

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 15-16, 2026

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.15, Action

Prepared By: Beverley Newman-Burckhard
Associate Deputy Director

Published Date: October 2, 2026

Subject: 2024 Trade Corridor Enhancement Program Amendment, Resolution G-26-73,
Amending Resolution G-26-57

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 amendment will:

- Remove the **Pennsylvania Avenue Grade Separation Project** from the 2024 Trade Corridor Enhancement Program and deprogram the associated \$50,400,000, which will be returned to the program for future programming.
- Program the **Coastal Rail Infrastructure Resiliency Project** as follows:
 1. Coastal Rail Infrastructure Resiliency Project – Emergency component, programmed with \$4,992,000 for the construction phase in Fiscal Year 2025-26.
 2. Coastal Rail Infrastructure Resiliency Project – Area 3 Infrastructure component, programmed with \$23,146,000 for the construction phase in Fiscal Year 2025-26.
 3. Coastal Rail Infrastructure Resiliency Project – Area 3 Project Management Support component, programmed with \$296,000 for the construction phase in Fiscal Year 2025-26.
 4. Coastal Rail Infrastructure Resiliency Project – Area 4 component, programmed with \$26,582,000 for the construction phase in Fiscal Year 2025-26.
 5. Coastal Rail Infrastructure Resiliency Project – Sand Replenishment component, programmed with \$24,984,000 for the construction phase in Fiscal Year 2025-26.

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 reduce the total funding programmed in the 2024 Trade Corridor Enhancement Program from \$969,627,000 to \$919,227,000 and increase the 2026 Trade Corridor Enhancement Program funding capacity from \$1,287,958,000 to \$1,338,358,000.

Pennsylvania Avenue Grade Separation Project

The Pennsylvania Avenue Grade Separation Project was nominated by the California Department of Transportation (Caltrans) and the City of Beaumont (City) and programmed with \$50,400,000 for two components, as follows:

1. Pennsylvania Grade Separation component, programmed with \$49,400,000 for the construction phase in Fiscal Year 2025-26.
2. Park and Ride Electric Vehicle Charging component, programmed with \$1,000,000 for the construction phase in Fiscal Year 2025-26.

Caltrans and the City are now requesting to withdraw and deprogram the project from the 2024 Trade Corridor Enhancement Program due to challenges encountered during the plans, specifications, and estimates and right-of-way phases that will delay the project's ability to achieve ready-to-list status. At its May 2026 meeting, the Commission approved allocation time extensions for both components, extending the construction allocation deadlines to June 30, 2027. However, outstanding utility coordination, right-of-way acquisition, and third-party agreements create significant risk in meeting the extended deadline. Withdrawal of the project will allow Caltrans and the City to address these issues and resubmit the project for funding consideration in the 2026 Trade Corridor Enhancement Program, the timing of which aligns well with the projected ready-to-list date.

If approved, the project will be removed from the 2024 Trade Corridor Enhancement Program and the associated \$50,400,000 will be returned to the program for future programming.

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 to the rail corridor 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.

The project is currently programmed as follows:

1. Coastal Rail Infrastructure Resiliency Project – Emergency component, programmed with \$4,992,000 for the construction phase in Fiscal Year 2025-26.
2. Coastal Rail Infrastructure Resiliency Project – Area 3 Infrastructure component, programmed with \$23,146,000 for the construction phase in Fiscal Year 2025-26.

3. Coastal Rail Infrastructure Resiliency Project – Area 3 Project Management Support component, programmed with \$296,000 for the construction phase in Fiscal Year 2025-26.
4. Coastal Rail Infrastructure Resiliency Project – Area 4 and Sand Nourishment component, programmed with \$51,566,000 for the construction phase in Fiscal Year 2025-26.

Since 2021, the above-mentioned 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. Recent storms have caused additional erosion and slope damage to the project area, prompting temporary closures for emergency repairs. Subsequently, Governor Newsom issued a statewide Proclamation of a State of Emergency on September 21, 2026, to address expediting projects that would prepare the state for the impending El Niño weather event. On September 22, 2026, the California Coastal Commission issued Emergency Coastal Development Permit No. G-5-26-0068, determining an emergency exists along certain areas of the railroad line in San Clemente, posing imminent risk to life and property along these areas. Issuance of the emergency permit allows the Orange County Transportation Authority to expedite emergency work, including the placement of sand, to address the increased risk from these ongoing hazards in these areas. A separate Coastal Development Permit is required for the engineered revetment work in Area 4, which the Orange County Transportation Authority is actively working to obtain.

To facilitate the delivery of this emergency work, the Orange County Transportation Authority is now requesting a program amendment to split the Area 4 and Sand Nourishment component into two separate components, allowing the Area 4 and sand nourishment work to be delivered under separate contracts. A concurrent allocation for the Sand Replenishment component is requested under Reference Number 2.6s.(9) on this agenda. The Orange County Transportation Authority will request allocation of the Area 4 component at a future Commission meeting, once the Coastal Development Permit is secured for that scope of work.

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

1. **Coastal Rail Infrastructure Resiliency Project – Emergency component, 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.
2. **Coastal Rail Infrastructure Resiliency Project – Area 3 Infrastructure component, 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.
3. **Coastal Rail Infrastructure Resiliency Project – Area 3 Project Management Support component, 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.

4. **Coastal Rail Infrastructure Resiliency Project – Area 4 component, programmed with \$26,582,000 for the construction phase in Fiscal Year 2025-26.** This component constructs an engineered rock revetment.
5. **Coastal Rail Infrastructure Resiliency Project – Sand Replenishment component, programmed with \$24,984,000 for the construction phase in Fiscal Year 2025-26.** This component provides sand placement in Areas 1, 2, and 4.

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.

Background:

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

- \$50,400,000 for the Pennsylvania Avenue Grade Separation Project
- \$80,000,000 for the Coastal Rail Infrastructure Resiliency 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-26-73, Amending Resolution G-26-57
- Attachment B: Amended 2024 Trade Corridor Enhancement Program of Projects
- Attachment C: Pennsylvania Avenue Grade Separation Project Withdrawal Request Letter

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

**RESOLUTION G-26-73
Amending Resolution G-26-57**

- 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**, the Commission approved Resolution G-26-42 at the May 14-15, 2026 Commission Meeting, amending Resolution G-26-38; and
- 1.5 **WHEREAS**, the Commission approved Resolution G-26-57 at the June 25-26, 2026 Commission Meeting, amending Resolution G-26-42; and
- 1.6 **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
- 1.7 **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 Pennsylvania Avenue Grade Separation Project and the Coastal Rail Infrastructure Resiliency 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, G-26-38, G-26-42, and G-26-57 will remain in effect; and
- 2.3 **BE IT FURTHER RESOLVED**, that Resolution G-26-57 is hereby amended.

2024 TRADE CORRIDOR ENHANCEMENT PROGRAM
AMENDED PROGRAM OF PROJECTS
RESOLUTION G-26-73, AMENDING RESOLUTION G-26-57
(\$1000s)

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

								TCEP Funds by Target		TCEP Funds by Fiscal Year		TCEP Funds by Project Phase				
County	Freight Region	Project Title	Nominating Agency	Implementing Agency	Project Type	Total Project Cost	TCEP Funding	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	\$ 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		\$ 24,176	\$ 5,376	\$ 2,151	\$ 3,225	\$ 5,376	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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 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	Los Angeles County Metropolitan Transportation Authority	ZEV	\$ 23,899	\$ 8,550	\$ -	\$ 8,550	\$ 8,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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	Los Angeles County Metropolitan Transportation Authority		\$ 14,190	\$ 4,897	\$ -	\$ 4,897	\$ 4,897	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,897
Los Angeles	Los Angeles/Inland Empire	Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project (MNS Energy)	Los Angeles County Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority		\$ 9,709	\$ 3,653	\$ -	\$ 3,653	\$ 3,653	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,653



2024 TRADE CORRIDOR ENHANCEMENT PROGRAM
AMENDED PROGRAM OF PROJECTS
RESOLUTION G-26-73, AMENDING RESOLUTION G-26-57
(\$1000s)

								TCEP Funds by Target		TCEP Funds by Fiscal Year		TCEP Funds by Project Phase				
County	Freight Region	Project Title	Nominating Agency	Implementing Agency	Project Type	Total Project Cost	TCEP Funding	TCEP State	TCEP Regional	2025-26	2026-27	PS&E	R/W Sup	R/W	Con Sup	CON
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
Various	Caltrans	EV Realty - Livermore Charging Hub Project	Caltrans	Gage Zero LLC EV Realty Holdings LLC	ZEV	\$ 12,191	\$ 5,061	\$ 5,061	\$ -	\$ 5,061	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,061
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		\$ 7,061	\$ 4,943	\$ -	\$ 4,943	\$ 4,943	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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 - Olay 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	\$ 6,128	\$ 1,950	\$ 1,950	\$ -	\$ 1,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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 - Area 4 component	Orange County Transportation Authority	Orange County Transportation Authority		\$ 106,274	\$ 26,582	\$ -	\$ 26,582	\$ 26,582	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,582
Orange	Los Angeles/Inland Empire	Coastal Rail Infrastructure Resiliency Project - Sand Replenishment component	Orange County Transportation Authority	Orange County Transportation Authority		\$ 99,884	\$ 24,984	\$ -	\$ 24,984	\$ 24,984	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,984
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													23	2	25	
Total Project Costs													\$ 2,368,700	\$ 514,935	\$ 2,883,635	
Total TCEP Funding													\$ 734,227	\$ 185,000	\$ 919,227	





August 20, 2026

California Transportation Commission
Attn: Beverley Newman-Burckhard, Associate Deputy Director
1120 N Street, MS 52
Sacramento, CA 95814

RE: Pennsylvania Avenue Grade Separation Project – Request to Withdraw TCEP Cycle 4 Funding

Dear Ms. Newman-Burckhard,

On behalf of the City of Beaumont, I am writing to formally request the withdrawal of the Pennsylvania Avenue Grade Separation Project from the Trade Corridor Enhancement Program (TCEP) Cycle 4 funding program and the relinquishment of the approximately \$50.4 million awarded to the project.

The Pennsylvania Avenue Grade Separation Project remains a high-priority transportation and goods movement project for the City of Beaumont and the region. The City remains fully committed to advancing the project and, in coordination with the Riverside County Transportation Commission (RCTC), intends to submit an updated application for consideration under TCEP Cycle 5.

The City Council recently provided direction to pursue this approach so that the Cycle 4 funding may be formally released and made available as part of the Cycle 5 funding program. This approach is also consistent with RCTC's recommendation and provides the City and its regional partners an opportunity to present an updated project funding strategy that reflects the project's current costs, schedule, funding needs, and regional significance.

Accordingly, the City respectfully requests that the California Transportation Commission take the necessary action to formally remove the Pennsylvania Avenue Grade Separation Project from TCEP Cycle 4 and release the associated funding for future programming.

The City would also welcome the opportunity to appear before the Commission when this request is considered to reaffirm Beaumont's commitment to the project and provide any additional information that may assist the Commission in its consideration.

We appreciate the Commission's continued partnership and investment in transportation infrastructure throughout Riverside County. The City looks forward to working with the Commission, RCTC, and our other regional partners as we prepare the Pennsylvania Avenue Grade Separation Project for consideration in TCEP Cycle 5.



Sincerely,

A handwritten signature in black ink, which appears to read "Chris Boatman". The signature is fluid and cursive, with a long, sweeping line extending from the end.

Christopher Boatman
City Manager
City of Beaumont