking.

SR 99 serves as a central transportation artery in Tulare County and throughout the Valley, playing a crucial role in California's goods movement network. Continued investments in this corridor are essential to improving freight mobility and safety across the region.

In addition, the San Joaquin Valley is actively collaborating with Caltrans to create a new multimodal corridor plan that builds on ongoing efforts to develop sustainable communities, affordable housing, and broader transportation choices. Completing SR 99 is a strategic component of this vision and supports long-term regional and statewide goals.

For these reasons, **Frank's Automotive Inc.** fully supports the approval of the TCEP funding allocation for the SR 99 Tulare Six-Lane and Paige Avenue Interchange project.

Sincerely,

Frank Andy Daniels Jr.

President

Andy Daniels

President, Owner

Franks Automotive Repair, Inc.

1459 S. K St.

Tulare, CA 93274

559.688.7384

559.571.1355 (Direct Line)

www.franksautomotiverepair.com



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California State Senate

CAPITOL OFFICE

1021 O STREET, SUITE 7150
SACRAMENTO, CA 95814
TEL (916) 651-4012

SENATOR.GROVE@SENATE.CA.GOV

SENATOR SHANNON GROVE

TWELFTH SENATE DISTRICT



DISTRICT OFFICES

5701 TRUXTUN AVE., SUITE 150
BAKERSFIELD, CA 93309
TEL (661) 323-0443

567 WEST SHAW AVE., SUITE A-3
FRESNO, CA 93704
TEL (559) 243-8580

June 10, 2025

The Honorable Darnell Grisby, Chair
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Re: Trade Corridor Enhancement Program (TCEP) Funding: SR 99 Tulare Six-Lane and Paige Ave Interchange – SUPPORT FOR CTC STAFF RECOMMENDATIONS

Dear Chair Grisby,

As a State Senator representing this part of the state, I am pleased to offer my support for the approval of the California Transportation Commission (CTC) staff recommendations for \$62.7 million of Trade Corridor Enhancement Program (TCEP) funding for the construction of the State Route 99 (SR 99) Tulare Six-Lane and Paige Avenue Interchange project. This would complete the necessary funding for the construction phase of the project which will start in FY 26/27. The California Department of Transportation (Caltrans) and the Tulare County Association of Governments (TCAG) have already received \$98 million in federal competitive Infrastructure for Rebuilding America (INFRA) funding and the recommended TCEP funding is being matched with \$11.3 million of TCAG's regional sales tax, Measure R.

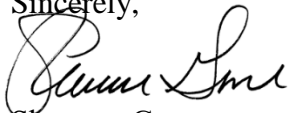
The proposed investments in projects on SR 99 will help close the existing gaps and create a seamless corridor to three lanes throughout. In doing so, this and other projects will address significant safety issues, increase the efficiency and effectiveness of the movement of goods throughout the state, including vital agricultural products, reduce negative air quality and other environmental impacts, and increase multimodal travel including supporting intercity rail, transit, and bicycle and pedestrian mobility.

SR 99 is the transportation backbone of Tulare County and the San Joaquin Valley and is a critical north-south goods movement artery for the state. It is because of the need for freight mobility and safety for Tulare County, the San Joaquin Valley and the state as a whole that continued investment in projects like these are critical.

Moreover, the San Joaquin Valley is working with the Caltrans to develop a new multimodal corridor plan which will enhance and add to the already significant work being done to create sustainable communities, build affordable housing, and increase multimodal opportunities. A completed SR 99 is a vital part of the global strategy for the region.

For these reasons, I am offering my support for the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Interchange project. Should you have any questions, please call my office at (661) 323-0443.

Sincerely,

A handwritten signature in black ink, appearing to read "Shannon Grove", is written over a light gray rectangular background.

Shannon Grove
Senator, 12th District

Cc: Honorable Commissioners, California Transportation Commission
Tanisha Taylor, Executive Director, California Transportation Commission



Office of the City Council
411 East Kern, Tulare, CA 93274
559.684.4200 | www.tulare.ca.gov

June 11, 2025

The Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Subject: Trade Corridor Enhancement Program (TCEP) Funding: SR 99 Tulare Six-Lane and Paige Ave Interchange – SUPPORT FOR CTC STAFF RECOMMENDATIONS

Dear Chair Grisby,

We are providing this letter to express support for the approval of the California Transportation Commission (CTC) staff recommendations for \$62.7 million of Trade Corridor Enhancement Program (TCEP) funding for the construction of the State Route 99 (SR 99) Tulare Six-Lane and Paige Avenue Interchange project. This would complete the necessary funding for the construction phase of the project which will start in FY 26/27. The California Department of Transportation (Caltrans) and the Tulare County Association of Governments (TCAG) have already received \$98 million in federal competitive Infrastructure for Rebuilding America (INFRA) funding and the recommended TCEP funding is being matched with \$11.3 million of TCAG's regional sales tax, Measure R.

We support the proposed investments in projects on SR 99 which will help close the existing gaps and create a seamless corridor to three lanes throughout. In doing so, this and other projects will address significant safety issues, increase the efficiency and effectiveness of the movement of goods throughout the state, including vital agricultural products, reduce negative air quality and other environmental impacts, and increase multimodal travel including supporting intercity rail, transit, and bicycle and pedestrian mobility.

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Moreover, the San Joaquin Valley is working with the Caltrans to develop a new multimodal corridor plan which will enhance and add to the already significant work being done to create sustainable communities, build affordable housing, and increase multimodal opportunities. A completed SR 99 is a vital part of the global strategy for the region.

For these reasons, the City of Tulare supports the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Interchange project.

Sincerely,

Patrick Isherwood
Mayor

Cc: Honorable Commissioners, California Transportation Commission
Tanisha Taylor, Executive Director, California Transportation Commission