

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 14-15, 2026

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.10, Action

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Subject: 2024 Trade Corridor Enhancement Program Amendment, Resolution G-26-42,  
Amending Resolution G-26-38

## **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:

- **Alameda County Rail Safety Enhancement Program – Phase A Project**
  - **Alameda County Rail Safety Enhancement Program – Phase A (Package 1) Component (PPNO 2365B)**, implemented by Alameda County Transportation Commission, and programmed with \$5,376,000 for the construction phase in Fiscal Year 2025-26.
  - **Alameda County Rail Safety Enhancement Program – Phase A (Package 2) Component (PPNO 2365C)**, implemented by Alameda County Transportation Commission, and programmed with \$14,087,000 for the construction phase in Fiscal Year 2026-27.
  - **Alameda County Rail Safety Enhancement Program – Phase A (Package 3) Component (PPNO 2365D)**, implemented by Alameda County Transportation Commission, and programmed with \$7,216,000 for the construction phase in Fiscal Year 2026-27.
  - **Alameda County Rail Safety Enhancement Program – Phase A (Package 4), Component (PPNO 2365E)**, implemented by Alameda County Transportation Commission, and programmed with \$3,321,000 for the construction phase in Fiscal Year 2025-26.
- **Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project**
  - **Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project – Bridge Component (PPNO 1349)**, implemented by the County of San Bernardino, and programmed with \$18,369,000 for the construction phase in Fiscal Year 2025-26.

- **Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project – Zero-Emission Component (Procurement) (PPNO 1350A)**, implemented by the San Bernardino County Transportation Authority, and programmed with \$5,600,000 for the construction phase in Fiscal Year 2025-26.
- **Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project – Zero-Emission Component (Construction) (PPNO 1350)**, implemented by the San Bernardino County Transportation Authority, and programmed with \$4,943,000 for the construction phase in Fiscal Year 2025-26.
- **Forum Mobility – Beyond the Dock: Heavy-Duty Electrification of the Port of Oakland Priority Trade Corridors Project (PPNO 2364S)**, implemented by Forum Mobility, and programmed with \$1,950,000 for the construction phase in Fiscal Year 2025-26.
- **Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project**
  - **Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project – Forum Mobility Component (PPNO Z004A)**, implemented by the Los Angeles County Metropolitan Transportation Authority, and programmed with \$4,897,000 for the construction phase in Fiscal Year 2025-26.
  - **Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project – MN8 Component (PPNO Z004B)**, implemented by the Los Angeles County Metropolitan Transportation Authority, and programmed with \$3,653,000 for the construction phase in Fiscal Year 2025-26.
- **EV Realty – South Bay Truck Charging Hub Project (PPNO Z003)**, implemented by EV Western Tenant LLC, and programmed with \$7,900,000 in Fiscal Year 2025-26.

**Issue:**

Commission staff recommends the Commission approve the changes described below for projects in the 2024 Trade Corridor Enhancement Program. If approved, these changes will reduce the total funding programmed to the 2024 Trade Corridor Enhancement Program from \$990,474,000 to \$984,743,000, as described below. Savings totaling \$5,731,000 will be returned to the Trade Corridor Enhancement Program for programming in a future cycle.

**Alameda County Rail Safety Enhancement Program – Phase A**

The Alameda County Rail Safety Enhancement Program – Phase A Project was jointly nominated by the California Department of Transportation (Caltrans) and the Alameda County Transportation Commission and programmed with \$30,000,000 for three components, as follows:

1. Alameda County Rail Safety Enhancement Program – Phase A (Package 1) Component (PPNO 2365B), implemented by Alameda County Transportation Commission, and programmed with \$8,697,000 for the construction phase in Fiscal Year 2025-26.
2. Alameda County Rail Safety Enhancement Program – Phase A (Package 2) Component (PPNO 2365C), implemented by Alameda County Transportation Commission, and programmed with \$14,087,000 for the construction phase in Fiscal Year 2026-27.
3. Alameda County Rail Safety Enhancement Program – Phase A (Package 3) Component (PPNO 2365D), implemented by Alameda County Transportation Commission, and programmed with \$7,216,000 for the construction phase in Fiscal Year 2026-27.

The Alameda County Rail Safety Enhancement Program – Phase A (Package 1) Component includes rail crossing and grade separation improvements at eight locations, along with sidewalk improvements. Caltrans and the Alameda County Transportation Commission are requesting a program amendment to split this component into two components, creating a fourth component called the Alameda County Rail Safety Enhancement Program – Phase A (Package 4) Component. The new component would include three of the original eight grade separation and rail crossing improvements, and the associated sidewalk improvements, while the remaining five grade separation and rail crossing improvements would remain programmed as part of the Alameda County Rail Safety Enhancement Program – Phase A (Package 1) Component.

If approved, the program amendment would allow the Alameda County Transportation Commission to request the construction phase allocation for and begin construction of the crossings programmed under the Alameda County Rail Safety Enhancement Program – Phase A (Package 1) Component while they continue the necessary coordination with Union Pacific Railroad and the California Public Utilities Commission for the crossings programmed under the Alameda County Rail Safety Enhancement Program – Phase A (Package 4) Component. Alameda County Transportation Commission intends to request a time extension at a future meeting to extend the allocation deadline for the Alameda County Rail Safety Enhancement Program – Phase A (Package 4) Component.

If the Commission approves this amendment, the project will be programmed as follows:

- **Alameda County Rail Safety Enhancement Program – Phase A (Package 1) Component (PPNO 2365B), implemented by Alameda County Transportation Commission, and programmed with \$5,376,000 for the construction phase in Fiscal Year 2025-26.** This component will make improvements to five rail crossings, construct a trespass area, repair 455 feet of existing sidewalk, and construct 506 feet of new sidewalk. The rail crossing improvements include pedestrian treatments, automatic vehicle gates, median islands, bulbouts, fencing, and lighting.
- **Alameda County Rail Safety Enhancement Program – Phase A (Package 2) Component (PPNO 2365C), implemented by Alameda County Transportation Commission, and programmed with \$14,087,000 for the construction phase in Fiscal Year 2026-27.** This component will make improvements to 10 rail crossings, including pedestrian treatments, automatic vehicle gates, median islands, bulbouts, fencing, and lighting.
- **Alameda County Rail Safety Enhancement Program – Phase A (Package 3) Component (PPNO 2365D), implemented by Alameda County Transportation Commission, and programmed with \$7,216,000 for the construction phase in Fiscal Year 2026-27.** This component will make improvements to six rail crossings, including pedestrian treatments, automatic vehicle gates, median islands, bulbouts, fencing, and lighting.
- **Alameda County Rail Safety Enhancement Program – Phase A (Package 4), Component (PPNO 2365E), implemented by Alameda County Transportation Commission, and programmed with \$3,321,000 for the construction phase in Fiscal Year 2025-26.** This component will make improvements to three rail crossings, construct a trespass area, repair 509 feet of existing sidewalk, and construct 95 feet of new sidewalk. The rail crossing improvements include pedestrian treatments, automatic vehicle gates, median islands, bulbouts, fencing, and lighting.

If the Commission approves the program amendment, the project's scope will remain intact, and the project's total programmed amount will remain at \$30,000,000.

### **Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project**

The Boulevard Bridge and Zero-Emission Truck Infrastructure Project was nominated by the San Bernardino County Transportation Authority and programmed with \$28,912,000 for two components, as follows:

1. Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project – Bridge Component (PPNO 1349), implemented by the County of San Bernardino, and programmed with \$18,369,000 for the construction phase in Fiscal Year 2025-26.
2. Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project – Zero-Emission Component (PPNO 1350), implemented by the San Bernardino County Transportation Authority, and programmed with \$10,543,000 for the construction phase in Fiscal Year 2025-26.

Due to the long lead time needed to procure specialized medium- and heavy-duty electric vehicle supply equipment, as well as medium- and low-voltage switchgear, the San Bernardino County Transportation Authority is requesting a program amendment to split the Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project – Zero-Emission Component into two components, with dedicated components for procurement and construction. If this amendment is approved, the project will be programmed as follows:

- **Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project – Bridge Component (PPNO 1349), implemented by the County of San Bernardino, and programmed with \$18,369,000 for the construction phase in Fiscal Year 2025-26.** This component will replace the existing two-lane bridge with a four-lane bridge featuring a center median, 10-foot shoulders, and sidewalks on both sides.
- **Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project – Zero-Emission Component (Procurement) (PPNO 1350A), implemented by the San Bernardino County Transportation Authority, and programmed with \$5,600,000 for the construction phase in Fiscal Year 2025-26.** This component includes the procurement of the necessary equipment for 18 medium- and heavy-duty electric vehicle charging ports.
- **Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project – Zero-Emission Component (Construction) (PPNO 1350), implemented by the San Bernardino County Transportation Authority, and programmed with \$4,943,000 for the construction phase in Fiscal Year 2025-26.** This component will construct a medium- and heavy-duty electric vehicle charging station with 18 charging ports in the unincorporated community of Baker in San Bernardino County. The San Bernardino County Transportation Authority intends to request an allocation time extension at the June 2026 meeting to account for the lead time needed to procure the equipment.

If the Commission approves the program amendment, the project's scope will remain intact, and the project's total programmed amount will remain at \$28,912,000.

**Forum Mobility – Beyond the Dock: Heavy-Duty Electrification of the Port of Oakland Priority Trade Corridors Project**

The Forum Mobility – Beyond the Dock: Heavy-Duty Electrification of the Port of Oakland Priority Trade Corridors Project was nominated by the California Department of Transportation (Caltrans) and programmed with \$2,578,000 for a single component. Caltrans and its private entity partner, Forum Mobility Inc., are requesting a scope amendment (under Reference Number 2.1s.(2) on this agenda) to reduce the number of chargers and to upgrade the charging standard to the Megawatt Charging System. Despite the decrease in charging points, the Megawatt Charging System will enable significantly higher power output and faster charging speeds. Overall, the change will increase truck throughput and total charging capacity at the site.

If approved, the scope amendment will reduce the total project cost from \$8,102,000 to \$6,128,000, a 24.3 percent decrease. Under the Trade Corridor Enhancement Program Guidelines, any project savings must be returned to each funding source in proportion to their contributions. Therefore, a program amendment is necessary to reduce the Trade Corridor Enhancement Program funding from \$2,578,000 to \$1,950,000. Savings totaling \$628,000 will be returned to the program for future programming. If this amendment is approved, the project will be programmed as follows:

- **Forum Mobility – Beyond the Dock: Heavy-Duty Electrification of the Port of Oakland Priority Trade Corridor Project (PPNO 2364S), implemented by Forum Mobility, and programmed with \$1,950,000 for the construction phase in Fiscal Year 2025-26.** This project will construct a medium- and heavy-duty electric vehicle charging station with eight charging ports at the Port of Oakland.

**Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project**

The Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project was nominated by the Los Angeles County Metropolitan Transportation Authority and programmed with \$13,653,000 for two components, as follows:

1. Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project – Forum Mobility Component (PPNO Z004A), implemented by Forum Mobility, Inc., and programmed with \$10,000,000 for the construction phase in Fiscal Year 2025-26.
2. Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project – MN8 Component (PPNO Z004B), implemented by MN8 Energy Operating Company LLC, and programmed with \$3,653,000 for the construction phase in Fiscal Year 2025-26.

At its March 19-20, 2026 meeting, the Commission approved a scope amendment for the Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project – Forum Mobility Component to change the implementing entity from Forum Mobility, Inc. to the Los Angeles County Metropolitan Transportation Authority, and to reduce the number of chargers and upgrade the charging standard to the Megawatt Charging System. Despite the decrease in charging points, the Megawatt Charging System will enable significantly higher power output and faster charging speeds. Overall, the change will increase truck throughput and total charging capacity at the site. Additionally, the approved scope amendment reduced the total project cost from \$28,414,000 to \$14,190,000, a 50.05 percent decrease. Under the Trade Corridor Enhancement Program Guidelines, any project savings must be returned to each funding source in proportion to their contributions. Therefore, a program amendment is necessary to reflect the technical change in the implementing entity and to reduce the Trade Corridor

Enhancement Program funding from \$10,000,000 to \$4,897,000. Savings totaling \$5,103,000 will be returned to the program for future programming, bringing the total amount programmed to the two components of the Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project from \$13,653,000 to \$8,550,000.

At its March 19-20, 2026 meeting, the Commission also approved a scope amendment for the Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project – MN8 Component to change the implementing entity from MN8 Energy Operating Company LLC to the Los Angeles County Metropolitan Transportation Authority. A program amendment is necessary to reflect this technical change.

If these amendments are approved, the project will be programmed as follows:

- **Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project – Forum Mobility Component (PPNO Z004A), implemented by the Los Angeles County Metropolitan Transportation Authority, and programmed with \$4,897,000 for the construction phase in Fiscal Year 2025-26.** This component will construct a medium- and heavy-duty electric vehicle charging station with 20 charging ports near the Ports of Long Beach and Los Angeles.
- **Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project – MN8 Component (PPNO Z004B), implemented by the Los Angeles County Metropolitan Transportation Authority, and programmed with \$3,653,000 for the construction phase in Fiscal Year 2025-26.** This component will construct a medium- and heavy-duty electric vehicle charging station with 28 charging ports near the Ports of Long Beach and Los Angeles.

### **EV Realty – South Bay Truck Charging Hub Project**

The EV Realty – South Bay Truck Charging Hub Project was nominated by Caltrans and programmed with \$7,900,000 for a single component. As part of the Commission's consideration of the project's baseline agreement (under Reference Number 4.11 on this agenda), Caltrans and its private entity partner, EV Realty Holdings LLC, are requesting to change the implementing entity from EV Realty, Inc. to EV Western Tenant LLC, a wholly owned subsidiary of EV Realty Holdings LLC. This change will allow the company to efficiently track project-related funding agreements, construction contracts, and customer contracts.

A program amendment is necessary to reflect the technical change in the implementing entity. If the amendment is approved, the project will be programmed as follows:

- **EV Realty – South Bay Truck Charging Hub Project (PPNO Z003), implemented by EV Western Tenant LLC, and programmed with \$7,900,000 in Fiscal Year 2025-26.** This project will construct a medium- and heavy-duty electric vehicle charging station with 50 charging ports in the City of Torrance in Los Angeles County.

If the Commission approves the program amendment, the project's scope will remain intact, and the project's total programmed amount will remain at \$7,900,000.

### **Background:**

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

- \$30,000,000 for the Alameda County Rail Safety Enhancement Program – Phase A Project.

- \$28,912,000 for the Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project.
- \$2,578,000 for the Forum Mobility – Beyond the Dock: Heavy-Duty Electrification of the Port of Oakland Priority
- \$13,653,000 for the Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project.
- \$7,900,000 EV Realty – South Bay Truck Charging Hub 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-26-42, Amending Resolution G-26-38
- Attachment B: Amended 2024 Trade Corridor Enhancement Program of Projects

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

**RESOLUTION G-26-42  
Amending Resolution G-26-38**

- 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**, the Commission approved Resolution G-25-67 at the December 4-5, 2025 Commission Meeting, amending Resolution G-25-42; and
- 1.3 **WHEREAS**, the Commission approved Resolution G-26-38 at the March 19-20, 2026 Commission Meeting, amending Resolution G-25-67; and
- 1.4 **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
- 1.5 **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 Alameda County Rail Safety Enhancement Program – Phase A Project, the Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project, the EV Realty – South Bay Truck Charging Hub Project, the Forum Mobility – Beyond the Dock: Heavy-Duty Electrification of the Port of Oakland Priority Trade Corridor Project, and the Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project, as reflected in Attachment B; and
- 2.2 **BE IT FURTHER RESOLVED**, that all provisions stipulated in adopting Resolution G-25-42 and the subsequent Resolutions G-25-67 and G-26-38 will remain in effect; and
- 2.3 **BE IT FURTHER RESOLVED**, that Resolution G-26-38 is hereby amended.

2024 TRADE CORRIDOR ENHANCEMENT PROGRAM  
 AMENDED PROGRAM OF PROJECTS  
 RESOLUTION G-26-42, AMENDING RESOLUTION G-26-38  
 (\$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	\$ 36,850	\$ 30,150	\$ 66,820	\$ 180	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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	\$ 36,670	\$ 30,150	\$ 66,820	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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 \$104,169	\$ 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 \$24,176	\$8,697 \$5,376	\$3,479 \$2,151	\$6,218 \$3,225	\$8,697 \$5,376	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$8,697 \$5,376
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
Alameda	Bay Area/Central Valley	Alameda County Rail Safety Enhancement Program – Phase A (Package 4)	Caltrans, Alameda County Transportation Commission	Alameda County Transportation Commission		\$ 11,481	\$ 3,321	\$ 1,328	\$ 1,993	\$ 3,321	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,321
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
San Joaquin	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, Riverside County Transportation Commission	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	Riverside County Transportation Commission		\$ 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. EV Western Tenant LLC	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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 Los Angeles County Metropolitan Transportation Authority	ZEV	\$38,423 \$23,899	\$13,663 \$8,550	\$ -	\$13,663 \$8,550	\$13,663 \$8,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$13,663 \$8,550
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. Los Angeles County Metropolitan Transportation Authority		\$28,414 \$14,190	\$10,000 \$4,897	\$ -	\$10,000 \$4,897	\$10,000 \$4,897	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$10,000 \$4,897
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 Los Angeles County Metropolitan Transportation Authority		\$ 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	\$ 94,264	\$ 26,900	\$ 10,760	\$ 16,140	\$ -	\$ 26,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,900



**2024 TRADE CORRIDOR ENHANCEMENT PROGRAM  
AMENDED PROGRAM OF PROJECTS  
RESOLUTION G-26-42, AMENDING RESOLUTION G-26-38  
(\$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 (Procurement)	San Bernardino County Transportation Authority	San Bernardino County Transportation Authority		\$ 8,000	\$ 5,600	\$ -	\$ 5,600	\$ 5,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,600
San Bernardino	Los Angeles/Inland Empire	Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project - Zero-Emission Component (Construction)	San Bernardino County Transportation Authority	San Bernardino County Transportation Authority		\$15,061 \$7,061	\$10,543 \$4,943	\$ -	\$10,543 \$4,943	\$10,543 \$4,943	\$ -	\$ -	\$ -	\$ -	\$ -	\$10,543 \$4,943
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	\$ -	\$ -	\$ 25,300	\$ -	\$ -
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 - Coming	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 \$6,128	\$2,578 \$1,950	\$2,578 \$1,950	\$ -	\$2,578 \$1,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$2,578 \$1,950
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	\$ 314,975	\$ 80,000	\$ -	\$ 80,000	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000
Orange	Los Angeles/Inland Empire	Coastal Rail Infrastructure Resiliency Project - Area 4 and Sand Nourishment component	Orange County Transportation Authority	Orange County Transportation Authority		\$ 206,158	\$ 51,566	\$ -	\$ 51,566	\$ 51,566	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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	\$ 2,574,095	\$ 514,935	\$ 3,089,030
Total TCEP Funding	\$ 799,743	\$ 185,000	\$ 984,743

