

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 4-5, 2025

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.16, Action

Prepared By: Beverley Newman-Burckhard
Associate Deputy Director

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Subject: 2024 Trade Corridor Enhancement Program Amendment, Resolution G-25-67,
Amending Resolution G-25-42

Recommendation:

Staff recommends the California Transportation Commission (Commission) approve an amendment to the 2024 Trade Corridor Enhancement Program, as reflected in Attachment B. If approved, the projects will be programmed as follows:

- **Coastal Rail Infrastructure Resiliency Project**
 - Coastal Rail Infrastructure Resiliency Project – Emergency component (PPNO CP171), programmed with \$4,992,000 for the construction phase in Fiscal Year 2025-26.
 - Coastal Rail Infrastructure Resiliency Project – Area 3 Infrastructure component (PPNO CP171A), programmed with \$23,146,000 for the construction phase in Fiscal Year 2025-26.
 - Coastal Rail Infrastructure Resiliency Project – Area 3 Project Management Support component (PPNO CP171B), programmed with \$296,000 for the construction phase in Fiscal Year 2025-26.
 - Coastal Rail Infrastructure Resiliency Project – Area 4 and Sand Nourishment component (PPNO CP171C), programmed with \$51,566,000 for the construction phase in Fiscal Year 2025-26.
- **Harbor Scenic Drive Enhancements Project** (PPNO 6463), programmed with \$31,900,000 for the construction phase in Fiscal Year 2026-27.
- **Port of Los Angeles Rail System Efficiency Reduction - Terminal Island Rail Infrastructure Project** (PPNO 6465), programmed with \$13,391,000 for the construction phase in Fiscal Year 2026-27.
- **State Route 60 / World Logistics Center Parkway Interchange Project** (PPNO 3025F), programmed with \$25,300,000 for the right-of-way phase in Fiscal Year 2026-27.

- **State Route West 132 West Phase 3A Project**

- State Route 132 West Gates to Dakota component (PPNO 3593), programmed with \$66,820,000 for the construction phase in Fiscal Year 2025-26.
- Modesto Electric Vehicle Charging component (PPNO 3701), programmed with \$180,000 for the construction phase in Fiscal Year 2026-27.

Issue:

Commission staff recommends the Commission approve the changes described below for the projects in the 2024 Trade Corridor Enhancement Program. If approved, these amendments will have no impact on the total funding programmed to the 2024 Trade Corridor Enhancement Program, which remains at \$995,474,000.

Coastal Rail Infrastructure Resiliency Project

The Coastal Rail Infrastructure Resiliency Project was nominated by the Orange County Transportation Authority and originally programmed with \$80,000,000 for a single component in the Advance 2024 Trade Corridor Enhancement Program. The project proposes track protection activities in four areas along a seven-mile segment of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor.

The Coastal Rail Infrastructure Resiliency Project will address climate-related impacts as follows:

- Area 1 (Mile Post 203.8 – 203.9): The project will add rock to the existing riprap and provide sand nourishment to protect the rail line from coastal erosion.
- Area 2 (Mile Post 204.0 – 204.4): The project will add rock to the existing riprap and provide sand nourishment to protect the rail line from coastal erosion.
- Area 3 (Mile Post 204.0 – 204.5): The project will construct a catchment wall along steep bluffs adjacent to the track to protect the rail line from additional landslides.
- Area 4 (Mile Post 206.0 – 206.67): The project will construct an engineered rock revetment and provide sand nourishment to protect the rail line from coastal erosion.

Since 2021, these areas of the LOSSAN Rail Corridor have experienced repeated shutdowns due to coastal bluff erosion, beach and revetment loss, and geologic landside failures that threaten rail stability, life, and property. On April 10, 2025, the California Coastal Commission issued Emergency Coastal Development Permit No. G-5-25-0013, determining that an emergency exists along certain areas of the railroad line in San Clemente, posing imminent risk to life and property along these areas. On April 14, 2025, the Orange County Transportation Authority held a meeting and adopted Resolution No. 2025-025, authorizing its Chief Executive Officer to take any directly related and immediate action required to address the emergency circumstances along specified areas to waive the competitive process for procuring the necessary equipment, services, and supplies for those purposes.

Subsequently, the Orange County Transportation Authority requested an emergency allocation from the Commission to begin work on the scope of work authorized under the emergency coastal development permit. On April 16, 2025, the Commission held an emergency meeting and approved both a program amendment to split the project into two components and an advance allocation of \$4,992,000 for the emergency scope of work. With these actions, the project was programmed as follows:

1. Coastal Rail Infrastructure Resiliency Project – Emergency component, programmed with \$4,992,000 for construction in Fiscal Year 2025-26.
2. Coastal Rail Infrastructure Resiliency Project – Construction component, programmed with \$75,008,000 for construction in Fiscal Year 2025-26.

On May 16, 2025, the Commission approved two partial allocations from the Coastal Rail Infrastructure Resiliency – Construction component for additional emergency work in Area 3 of the project. Specifically, the Commission allocated \$34,250,000 to the Orange County Transportation Authority for construction, and \$1,755,000 to the Southern California Regional Rail Authority for project management support activities. These allocations reduced the total Trade Corridor Enhancement Program funding available for the Coastal Rail Infrastructure Resiliency Project – Construction component from \$75,008,000 to \$39,003,000. At the time of allocation, Orange County Transportation Authority did not have National Environmental Policy Act clearance for work at Area 3, so committed federal Consolidated Rail Infrastructure and Safety Improvements Program funds could not be used. The Commission did not consider a concurrent program amendment, as staff anticipated further programming changes in the coming months due to the evolving emergency situation.

On June 26, 2025, the Commission transitioned the Coastal Rail Infrastructure Resiliency Project from the Advance 2024 Trade Corridor Enhancement Program to the 2024 Trade Corridor Enhancement Program. The project was programmed as reflected in the program amendment approved on April 16, 2025.

The Orange County Transportation Authority is now requesting a program amendment to align the project with previous actions as well as the project's proposed programming in the baseline agreement, which the Commission will consider under Reference Number 4.11. Specifically, the amendment reflects the following:

- Each of the two partial allocations made in May 2025 will now be identified as new, separate project components: the Coastal Rail Infrastructure Resiliency Project – Area 3 Infrastructure component (\$34,250,000 allocation) and the Coastal Rail Infrastructure Resiliency Project – Area 3 Project Management Support component (\$1,755,000 allocation).
- Additionally, the Orange County Transportation Authority recently secured National Environmental Policy Act clearance for work at Area 3 and is requesting a reduction in the allocation amount for each component so that federal Consolidated Rail Infrastructure and Safety Improvements Program funds can be used for these components. Specifically, the Coastal Rail Infrastructure Resiliency Project – Area 3 Infrastructure component allocation would be reduced from \$34,250,000 to \$23,146,000, and the Coastal Rail Infrastructure Resiliency Project – Area 3 Project Management Support component allocation would be reduced from \$1,755,000 to \$296,000. The Commission will consider a concurrent allocation amendment under Reference Number 2.6s.(5).
- The deallocated funds, totaling \$12,563,000, would be returned to the project, specifically to the Coastal Rail Infrastructure Resiliency Project – Construction component, increasing the programmed amount for this component from \$39,003,000 to \$51,566,000. The amendment would also rename this component to the Coastal Rail Infrastructure Project – Area 4 and Sand Nourishment component to reflect the remaining scope of work for which funds have not yet been allocated.

If the Commission approves the amendment, the total Trade Corridor Enhancement Program funding programmed to the project will remain at \$80,000,000, and the full scope will remain intact. The project will be programmed as follows:

- **Coastal Rail Infrastructure Resiliency Project – Emergency component (PPNO CP171), programmed with \$4,992,000 for the construction phase in Fiscal Year 2025-26.** This component adds rock to existing riprap at Areas 1 and 2 and demolishes a damaged pedestrian bridge at Area 3.
- **Coastal Rail Infrastructure Resiliency Project – Area 3 Infrastructure (PPNO CP171A), programmed with \$23,146,000 for the construction phase in Fiscal Year 2025-26.** This component builds a catchment wall and restores a pedestrian path at Area 3.
- **Coastal Rail Infrastructure Resiliency Project – Area 3 Project Management Support (PPNO CP171B), programmed with \$296,000 for the construction phase in Fiscal Year 2025-26.** This component provides project management support for improvements listed under the Coastal Rail Infrastructure Resiliency Project – Area 3 Infrastructure component, including flagging and right-of-entry permit support, signal and communication design coordination and modifications, track maintenance, and railroad work orders.
- **Coastal Rail Infrastructure Resiliency Project – Area 4 and Sand Nourishment (PPNO CP171C), programmed with \$51,566,000 for the construction phase in Fiscal Year 2025-26.** This component constructs a revetment at Area 4 and provides sand nourishment in Areas 1, 2, and 4.

Projects with Technical Changes

Support Phase Programming

Under the Trade Corridor Enhancement Program Guidelines, only projects implemented by the California Department of Transportation (Caltrans) may have the right-of-way support phase programmed separately from the right-of-way phase, and the construction support phase programmed separately from the construction phase. In the 2024 Trade Corridor Enhancement Program, four projects that were jointly nominated by Caltrans and a local or regional agency but are being implemented solely by local agencies were programmed with separate support phases. Therefore, the programming for these projects must be amended to comply with program policy. These projects include:

- The **Harbor Scenic Drive Enhancement Project**, which was programmed with \$31,900,000 for a single component and is being implemented by the Port of Long Beach. The project's 2024 Trade Corridor Enhancement Program funding includes \$27,900,000 for the construction phase and \$4,000,000 for the construction support phase. Under this amendment, \$4,000,000 will be moved from the construction support phase to the construction phase, resulting in \$31,900,000 for the construction phase and \$0 for the construction support phase.

- The **Port of Los Angeles Rail System Efficiency Reduction - Terminal Island Rail Infrastructure Project**, which was programmed with \$13,391,000 for a single component and is being implemented by the Port of Los Angeles. The project's 2024 Trade Corridor Enhancement Program funding includes \$11,641,000 for the construction phase and \$1,750,000 for the construction support phase. Under this amendment, \$1,750,000 will be moved from the construction support phase to the construction phase, resulting in \$13,391,000 for the construction phase and \$0 for the construction support phase.
- The **State Route 60 / World Logistics Center Parkway Interchange Project**, which was programmed with \$25,300,000 for a single component and is being implemented by the City of Moreno Valley. The project's 2024 Trade Corridor Enhancement Program funding includes \$23,600,000 for the right-of-way phase and \$1,700,000 for the right-of-way support phase. Under this amendment, \$1,700,000 will be moved from the right-of-way support phase to the right-of-way phase, resulting in \$25,300,000 for the right-of-way phase and \$0 for the right-of-way support phase.
- The **State Route West 132 West Phase 3A Project**, which was programmed with \$67,000,000 for two components and is being implemented by the Stanislaus Council of Governments. The 2024 Trade Corridor Enhancement Program funding for one of the two components, specifically the State Route 132 West Gates to Dakota component, includes \$60,820,000 for the construction phase and \$6,000,000 for the construction support phase. Therefore, under this amendment, \$6,000,000 will be moved from the construction support phase to the construction phase, resulting in \$66,820,000 for the construction phase and \$0 for the construction support phase.

State and Regional Share Split

In addition to the change noted above, Caltrans and the Stanislaus Council of Governments are requesting a technical change to the State Route West 132 West Phase 3A Project to modify the funding split to reflect a mutual agreement on matching funds. The project was programmed consistent with the standard funding split for jointly nominated projects under the Trade Corridor Enhancement Program, with 40 percent of funds (\$26,800,000) programmed from the State share and 60 percent of funds (\$40,200,000) programmed from the Bay Area/Central Valley Freight Region target.

The Trade Corridor Enhancement Program Guidelines do not require matching funds for projects nominated solely by Caltrans or jointly by Caltrans and a local or regional agency. However, Caltrans may require that nomination partners provide matching funds, typically equal to 30 percent of the 60 percent of funds requested from the regional target.

For the State Route 132 West Phase 3A Project, Caltrans and the Stanislaus Council of Governments agreed to adjust the funding split between the State and regional targets, with 55 percent of funds programmed from the State share and 45 percent from the Bay Area/Central Valley Freight Region target, including a 30 percent match on the reduced regional target share.

The proposed program amendment would adjust the Trade Corridor Enhancement Program funding split so that 55 percent of funds (\$36,850,000) are programmed from the State share and 45 percent of funds (\$30,150,000) are programmed from the Bay Area/Central Valley Freight Region target. The effect of this adjustment on the 2024 Trade Corridor Enhancement Program distribution would be immaterial, as Caltrans has already exceeded its statutorily required 40 percent minimum share, and the regional funding targets are not minimums, maximums, or guarantees.

Technical Change Summary

If the Commission approves the above-outlined technical changes, the total Trade Corridor Enhancement Program funding programmed to each project will remain the same, and the scope of each project will remain intact. The projects will be programmed as follows:

- **Harbor Scenic Drive Enhancements Project (PPNO 6463), programmed with \$31,900,000 for the construction phase in Fiscal Year 2026-27.** This project will rehabilitate 1.2 miles of pavement to accommodate heavier loads, including zero-emission trucks, remove one ramp and widen two others to reduce unsafe turning and weaving, add half a mile of auxiliary lane to improve traffic flow and reduce queuing, construct two turn pockets to minimize conflict points, and install intelligent transportation system components.
- **Port of Los Angeles Rail System Efficiency Reduction - Terminal Island Rail Infrastructure Project (PPNO 6465), programmed with \$13,391,000 for the construction phase in Fiscal Year 2026-27.** This project will install five new rail crossovers to create flexible routing for trains, demolish 1,600 feet of existing rail and remove 2,000 feet of fencing to reconfigure the port rail network, grade and realign 10,000 feet of rail to enhance operational efficiency, and upgrade control systems.
- **State Route 60 / World Logistics Center Parkway Interchange Project (PPBO 3025F), programmed with \$25,300,000 for the right-of-way phase in Fiscal Year 2026-27.** This project will replace a nonstandard overpass to eliminate bridge strikes from freight vehicles, construct new and upgraded on- and off-ramps to provide sufficient length for merging, replace signalized intersections with roundabouts to improve traffic flow, and add multiuse paths, sidewalks, and bike lanes to improve community safety and connectivity.
- **State Route 132 West Phase 3A Project**
 - **State Route 132 West Gates to Dakota component (PPNO 3593), programmed with \$66,820,000 for the construction phase in Fiscal Year 2025-26.** This component will extend a two-lane, limited-access expressway by five miles so that freight traffic bypasses underserved communities, install a roundabout on a local road to improve traffic flow, and build overcrossings over the expressway to preserve community connectivity.
 - **Modesto Electric Vehicle Charging component (PPNO 3701), programmed with \$180,000 for the construction phase in Fiscal Year 2026-27.** This component will install a passenger electric vehicle charger to facilitate zero-emission vehicle adoption.

Background:

On June 26, 2025, the Commission adopted the 2024 Trade Corridor Enhancement Program, which included:

- \$80,000,000 for the Coastal Rail Infrastructure Resiliency Project
- \$31,900,000 for the Harbor Scenic Drive Enhancements Project
- \$13,391,000 for the Port of Los Angeles Rail System Efficiency Reduction - Terminal Island Rail Infrastructure Project
- \$25,300,000 for the State Route 60 / World Logistics Center Parkway Interchange Project
- \$67,000,000 for the State Route West 132 West Phase 3A Project

Prior to the adoption of the 2024 Trade Corridor Enhancement Program, Commission staff worked with Caltrans staff and implementing agencies to review project delivery details identified in the recommended projects' Project Programming Request for accuracy. Per the Trade Corridor Enhancement Guidelines, Commission staff can recommend additional changes to the program through program amendments as necessary.

Attachments:

- Attachment A: Resolution G-25-67, Amending Resolution G-25-42
- Attachment B: Amended 2024 Trade Corridor Enhancement Program of Projects

**CALIFORNIA TRANSPORTATION COMMISSION
2024 Trade Corridor Enhancement Program Amendment**

**RESOLUTION G-25-67
Amending Resolution G-25-42**

- 1.1 **WHEREAS**, the California Transportation Commission (Commission) adopted the 2024 Trade Corridor Enhancement Program under Resolution G-25-42 on June 26, 2025; and
- 1.2 **WHEREAS**, Resolution G-25-42 authorized Commission staff, in consultation with the California Department of Transportation and project sponsors, to make minor technical changes as needed to the 2024 Trade Corridor Enhancement Program to reflect the most current information, or to clarify the Commission's programming commitments, and to request Commission approval of any substantive changes; and
- 1.3 **WHEREAS**, the 2024 Trade Corridor Enhancement Program Guidelines allow Commission staff to bring recommended amendments to the Commission for action.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED**, that the Commission approves the changes to amend the 2024 Trade Corridor Enhancement Program for the Coastal Rail Infrastructure Resiliency Project, the Harbor Scenic Drive Enhancements Project, the Port of Los Angeles Rail System Efficiency Reduction - Terminal Island Rail Infrastructure Project, the State Route 60 / World Logistics Center Parkway Interchange Project, and the State Route West 132 West Phase 3A Project; and
- 2.2 **BE IT FURTHER RESOLVED**, that all provisions stipulated in adopting Resolution G-25-42 will remain in effect; and
- 2.3 **BE IT FURTHER RESOLVED**, that Resolution G-25-42 is hereby amended.

2024 TRADE CORRIDOR ENHANCEMENT PROGRAM
 AMENDED PROGRAM OF PROJECTS
 RESOLUTION G-25-67, AMENDING RESOLUTION G-25-42
 (\$1000s)

Changes are in bold and strikethrough and are highlighted in yellow.

County	Freight Region	Project Title	Nominating Agency	Implementing Agency	Project Type	Total Project Cost	TCEP 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 \$36,850	\$40,200 \$30,150	\$ 66,820	\$ 180	\$ -	\$ -	\$ -	\$6,000 \$0	\$64,000 \$67,000	
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 \$36,670	\$40,200 \$30,150	\$ 66,820	\$ -	\$ -	\$ -	\$ -	\$6,000 \$0	\$60,820 \$66,820	
Stanislaus	Bay Area/Central Valley	Modesto EV Charging	Caltrans, Stanislaus Council of Governments	Stanislaus Council of Governments		\$ 280	\$ 180	\$ 180	\$ -	\$ -	\$ 180	\$ -	\$ -	\$ -	\$ -	\$ 180	
Solano, Sonoma, Napa	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	\$ -	\$ -	\$ -	\$4,750 \$0	\$44,644 \$13,391	
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 \$0	\$27,900 \$31,900	



2024 TRADE CORRIDOR ENHANCEMENT PROGRAM
 AMENDED PROGRAM OF PROJECTS
 RESOLUTION G-25-67, AMENDING RESOLUTION G-25-42
 (\$1000s)

County	Freight Region	Project Title	Nominating Agency	Implementing Agency	Project Type	Total Project Cost	TCEP 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
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	\$ -	\$ 4,706	\$ 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 \$314,975	\$ 80,000	\$ -	\$ 80,000	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000
Orange	Los Angeles/Inland Empire	Coastal Rail Infrastructure Resiliency Project - Construction component - Area 4 and Sand Nourishment component	Orange County Transportation Authority	Orange County Transportation Authority		\$296,747 \$206,158	\$75,008 \$51,566	\$ -	\$75,008 \$51,566	\$75,008 \$51,566	\$ -	\$ -	\$ -	\$ -	\$ -	\$75,008 \$51,566
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
Orange	Los Angeles/Inland Empire	Coastal Rail Infrastructure Resiliency Project - Area 3 Infrastructure component	Orange County Transportation Authority	Orange County Transportation Authority		\$ 87,821	\$ 23,146	\$ -	\$ 23,146	\$ 23,146	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,146
Orange	Los Angeles/Inland Empire	Coastal Rail Infrastructure Resiliency Project - Area 3 Project Management Support component	Orange County Transportation Authority	Southern California Regional Rail Authority		\$ 4,500	\$ 296	\$ -	\$ 296	\$ 296	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 296

*The I-80/US 50 Managed Lanes Project and the Coastal Rail Infrastructure Resiliency Project were programmed in the Advance 2024 Trade Corridor Enhancement Program and were transitioned into the 2024 Trade Corridor Enhancement Program under Resolution G-25-42.

	New	Advance 2024 TCEP	Total
Projects Programmed	24	2	26
Total Project Costs	\$ 2,541,757	\$ 514,935	\$ 3,056,692
Total TCEP Funding	\$ 810,474	\$ 185,000	\$ 995,474

