

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25-26, 2026

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.23, Action

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Subject: 2022 Trade Corridor Enhancement Program Amendment, Resolution G-26-56,  
Amending Resolution G-26-37

## **Recommendation:**

Staff recommends the California Transportation Commission (Commission) approve an amendment to the 2022 Trade Corridor Enhancement Program, as reflected in Attachment B. If approved, the projects will be programmed as follows:

- **Otay Mesa East Port of Entry Project**
  - East Otay Mesa Land Port of Entry – Northbound Vehicle Work Package component (PPNO 0999I), programmed with \$156,598,000 for the construction phase in Fiscal Year 2024-25.
  - Otay Mesa East Land Port of Entry – Early Work Package component (PPNO 0999H), programmed with \$20,059,000 for the construction phase in Fiscal Year 2024-25.
  - Otay Mesa East Port of Entry – Underground Utilities and Grading Work Package component (PPNO 0999K), programmed with \$15,000,000 for the construction phase in Fiscal Year 2024-25.
  - Otay Mesa East Port of Entry – Vertical Construction Work Package (PPNO 0999L). This component will be monitored and delivered with other funding sources along with the full project.
  - Commercial Vehicle Enforcement Facility (CVEF) Design and Construction – Segment 2C (PPNO 0999G). This component will be monitored and delivered with other funding sources along with the full project.
  - Otay Mesa East Port of Entry – Technology Package component (PPNO 0999J). This component will be monitored and delivered with other funding sources, along with the full project.

- **Port of Oakland Green Power Microgrid Project**

- Green Power Microgrid Project – Seaport Terminals component (PPNO 2090T), programmed with \$22,206,000 for the construction phase in Fiscal Year 2024-25.
- Green Power Microgrid Project – Harbor Facilities component (PPNO 2090S) programmed with \$12,875,000 for the construction phase in Fiscal Year 2024-25.
- Green Power Microgrid Project – Substations/BESS Pre-Construction component (PPNO 2090L) programmed with \$1,948,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24.
- Green Power Microgrid – EV Chargers Pre-Construction component (PPNO 2090J) programmed with \$680,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24.
- Green Power Microgrid– Solar Pre-Construction component (PPNO 2090M) programmed with \$294,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24.

**Issue:**

Commission staff recommends the Commission approve the changes described below for projects in the 2022 Trade Corridor Enhancement Program. If approved, a total of \$3,632,000 will be returned to the Trade Corridor Enhancement Program for programming in a future cycle, as described below. The return of these funds will reduce the total funding programmed in the 2022 Trade Corridor Enhancement Program from \$1,111,166,000 to \$1,107,534,000.

**Otay Mesa East Port of Entry Project**

The Otay Mesa East Port of Entry Project, which was programmed in the 2022 Trade Corridor Enhancement Program, was jointly nominated by the California Department of Transportation (Caltrans) and the San Diego Association of Governments. The project was originally programmed with two components for a total programmed amount of \$140,000,000. The project was initially programmed as follows:

1. East Otay Mesa Land Port of Entry – Segment 3 component programmed with \$85,800,000 for the construction phase in Fiscal Year 2024-25.
2. Commercial Vehicle Enforcement Facility Design and Construction – Segment 2C component programmed with \$54,200,000 for the construction phase in Fiscal Year 2024-25.

On June 28, 2024, the Commission approved a program amendment to create a third project component, named the Otay Mesa East Land Port of Entry – Early Work Package component, and to change the name of the East Otay Mesa Land Port of Entry – Segment 3 component to the East Otay Mesa Land Port of Entry – Construction component. Additionally, the Commission approved supplemental programming, requested by Caltrans, of \$51,657,000 in Trade Corridor Enhancement Program funds, bringing the total programmed amount to \$191,657,000. With the approval of these actions, the project was programmed as follows:

1. Otay Mesa East Land Port of Entry - Early Work Package component programmed with \$75,000,000 for the construction phase in Fiscal Year 2024-25.
2. East Otay Mesa Land Port of Entry – Construction component programmed with \$52,657,000 for the construction phase in Fiscal Year 2024-25.
3. Commercial Vehicle Enforcement Facility Design and Construction – Segment 2C component programmed with \$64,000,000 for the construction phase in Fiscal Year 2024-25.

On August 16, 2024, the Commission made a partial allocation of \$36,141,000 to the Otay Mesa East Land Port of Entry – Early Work Package component. Subsequently, on October 18, 2024, the Commission approved a program amendment to reprogram the remaining programmed balance of \$38,859,000 and the associated scope of work from the Otay Mesa East Land Port of Entry – Early Work Package component to the East Otay Mesa Land Port of Entry – Construction component. With the approval of this action, the project was programmed as follows:

1. Otay Mesa East Land Port of Entry - Early Work Package component programmed with \$36,141,000 for the construction phase in Fiscal Year 2024-25.
2. East Otay Mesa Land Port of Entry – Construction component programmed with \$91,516,000 for the construction phase in Fiscal Year 2024-25.
3. Commercial Vehicle Enforcement Facility Design and Construction – Segment 2C programmed with \$64,000,000 for the construction phase in Fiscal Year 2024-25.

On June 27, 2025, the Commission approved a program amendment to split the East Otay Mesa Land Port of Entry – Construction component into three separate components, bringing the total number of components programmed to five. With the approval of this action, the project was programmed as follows:

1. Otay Mesa East Land Port of Entry - Early Work Package component (PPNO 0999H), programmed with \$36,141,000 for the construction phase in Fiscal Year 2024-25. As discussed above, the Commission approved the construction phase allocation for this component in August 2024. The component reached the construction contract acceptance milestone in November 2025.
2. Commercial Vehicle Enforcement Facility Design and Construction – Segment 2C (PPNO 0999G), programmed with \$64,000,000 for the construction phase in Fiscal Year 2024-25. The Commission approved a 12-month construction phase allocation time extension for this component in May 2025, extending the allocation deadline to June 30, 2026.
3. East Otay Mesa Land Port of Entry – Construction component (PPNO 0999I), programmed with \$56,116,000 for the construction phase in Fiscal Year 2024-25. The Commission approved a 12-month construction phase allocation time extension for this component in May 2025, extending the allocation deadline to June 30, 2026.
4. Otay Mesa East Port of Entry Technology Package component (PPNO 0999J), programmed with \$20,400,000 for the construction phase in Fiscal Year 2024-25. The Commission approved the construction phase allocation for this component in June 2025. In December 2025, the Commission approved a six-month contract award time extension, extending the contract award deadline to June 30, 2026.
5. Otay Mesa East Port of Entry Construction – Underground Utilities and Grading Work Package component (0999K), programmed with \$15,000,000 for the construction phase in Fiscal Year 2024-25. The Commission approved the construction phase allocation for this component in August 2025.

The Otay Mesa East Port of Entry Project's funding plan includes a mixture of state, federal, and local funding, along with bonds against future toll revenue. These bonds are issued by the San Diego Association of Governments and repaid over time using toll revenues from facility users of the border crossing. However, the project has faced challenges selling these bonds due to broader economic uncertainty, including tariffs and higher fuel costs, as well as lack of federal private activity bond capacity in the current federal fiscal year. Private activity bond

capacity is not expected to be available until late 2026 at the earliest. Therefore, Caltrans and the San Diego Association of Governments are requesting a program amendment to restructure the project so that Trade Corridor Enhancement Program funds can be used to construct the primary tolled facilities first to initiate toll revenue generation earlier in delivery. This strategy will improve the project's financial viability, allowing the San Diego Association of Governments to issue bonds to finance the remainder of the project's improvements. Specifically, the amendment would include the following actions:

- Rename the East Otay Mesa Land Port of Entry – Construction component (PPNO 0999I) to the East Otay Mesa Land Port of Entry – Northbound Vehicle Work Package component (PPNO 0999I). This is the primary tolled facility and will include existing and reprogrammed Trade Corridor Enhancement Program funds, Coordinated Border Infrastructure Program funds, and Regional Surface Transportation Program funds. Existing Infrastructure for Rebuilding America grant funds and bond funds will be transferred to other project components.
- Deprogram \$16,082,000 in savings from the Otay Mesa East Land Port of Entry – Early Work Package component (PPNO 0999H) and program these funds to the East Otay Mesa Land Port of Entry – Northbound Vehicle Work Package component (PPNO 0999I). The Commission approved a deallocation of these savings at its May 14-15, 2026 meeting.
- Deprogram \$20,400,000 from the Otay Mesa East Port of Entry Technology Package component (PPNO 0999J) and program these funds to East Otay Mesa Land Port of Entry – Northbound Vehicle Work Package component (PPNO 0999I). The Commission approved a deallocation of these savings at its May 14-15, 2026 meeting. Local funds will be used to backfill the deallocated funds on the Otay Mesa East Port of Entry Technology Package component (PPNO 0999J).
- Deprogram \$64,000,000 from the Commercial Vehicle Enforcement Facility (CVEF) Design and Construction – Segment 2C component (PPNO 0999G) and program these funds to the East Otay Mesa Land Port of Entry – Northbound Vehicle Work Package component (PPNO 0999I). Bond funds and other local funds will be used to backfill the Trade Corridor Enhancement Program funds on the Commercial Vehicle Enforcement Facility Design and Construction – Segment 2C component (PPNO 0999G).
- Create a new component named the Otay Mesa East Port of Entry – Vertical Construction Work Package (PPNO 0999L). This component will be funded with bond funds and other local funds only.

The San Diego Association of Governments has developed two alternative funding plans in the event that it is unable to sell bonds, as follows:

- The San Diego Association of Governments will maximize the pursuit of federal discretionary funds and commit more local funding to the project. In this scenario, less local funding would be available for other priority projects in the region, and the project would experience schedule delays and cost impacts.
- Alternatively, the San Diego Association of Governments will use toll revenues from the northbound vehicle facility to fund the remainder of the project. This plan could be implemented through a “pay as you grow” strategy, or by combining the revenues with future bonds. Both strategies would result in schedule delays and cost impacts.

If this amendment is approved, the project will be programmed as follows:

1. **East Otay Mesa Land Port of Entry – Northbound Vehicle Work Package component (PPNO 0999I), programmed with \$156,598,000 for the construction phase in Fiscal Year 2024-25.** This component will construct the northbound vehicle facility, including the federal facility, information technology system, and tolling facilities. These improvements will directly support the future delivery of the northbound cargo facility.
2. **Otay Mesa East Land Port of Entry - Early Work Package component (PPNO 0999H), \$20,059,000 for the construction phase in Fiscal Year 2024-25.** This component constructed an initial portion of the project with infrastructure to support inspections in the near term. The component scope also included constructing southbound passenger lanes and northbound commercial lanes for port-of-entry operations.
3. **Otay Mesa East Port of Entry Construction – Underground Utilities and Grading Work Package component (PPNO 0999K), programmed with \$15,000,000 for the construction phase in Fiscal Year 2024-25.** This component will install a site security fence, complete fine grading, and install underground utilities.
4. **Otay Mesa East Port of Entry – Vertical Construction Work Package (PPNO 0999L).** This component will be monitored and delivered with other funding sources along with the full project. This component will construct the northbound cargo facility and the southbound cargo and passenger facilities, including the federal facility, information technology system, and tolling facilities.
5. **Commercial Vehicle Enforcement Facility Design and Construction – Segment 2C (PPNO 0999G).** This component will be monitored and delivered with other funding sources along with the full project. The component will construct the California Highway Patrol Commercial Vehicle Enforcement Facility located at the Otay Mesa East Port of Entry.
6. **Otay Mesa East Port of Entry Technology Package component (PPNO 0999J).** This component will be monitored and delivered with other funding sources along with the full project. This component will install non-intrusive inspection technology to improve the efficiency of processing vehicles and cargo.

In the event that the San Diego Association of Governments cannot finance delivery of the remaining components that do not utilize Trade Corridor Enhancement Program funds, all programmed and allocated Trade Corridor Enhancement Program funds would be subject to be returned to the State. The full scope of this project is included in an executed Baseline Agreement and therefore must be delivered.

If approved, this amendment will not impact the project's approved scope, which remains intact, nor will it affect the project's approved programming amount of \$191,657,000.

#### **Port of Oakland Green Power Microgrid Project**

The Port of Oakland Green Power Microgrid Project, which was programmed in the 2022 Trade Corridor Enhancement Program, was jointly nominated by Caltrans and the Metropolitan Transportation Commission, with the Port of Oakland serving as the implementing agency. The project was originally programmed with three components for a total programmed amount of \$41,635,000. The project was initially programmed as follows:

1. Green Power Microgrid – Substations/BESS component programmed with \$1,948,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24 and \$29,007,000 for the construction phase in Fiscal Year 2024-25.
2. Green Power Microgrid – EV Chargers component programmed with \$680,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24 and \$6,435,000 for the construction phase in Fiscal Year 2023-24.
3. Green Power Microgrid – Solar component programmed with \$294,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24 and \$3,271,000 for the construction phase in Fiscal Year 2024-25.

At its May 2025 meeting, the Commission approved a program amendment to create two new components for the construction phase based on the location of the improvements. With the approval of this action, the project was programmed as follows:

1. Green Power Microgrid – Seaport Terminals component (PPNO 2090T), programmed with \$22,206,000 for the construction phase in Fiscal Year 2024-25. This component includes the installation of 115 zero-emission vehicle chargers across five project site locations.
2. Green Power Microgrid – Harbor Facilities component (PPNO 2090S) programmed with \$16,507,000 for the construction phase in Fiscal Year 2024-25. This component includes the installation of solar power, battery energy storage systems, and 30 zero-emission vehicle chargers at the Harbor Facilities Center.
3. Green Power Microgrid – Substations/BESS Pre-Construction component (PPNO 2090L) programmed with \$1,948,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24. This component includes the plans, specifications, and estimates phase for battery energy storage system substations.
4. Green Power Microgrid – EV Chargers Pre-Construction component (PPNO 2090J) programmed with \$680,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24. This component includes the plans, specifications, and estimates phase for EV chargers.
5. Green Power Microgrid– Solar Pre-Construction component (PPNO 2090M) programmed with \$294,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24. This component includes the plans, specifications, and estimates phase for the installation of solar power.

Due to tariffs and increased demand for zero-emission vehicle charging equipment, the total cost of the project has risen significantly. To address the funding shortfall, the Port increased its matching funds from approximately \$17,800,000 to approximately \$49,400,000. Additionally, the Port requested a scope amendment to remove the battery energy storage system and solar elements from the Harbor Facilities component, which the Commission approved at its May 2026 meeting.

The project now requires a program amendment to reflect a funding reduction commensurate with the loss in project benefits. Specifically, staff recommends reducing the Trade Corridor Enhancement Program funding for the Harbor Facilities component from \$16,507,000 to \$12,875,000 and returning the resulting \$3,632,000 in savings to the program for future programming. If approved, the total Trade Corridor Enhancement Program funding programmed to all five project components would be reduced from \$41,635,000 to \$38,003,000.

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

1. Green Power Microgrid – Seaport Terminals component (PPNO 2090T), programmed with \$22,206,000 for the construction phase in Fiscal Year 2024-25. This component includes the installation of 115 zero-emission vehicle chargers across five project site locations.
2. Green Power Microgrid – Harbor Facilities component (PPNO 2090S) programmed with \$12,875,000 for the construction phase in Fiscal Year 2024-25. This component includes the installation of solar power, battery energy storage systems, and 30 zero-emission vehicle chargers at the Harbor Facilities Center.
3. Green Power Microgrid – Substations/BESS Pre-Construction component (PPNO 2090L) programmed with \$1,948,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24. This component includes the plans, specifications, and estimates phase for battery energy storage system substations.
4. Green Power Microgrid – EV Chargers Pre-Construction component (PPNO 2090J) programmed with \$680,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24. This component includes the plans, specifications, and estimates phase for EV chargers.
5. Green Power Microgrid– Solar Pre-Construction component (PPNO 2090M) programmed with \$294,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24. This component includes the plans, specifications, and estimates phase for the installation of solar power.

**Background:**

On June 28, 2023, the Commission adopted the 2022 Trade Corridor Enhancement Program, which included:

- \$140,000,000 for the Otay Mesa East Port of Entry Project
- \$41,635,000 for the Port of Oakland Green Power Microgrid Project

On June 28, 2024, the Commission approved a program amendment to the Otay Mesa East Port of Entry Project, which added supplemental programming of \$51,657,000 in Trade Corridor Enhancement Program funds, bringing the total programmed amount to \$191,657,000.

Prior to the adoption of the 2022 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-26-56, Amending Resolution G-26-37
- Attachment B: Amended 2022 Trade Corridor Enhancement Program of Projects

**CALIFORNIA TRANSPORTATION COMMISSION  
2022 Trade Corridor Enhancement Program Amendment**

**RESOLUTION G-26-56  
Amending Resolution G-26-37**

- 1.1 **WHEREAS**, the California Transportation Commission (Commission) adopted the 2022 Trade Corridor Enhancement Program under Resolution G-23-46, on June 28, 2023; and
- 1.2 **WHEREAS**, the Commission approved Resolution G-23-71 at the December 6-7, 2023 Commission Meeting, amending Resolution G-23-46; and
- 1.3 **WHEREAS**, the Commission approved Resolution G-24-54 at the June 27-28, 2024 Commission Meeting, amending Resolution G-23-71; and
- 1.4 **WHEREAS**, the Commission approved Resolution G-24-73 at the October 17-18, 2024 Commission Meeting, amending Resolution G-24-54; and
- 1.5 **WHEREAS**, the Commission approved Resolution G-25-30 at the March 20-21, 2025 Commission Meeting, amending Resolution G-24-73; and
- 1.6 **WHEREAS**, the Commission approved Resolution G-25-37 at the May 15-16, 2025 Commission Meeting, amending Resolution G-25-30; and
- 1.7 **WHEREAS**, the Commission approved Resolution G-25-44 at the June 26-27, 2025 Commission Meeting, amending Resolution G-25-37; and
- 1.8 **WHEREAS**, the Commission approved Resolution G-26-37 at the March 19-20, 2026 meeting, amending Resolution G-25-44; and
- 1.9 **WHEREAS**, Resolution G-23-46 authorized Commission staff, in consultation with the California Department of Transportation and project sponsors, to make minor technical changes as needed to the 2022 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
- 1.10 **WHEREAS**, the 2022 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 2022 Trade Corridor Enhancement Program for the Otay Mesa East Port of Entry Project and the Port of Oakland Green Power Microgrid Project, as reflected in Attachment B; and
- 2.2 **BE IT FURTHER RESOLVED**, that all provisions stipulated in adopting Resolution G-23-46, as well as in previous amendments, including Resolutions G-23-71, G-24-54, G-24-73, G-25-30, G-25-37, G-25-44, and G-26-37 will remain in effect; and
- 2.3 **BE IT FURTHER RESOLVED**, that Resolution G-26-37 is hereby amended.

**2022 Trade Corridor Enhancement Program  
Amended Program of Projects  
Resolution G-26-56, Amending Resolution G-26-37  
(1,000s)**

Reference No.: 2.23  
June 25-26, 2026  
Attachment B

Project Title	Type	County	Nominating Agency	Region	State	Regional	Total TCEP	2023-24	2024-25	R/W	Const	PS&E	R/W Sup	Con Sup	Total Project Cost
<b>America's Green Port Gateway</b>															
America's Green Port Gateway: Pier B Early Rail Enhancements Project - East Expansion	Rail	Los Angeles	Southern California Association of Governments/Caltrans/City of Long Beach	Los Angeles/Inland Empire	\$ 14,934	\$ 22,401	\$ 37,335	\$ 37,336	\$ -	\$ -	\$ 37,336	\$ -	\$ -	\$ -	\$ 40,380
America's Green Port Gateway: Pier B Early Rail Enhancements Project - Locomotive Facility	Rail	Los Angeles	Southern California Association of Governments/Caltrans/City of Long Beach	Los Angeles/Inland Empire	\$ 13,243	\$ 19,864	\$ 33,107	\$ 33,106	\$ -	\$ -	\$ 33,106	\$ -	\$ -	\$ -	\$ 48,889
America's Green Port Gateway: Pier B Early Rail Enhancements Project - Rail Yard Access Improvements	Rail	Los Angeles	Southern California Association of Governments/Caltrans/City of Long Beach	Los Angeles/Inland Empire	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,748
<b>Otay Mesa East Port of Entry</b>															
East Otay Mesa Land Port of Entry - Construction Northbound Vehicle Work Package	Border	San Diego	San Diego Association of Governments/Caltrans	San Diego/Border	\$6,467	\$49,659	\$56,116	\$ -	\$56,116	\$ -	\$56,116	\$ -	\$ -	\$ -	\$413,029
					<b>\$103,888</b>	<b>\$52,710</b>	<b>\$156,598</b>		<b>\$156,598</b>		<b>\$156,598</b>				<b>\$260,098</b>
Otay Mesa East Port of Entry - Technology Package	Border	San Diego	San Diego Association of Governments/Caltrans	San Diego/Border	\$20,400	\$ -	\$20,400	\$ -	\$20,400	\$ -	\$20,400	\$ -	\$ -	\$ -	\$ 56,400
					<b>\$0</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>				
Otay Mesa East Port of Entry - Underground Utilities and Grading Work Package	Border	San Diego	San Diego Association of Governments/Caltrans	San Diego/Border	\$ 15,000	\$ -	\$ 15,000	\$ -	\$ 15,000	\$ -	\$ 15,000	\$ -	\$ -	\$ -	\$ 129,000
Otay Mesa East Land Port of Entry - Early Work Package	Border	San Diego	San Diego Association of Governments/Caltrans	San Diego/Border	\$27,840	\$8,304	\$36,144	\$ -	\$36,144	\$ -	\$30,894	\$ -	\$ -	\$ 5,250	\$ 36,141
					<b>\$14,809</b>	<b>\$5,250</b>	<b>\$20,059</b>		<b>\$20,059</b>		<b>\$14,809</b>				
CVEF Design and Construction - Segment 2C	Border	San Diego	San Diego Association of Governments/Caltrans	San Diego/Border	\$64,000	\$ -	\$64,000	\$ -	\$64,000	\$ -	\$64,000	\$ -	\$ -	\$ -	\$71,600
					<b>\$0</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>				<b>\$66,500</b>
<b>Otay Mesa East Port of Entry - Vertical Work Package (New Component)</b>	<b>Border</b>	<b>San Diego</b>	<b>San Diego Association of Governments/Caltrans</b>	<b>San Diego/Border</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 268,510</b>
Westbound I80 Cordelia Commercial Vehicle Enforcement Facility	Border	Solano	Solano Transportation Authority/Caltrans	Bay Area/Central Valley	\$ 51,600	\$ 77,400	\$ 129,000	\$ -	\$ 129,000	\$ -	\$ 109,000	\$ -	\$ -	\$ 20,000	\$ 243,270
<b>I-5 Harbor Drive</b>															
I-5/SR 15/Harbor Drive 2.0	HWY	San Diego	San Diego Association of Governments/Caltrans	San Diego/Border	\$ 6,500	\$ -	\$ 6,500	\$ 6,500	\$ -	\$ -	\$ -	\$ 6,500	\$ -	\$ -	\$ 68,400
SR-15 Operational Improvements	HWY	San Diego	San Diego Association of Governments/Caltrans	San Diego/Border	\$ 6,900	\$ 5,100	\$ 12,000	\$ 12,000	\$ -	\$ 5,500	\$ -	\$ 6,500	\$ -	\$ -	\$ 62,800
<b>I-10 Corridor Freight and Managed Lane Project</b>															
I-10: 1-15 to Pepper Avenue (Contract 2B)*	HWY	San Bernardino	Southern California Association of Governments/San Bernardino County Transportation Authority	Los Angeles/Inland Empire	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
I-10: 1-15 to Pepper Avenue (Contract 2A)	HWY	San Bernardino	Southern California Association of Governments/San Bernardino County Transportation Authority	Los Angeles/Inland Empire	\$ -	\$ 75,000	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ 425,158
I-10: 1-15 to Pepper Avenue Toll System Provider (TSP D/B Contract)*	HWY	San Bernardino	Southern California Association of Governments/San Bernardino County Transportation Authority	Los Angeles/Inland Empire	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
I-10: 1-15 to Pepper Avenue Zero Emission Fueling Infrastructure A	ZEV	San Bernardino	Southern California Association of Governments/San Bernardino County Transportation Authority	Los Angeles/Inland Empire	\$ -	\$ 5,000	\$ 5,000	\$ -	\$ 5,000	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 7,999
I-10: 1-15 to Pepper Avenue Zero Emission Fueling Infrastructure B	ZEV	San Bernardino	Southern California Association of Governments/San Bernardino County Transportation Authority	Los Angeles/Inland Empire	\$ -	\$ 5,000	\$ 5,000	\$ -	\$ 5,000	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 18,502
Tulare Six Lane and Paige Ave	HWY	Tulare	Tulare Association of Governments/Caltrans	Bay Area/Central Valley	\$ 14,788	\$ 22,181	\$ 36,969	\$ 36,969	\$ -	\$ 32,417	\$ -	\$ -	\$ 4,552	\$ -	\$ 238,143
<b>Port of Oakland Microgrid</b>															
Green Power Microgrid Project - Seaport Terminals	ZE	Alameda	Caltrans/Metropolitan Transportation Commission	Bay Area/Central Valley	\$ 8,882	\$ 13,324	\$ 22,206	\$ -	\$ 22,206	\$ -	\$ 22,206	\$ -	\$ -	\$ -	\$ 32,004
Green Power Microgrid Project - Harbor Facilities	ZE	Alameda	Caltrans/Metropolitan Transportation Commission	Bay Area/Central Valley	\$6,603	\$9,904	\$16,507	\$ -	\$16,507	\$ -	\$16,507	\$ -	\$ -	\$ -	\$23,794
					<b>\$5,150</b>	<b>\$7,725</b>	<b>\$12,875</b>		<b>\$12,875</b>		<b>\$12,875</b>				<b>\$29,892</b>
Green Power Microgrid Project - Substations/BESS Pre-Construction	ZE	Alameda	Caltrans/Metropolitan Transportation Commission	Bay Area/Central Valley	\$ 779	\$ 1,169	\$ 1,948	\$ 1,948	\$ -	\$ -	\$ 1,948	\$ -	\$ -	\$ -	\$ 4,174
Green Power Microgrid - EV Chargers Pre-Construction	ZE	Alameda	Caltrans/Metropolitan Transportation Commission	Bay Area/Central Valley	\$ 272	\$ 408	\$ 680	\$ 680	\$ -	\$ -	\$ -	\$ 680	\$ -	\$ -	\$ 1,522
Green Power Microgrid - Solar Pre-Construction	ZE	Alameda	Caltrans/Metropolitan Transportation Commission	Bay Area/Central Valley	\$ 118	\$ 176	\$ 294	\$ 294	\$ -	\$ -	\$ -	\$ 294	\$ -	\$ -	\$ 551
Fresno UPRR Double Track	Rail	Stanislaus	San Joaquin Regional Rail Commission/Caltrans	Bay Area/Central Valley	\$ 16,000	\$ 24,000	\$ 40,000	\$ -	\$ 40,000	\$ -	\$ 30,485	\$ 2,865	\$ -	\$ 6,650	\$ 133,400
I-605 Valley Boulevard Interchange Improvements	HWY	Los Angeles	Southern California Association of Governments/Los Angeles County Metropolitan Transportation Authority	Los Angeles/Inland Empire	\$ -	\$ 33,570	\$ 33,570	\$ 33,570	\$ -	\$ -	\$ 33,570	\$ -	\$ -	\$ -	\$ 53,280
SR 91 Operational and Multimodal Improvements	HWY	Orange	Caltrans/Orange County Transportation Authority	Los Angeles/Inland Empire	\$ -	\$ 42,566	\$ 42,566	\$ 42,566	\$ -	\$ -	\$ 42,566	\$ -	\$ -	\$ -	\$ 107,670
Rt 49 Corridor Improvement	HWY	Nevada	Nevada County Transportation Commission/Caltrans	Other	\$ -	\$ 14,615	\$ 14,615	\$ -	\$ 14,615	\$ -	\$ 14,615	\$ -	\$ -	\$ -	\$ 33,100
<b>EV Oasis South</b>															
EV Oasis South A – Petro Ontario	ZE	San Bernardino	Caltrans/San Joaquin Valley Air Pollution Control District	Los Angeles/Inland Empire	\$ 4,683	\$ -	\$ 4,683	\$ -	\$ 4,683	\$ -	\$ 4,683	\$ -	\$ -	\$ -	\$ 8,748
EV Oasis South A – TA Barstow	ZE	San Bernardino	Caltrans/San Joaquin Valley Air Pollution Control District	Los Angeles/Inland Empire	\$ 4,682	\$ -	\$ 4,682	\$ -	\$ 4,682	\$ -	\$ 4,682	\$ -	\$ -	\$ -	\$ 7,953
EV Oasis South B – TA Wheeler Ridge	ZE	Kern	Caltrans/San Joaquin Valley Air Pollution Control District	Bay Area/Central Valley	\$ 4,683	\$ -	\$ 4,683	\$ -	\$ 4,683	\$ -	\$ 4,683	\$ -	\$ -	\$ -	\$ 9,248
EV Oasis South B – Petro Wheeler Ridge	ZE	Kern	Caltrans/San Joaquin Valley Air Pollution Control District	Bay Area/Central Valley	\$ 4,682	\$ -	\$ 4,682	\$ -	\$ 4,682	\$ -	\$ 4,682	\$ -	\$ -	\$ -	\$ 7,953
EV Oasis South B – TA Buttonwillow	ZE	Kern	Caltrans/San Joaquin Valley Air Pollution Control District	Bay Area/Central Valley	\$ 4,683	\$ -	\$ 4,683	\$ -	\$ 4,683	\$ -	\$ 4,683	\$ -	\$ -	\$ -	\$ 6,931

**2022 Trade Corridor Enhancement Program  
Amended Program of Projects  
Resolution G-26-56, Amending Resolution G-26-37  
(1,000s)**

Reference No.: 2.23  
June 25-26, 2026  
Attachment B

Project Title	Type	County	Nominating Agency	Region	State	Regional	Total TCEP	2023-24	2024-25	R/W	Const	PS&E	R/W Sup	Con Sup	Total Project Cost
<b>Southern California Hydrogen Fueling Facilities</b>															
Southern California Hydrogen Fueling Stations - Phase 1 (Construction)	ZE	San Bernardino, Riverside, Los Angeles, San Diego	Caltrans	Los Angeles/Inland Empire/San Diego/Border	\$ 1,125	\$ -	\$ 1,125	\$ 1,125	\$ -	\$ -	\$ 1,125	\$ -	\$ -	\$ -	\$ 10,750
Southern California Hydrogen Fueling Stations - Phase 1 A (Procurement)	ZE	San Bernardino, Riverside, Los Angeles, San Diego	Caltrans	Los Angeles/Inland Empire/San Diego/Border	\$ 5,450	\$ -	\$ 5,450	\$ 5,450	\$ -	\$ -	\$ 5,450	\$ -	\$ -	\$ -	\$ 8,695
Southern California Hydrogen Fueling Stations - Phase 3 (Construction)	ZE	San Bernardino, Riverside, Los Angeles, San Diego	Caltrans	Los Angeles/Inland Empire/San Diego/Border	\$ 7,595	\$ -	\$ 7,595	\$ 7,595	\$ -	\$ -	\$ 7,595	\$ -	\$ -	\$ -	\$ 15,021
Southern California Hydrogen Fueling Stations - Phase 3 A (Procurement)	ZE	San Bernardino, Riverside, Los Angeles, San Diego	Caltrans	Los Angeles/Inland Empire/San Diego/Border	\$ 10,855	\$ -	\$ 10,855	\$ 10,855	\$ -	\$ -	\$ 10,855	\$ -	\$ -	\$ -	\$ 23,756
I-710 Integrated Corridor Management (ICM)	HWY	Los Angeles	Southern California Association of Governments/Los Angeles County	Los Angeles/Inland Empire	\$ 11,140	\$ 16,700	\$ 27,840	\$ -	\$ 27,840	\$ -	\$ 27,840	\$ -	\$ -	\$ -	\$ 40,150
I-5 Managed Lanes	HWY	Sacramento	Sacramento Area Council of Governments/Sacramento Transportation	Bay Area/Central Valley	\$ -	\$ 10,000	\$ 10,000	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 383,360
Southbound 99 to Westbound 58 Connector	HWY	Kern	Kern Council of Governments/Caltrans	Bay Area/Central Valley	\$ -	\$ 9,380	\$ 9,380	\$ -	\$ 9,380	\$ 6,580	\$ -	\$ 1,750	\$ -	\$ 1,050	\$ 13,400
Fix 5 Cascade Gateway	HWY	Shasta/Tehama	Shasta Regional Transportation Authority/Caltrans	Other	\$ 53,912	\$ 16,937	\$ 70,849	\$ 450	\$ 70,399	\$ -	\$ 62,919	\$ 450	\$ -	\$ 7,480	\$ 82,611
I-80 San Pablo Dam Road Interchange Improvements	HWY	Contra Costa	Metropolitan Transportation Commission/Caltrans	Bay Area/Central Valley	\$ 9,600	\$ 10,100	\$ 19,700	\$ 19,700	\$ -	\$ 15,600	\$ -	\$ 4,100	\$ -	\$ -	\$ 112,000
SR 4 Wagon Trail Realignment	HWY	Calaveras	Calaveras Council of Governments	Other	\$ -	\$ 5,250	\$ 5,250	\$ -	\$ 5,250	\$ 5,250	\$ -	\$ -	\$ -	\$ -	\$ 56,000
Sacramento County WattEV Innovative Freight Terminal	ZE	Sacramento	Sacramento County	Bay Area/Central Valley	\$ -	\$ 33,688	\$ 33,688	\$ 1,018	\$ 32,670	\$ -	\$ 32,670	\$ 1,018	\$ -	\$ -	\$ 61,850
SR 60 Potrero Boulevard Interchange	HWY	Riverside	Southern California Association of Governments/City of Beaumont	Los Angeles/Inland Empire	\$ -	\$ 33,500	\$ 33,500	\$ -	\$ 33,500	\$ -	\$ 33,500	\$ -	\$ -	\$ -	\$ 50,000
TOWN Rail Safety Improvements	Rail	Alameda	Metropolitan Transportation Commission/City of Oakland	Bay Area/Central Valley	\$ -	\$ 30,200	\$ 30,200	\$ 2,833	\$ 27,367	\$ -	\$ 23,274	\$ 2,833	\$ -	\$ 4,093	\$ 59,005
Maritime Support Facility Access – Terminal Island	HWY	Los Angeles	Southern California Association of Governments/Port of Los Angeles	Los Angeles/Inland Empire	\$ 5,974	\$ 8,962	\$ 14,936	\$ -	\$ 14,936	\$ -	\$ 13,044	\$ -	\$ -	\$ 1,892	\$ 39,670
<b>U.S. 395 Freight Mobility and Safety Project</b>															
US 395 – Phase 2 Freight Mobility and Safety Project-CON Mainline	HWY	San Bernardino	Southern California Association of Governments/San Bernardino County Transportation Authority	Los Angeles/Inland Empire	\$ -	\$ 30,000	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ 74,583
US 395 – Phase 2 Freight Mobility and Safety Project - Zero Emission Construction	HWY	San Bernardino	Southern California Association of Governments/San Bernardino County Transportation Authority	Los Angeles/Inland Empire	\$ -	\$ 1,250	\$ 1,250	\$ 1,250	\$ -	\$ -	\$ 1,250	\$ -	\$ -	\$ -	\$ 1,625
US 395 – Phase 2 Freight Mobility and Safety Project - Zero Emission Procurement	HWY	San Bernardino	Southern California Association of Governments/San Bernardino County Transportation Authority	Los Angeles/Inland Empire	\$ -	\$ 3,750	\$ 3,750	\$ 3,750	\$ -	\$ -	\$ 3,750	\$ -	\$ -	\$ -	\$ 4,875
<b>Five Cities Multimodal Transportation Network Enhancement Project</b>															
Five Cities Multimodal Transportation Network Enhancement Project	HWY	San Luis Obispo	San Luis Obispo Council of Governments	Central Coast	\$ 49,666	\$ 11,628	\$ 61,294	\$ -	\$ 61,294	\$ -	\$ 52,411	\$ -	\$ -	\$ 8,883	\$ 81,094
Shell Beach Road Shared Use Path Extension	HWY	San Luis Obispo	San Luis Obispo Council of Governments	Central Coast	\$ -	\$ 4,137	\$ 4,137	\$ 508	\$ 3,629	\$ -	\$ 2,268	\$ 508	\$ -	\$ 1,361	\$ 4,355
Grant Line Road Safety Freight Mobility	HWY	Sacramento	Sacramento Area Council of Governments/Capital SouthEast Connector Joint Powers Authority	Bay Area/Central Valley	\$ -	\$ 3,000	\$ 3,000	\$ 3,000	\$ -	\$ -	\$ -	\$ 3,000	\$ -	\$ -	\$ 47,859
<i>*Projects not funded by TCEP but part of the overall project</i>															
<b>Total</b>					<b>\$ 451,593</b>	<b>\$ 655,961</b>	<b>\$ 1,107,534</b>	<b>\$ 377,503</b>	<b>\$ 730,031</b>	<b>\$ 65,347</b>	<b>\$ 938,530</b>	<b>\$ 42,446</b>	<b>\$ 4,552</b>	<b>\$ 56,659</b>	<b>\$ 3,615,023</b>