

Trade Corridor Enhancement Program (TCEP) Project List
January 01 - June 30, 2026

District 02

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	TCEP	Total	TCEP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
						Budget (\$1,000s)	Budget (\$1,000s)	Expended (\$1,000s)	Expended (\$1,000s)	(\$1,000s)		Finish Date	Finish Date	Finish Date	Amount (\$1,000s)	
1	02	3597	Fix 5 Cascade Gateway / I-5 Improvements	In Shasta and Tehama counties at various locations from 0.5 mile north of Knighton Road Overcrossing to Fawndale Road Overcrossing and at northbound Cottonwood Scales.	PAED	1,600	0	1,892	0	1,892	Baseline		6/28/24		0	
					PSE	4,612	2,285	4,748	2,306	4,748	PAED	8/4/20	8/4/20			
					RW Sup	77	27	67	0	77	RW Cert	8/8/24	1/3/25			
					Con Sup	7,480	7,480	0	0	7,047	RTL	8/29/24	3/21/25			
					RW Cap	742	111	30	1	693	Begin Const	11/17/26				
					Con Cap	71,000	62,919	0	0	80,980	End Const	1/16/30				
					Total	85,511	72,822	6,737	2,307	95,437						
				Description: Add a third through lane in the median as a truck only lane in each direction. Construct four auxiliary lanes. Widen seven bridges. Install an Advanced Lane Management System in the northbound direction and will have three overhead sign structures. Install two 350 kw Electric Vehicle Chargers for trucks and other vehicles.												
2	02	6299C	EV Oasis North-Redding	In Redding, on Knighton Road, construct and install medium- and heavy-duty electric chargers and infrastructure.	PAED	0	0	0	0	0	Baseline		1/29/26		0	
					PSE	251	106	0	0	251	PAED	12/31/25	2/11/26			
					RW Sup	0	0	0	0	0	RW Cert	2/26/27		4/1/27		
					Con Sup	0	0	0	0	0	RTL	12/31/26		4/1/27		
					RW Cap	0	0	0	0	0	Begin Const	6/30/26		7/1/27		
					Con Cap	6,750	2,625	0	0	6,750	End Const	8/31/27		12/18/28		
					Total	7,001	2,731	0	0	7,001						
				3 ultrafast chargers with MCS and CCS connectors will be installed to enable heavy-duty and medium-duty truck charging at Travel Centers of America. The TCEP Round EV Oasis North project aims to deploy microgrid-enabled electric charging equipment for heavy-duty trucks across Northern California along critical freight corridors, including I-5 and State Highway 99.												
3	02	6299D	EV Oasis North-Corning	At the Travel Centers of America located at Corning (Tehama County), bp pulse will build and install charging infrastructure for medium and heavy-duty electric vehicles.	PAED	0	0	0	0	0	Baseline		1/29/26		0	
					PSE	251	106	0	0	0	PAED	12/31/25	11/19/25			
					RW Sup	0	0	0	0	0	RW Cert	2/26/27		4/1/27		
					Con Sup	0	0	0	0	0	RTL	12/31/26		4/1/27		
					RW Cap	0	0	0	0	0	Begin Const	6/30/26		7/1/27		
					Con Cap	6,750	2,625	0	0	6,750	End Const	8/31/27		12/18/28		
					Total	7,001	2,731	0	0	7,001						
				The installation will feature three ultrafast chargers, each equipped with both MCS and CCS connectors. This initiative is a continuation of the EV Oasis North project, aiming to extend the I-5 MHD charging corridor that began with the TCEP-funded EV Oasis South project. This development is set to improve critical freight transport routes along I-5 and State Highway 99.												

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Bold Phase allocated

3 to 6 months behind schedule

6+ months behind schedule or delayed beyond fiscal year or EAC over budget

Trade Corridor Enhancement Program (TCEP) Project List
January 01 - June 30, 2026

District 03

District PPNO County		Title	Location and Type of Work	Phase	Approved	TCEP	Total	TCEP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
					Budget (\$1,000s)	Budget (\$1,000s)	Expended (\$1,000s)	Expended (\$1,000s)	Budget (\$1,000s)		Finish Date	Finish Date	Finish Date	Amount (\$1,000s)	
4	03 1821 SAC I-5	Sacramento County WattEV Innovative Freight Terminal (SWIFT)	In Sacramento County, at the intersection of Bayou Way and Powerline Road, south of Interstate 5.	PAED	600	0	600	0	600	Baseline		6/27/24		0	
				PSE	1,850	1,018	486	486	1,850	PAED	6/30/24	6/30/24			
				RW Sup	0	0	0	0	0	RW Cert	2/1/25	2/2/26			
				Con Sup	0	0	0	0	0	RTL	2/1/25	6/30/26			
				RW Cap	0	0	0	0	0	Begin Const	8/22/24		9/14/26		
				Con Cap	59,400	32,670	0	0	59,400	End Const	12/16/25		8/30/29		
			Design, construct, and commission a major, public-access electric vehicle charging facility on a 118-acre parcel of land. The project will have three ingress and egress points on Bayou Rd which runs parallel to I-5. Infrastructure includes 120 combined charging standard (CCS) direct current fast chargers (DCFC) and 18 megawatt charging standard (MCS) chargers, 15.86 MWac solar field, and all necessary utility and stormwater upgrades.	Total	61,850	33,688	1,086	486	61,850						
5	03 4136A NEV 049	Nev 49 Corridor Improvement Project	Near Grass Valley, from north of La Barr Meadows Road to north of Crestview Drive.	PAED	3,789	0	4,714	0	4,714	Baseline				71,758	
				PSE	2,984	0	7,135	0	7,135	PAED	8/20/23				
				RW Sup	0	0	3,582	0	3,582	RW Cert	4/17/25				
				Con Sup	3,132	0	949	0	7,926	RTL	5/5/25				
				RW Cap	1,879	0	3,912	0	0	Begin Const	11/18/25	2/10/26			
			Construct two-way left-turn lane, right-turn lanes, 10-foot shoulders, and a northbound and southbound slow-moving truck lanes	Con Cap	19,331	14,615	4,905	800	71,759	End Const			12/29/28		
				Total	31,115	14,615	25,197	800	95,116						
6	03 5101C PLA 080	Pla-80 EB Aux Lane and WB 5th Lane	In Placer County, in Roseville and Rocklin, between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Bvld. to west of Riverside Ave. on westbound I-80.	PAED	755	0	0	0	277	Baseline				40,715	
				PSE	1,773	0	0	0	0	PAED					
				RW Sup	242	0	0	0	20	RW Cert					
				Con Sup	5,345	2,118	3,991	1,784	4,445	RTL		4/29/22			
				RW Cap	281	0	0	0	0	Begin Const		6/16/23			
			Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2- lanes to 1-lane.	Con Cap	43,610	16,220	39,480	17,076	40,715	End Const		6/12/26			
				Total	52,006	18,338	43,471	18,860	45,457						

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7		03	Grant Line Road	In Rancho Cordova/ Sacramento County: Grant Line Road from Douglas Rd to White Rock Road.	PAED	2,259	0	0	0	0	Baseline		12/7/23		0	
		5490	Safety and Freight Mobility Project		PSE	5,200	3,000	0	0	5,200	PAED	9/23/19	9/23/19			
					RW Sup	0	0	0	0	0	RW Cert	3/1/25		8/30/27		
					Con Sup	0	0	0	0	0	RTL	5/1/25		12/31/27		
					RW Cap	0	0	0	0	0	Begin Const	12/1/25		5/1/28		
					Con Cap	2,400	0	0	0	2,400	End Const	2/1/28		12/1/30		
				Reconstruct and widen road and structure for mining conveyor to meet current geometric standards and to accommodate approved general plan buildout. Construct new signalized intersection with turn lanes at mining plant entrance.	Total	9,859	3,000	0	0	7,600						
8		03	Yolo 80 Corridor	On I-80 from the Solano/Yolo County line to the I-80/US 50 interchange: Construct improvements consisting of tolled managed lanes, bicycle/pedestrian improvements, and Intelligent Transportation System (ITS) elements.	PAED	9,000	0	0	0		Baseline				167,800	
		8922A	Improvements Project		PSE	3,000	0	3,035	0	3,035	PAED	4/5/24				
		YOL	- Phase 1		RW Sup	100	100	57	57	100	RW Cert	4/12/24	5/9/24			
		80			Con Sup	20,000	20,000	9,765	9,765	19,870	RTL	4/16/24	5/9/24			
					RW Cap	60	0	0	0	0	Begin Const	8/19/24	10/23/24			
					Con Cap	167,800	84,900	73,067	36,917	167,800	End Const	10/1/27		11/3/26		
				Construct improvements consisting of tolled managed lanes from Solano/Yolo County line to the I-80/US 50 separation in West Sacramento, pedestrian/bicycle structure with enhanced termini, and Intelligent Transportation System (ITS) elements.	Total	199,960	105,000	85,924	46,739	190,805						

District 04

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9		04	I-80/San Pablo Dam	City of San Pablo, Contra Costa Co.	PAED	0	0	0	0		Baseline		10/18/23		0	
		0242K	Interchange - Phase 2		PSE	5,000	4,100	5,813	3,778	7,000	PAED	5/24/10	5/24/10			
		CC			RW Sup	0	0	0	0	0	RW Cert	3/31/25		4/5/27		
		80			Con Sup	0	0	0	0	0	RTL	6/30/25		6/28/27		
				I-80/San Pablo Dam Road (SPDR) Interchange - Phase 2. Project will construct McBryde connector road, reconstruct SPDR overcrossing and ramps, construct Wildcat Creek Bridge, widen SPDR and realign Amador Street & add missing sidewalks east of SPDR interchange. The new SPDR structure will provide standard vertical clearance & standard shoulders on I-80, add ADA compliant curb ramps at ramp intersections & new intersection at SPDR/Amador Street.	RW Cap	19,000	15,600	376	144	19,000	Begin Const	12/1/25		10/4/27		
					Con Cap	0	0	0	0	134,500	End Const	10/31/27		8/1/29		
					Total	24,000	19,700	6,189	3,922	160,500						

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10		04	I-680/SR 4	The Project area extends between Concord Avenue and the East Martinez Underpass on I-680 and between Morello Avenue and 0.4 mile east of SR-242 on SR-4 bordering the cities of Martinez and Concord and unincorporated Pacheco and Clyde in Contra Costa County.	PAED	0	0	0	0	0	Baseline		12/5/25		0	
		0298F	Interchange		PSE	30,000	18,000	28,923	18,000	30,000	PAED	2/19/09	2/19/09			
		CC	Improvements		RW Sup	0	0	1	0	0	RW Cert	10/31/25		10/30/26		
		4,680	Phases 2A and 4		Con Sup	0	0	0	0	0	RTL	10/31/25		11/30/26		
					RW Cap	7,000	0	3,564	0	12,000	Begin Const	3/1/26		3/22/27		
					Con Cap	198,500	58,000	0	0	245,700	End Const	12/30/28		12/30/30		
					Total	235,500	76,000	32,488	18,000	287,700						
				Phase 2A will extend and widen the southbound I-680 collector distributor ramp to three lanes, one being 480 feet HOV bypass lane, and install a ramp metering facility. Phase 4 will construct a two-lane direct connector from southbound I-680 to eastbound SR 4, remove the existing loop ramp from southbound I-680 to eastbound SR 4, add ramp metering, constructing auxiliary lanes along eastbound SR4 from the entrance of the southbound 680 direct connector to 1,000 feet north of Peralta Road, and complete other associated improvements.												
11		04	US 101 / State Route	In southern Santa Clara County at the interchange of US 101 and SR 25.	PAED	1,000	0	1,000	0	1,000	Baseline		6/23/21		82,525	
		0462G	25 Interchange -		PSE	6,200	4,200	14,000	4,200	14,000	PAED	9/30/13	9/30/13			
		SCL	Phase 1		RW Sup	0	0	1,500	0	1,500	RW Cert	2/28/23	3/12/24			
		101			Con Sup	0	0	5,705	0	13,000	RTL	2/28/23	3/15/24			
				Reconstruct the interchange at a location just north of the existing interchange. The improvements will include a new, widened bridge to convey SR 25 over US 101. It will also improve ramps for all traffic movements between US 101 and SR 25, and minor realignment of SR 25 to the north. New traffic signals will be installed at the northbound and southbound ramp termini with SR 25.	RW Cap	15,000	0	5,382	0	11,000	Begin Const	8/31/23	12/13/24			
					Con Cap	79,000	55,000	40,648	19,069	96,500	End Const	12/1/25		10/30/28		
					Total	101,200	59,200	68,235	23,269	137,000						

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12	04	Solano 80 Managed	Lanes	Through the cities of Fairfield and Vacaville In Solano County.	PAED	10,900	0	0	0	0	Baseline				167,028	
	0658L	SOL	80		PSE	22,900	0	0	0	0	PAED	12/31/15	12/31/15			
					RW Sup	315	0	0	0	0	RW Cert	4/30/21	1/23/20			
					Con Sup	26,800	7,641	28,574	7,537	29,889	RTL	6/30/21	6/30/21			
					RW Cap	2,885	0	0	0	0	Begin Const	11/30/21	2/2/22			
					Con Cap	179,224	115,759	165,074	106,857	167,028	End Const	12/31/24		7/31/26		
					Total	243,024	123,400	193,648	114,394	196,917						
				Construct managed lanes on westbound and eastbound Interstate 80 (I-80) from west of Red Top Road to east of Interstate 505 (I-505) in Solano County, California. This project) would construct approximately 18 miles of managed lanes, which include high occupancy vehicle (HOV) lanes and express lanes, through conversion of existing HOV lanes to express lanes and highway widening for new express lanes. The proposed improvements extend from post mile (PM) 10.4 to 30.2, through the cities of Fairfield and Vacaville. The project would also extend the Class I Ulatis Creek Trail under I-80 to eliminate an existing barrier for pedestrians and bicyclists between the Vacaville Transportation Center and downtown Vacaville, an MTC Priority Development Area.												
13	04	State Route 84 /	United States Route	Located in City of Redwood City, on US 101 and State Route 84/Seaport Boulevard: Reconstruct the SR 84/US 101 interchange and modify adjacent local intersections.	PAED	4,200	0	778	0	778	Baseline		12/5/25		0	
	0692K	SM	101 Interchange		PSE	17,100	0	14	0	0	PAED	12/16/16	12/19/16			
	101,84		Reimagined Project		RW Sup	2,070	0	0	0	0	RW Cert	11/30/26		11/30/26		
					Con Sup	31,450	0	0	0	0	RTL	7/23/26		12/20/26		
					RW Cap	36,000	0	8,000	0	0	Begin Const	5/31/27				
					Con Cap	256,576	14,165	0	0	0	End Const	3/26/30		2/1/30		
					Total	347,396	14,165	8,792	0	778						
				The Project will replace the existing US 101 single-lane loop off-ramps and single-lane on-ramps with multilane ramps and signalized intersections. SR 84/Seaport Boulevard will be improved to three lanes per direction from Bay Road to Blomquist Street and add turn lanes at the intersection. SR 84 will be lowered to increase vertical clearance under US 101. The Project will construct a direct-connect flyover ramps between Veterans Boulevard and US 101, enhance safety at two at-grade crossings, and add 4.2 miles of pedestrian and bicycle facilities.												

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14		04	Green Power	The project will be located within the seaport area of the Port of Oakland (Port), within the City of Oakland, California.	PAED	551	0	551	0	551	Baseline		5/16/24		0	
		2090J	Microgrid - EV		PSE	971	680	680	680	680	PAED	9/29/23	12/6/23			
		ALA	Chargers		RW Sup	0	0	0	0	0	RW Cert	9/30/23	12/7/23			
		880			Con Sup	0	0	0	0	0	RTL	1/26/24	1/26/24			
				The seaport area is generally bound by the San Francisco Bay to the north, west and south, and by I-880 (between West Grand Avenue and Adeline Street) to the EaSt In 2019, the Port formalized its commitment to becoming a zero-emissions port. The Green Power Microgrid - Solar Project implements intermediate- and near term (2023-2030) actions of the Pathway to Zero Emissions Plan. This component includes 145 heavy duty/Class 8 electrical vehicle chargers at 7 locations for yard, dockside, and transient vehicle use, increasing the number of zero-emissions vehicles (ZEV) that can be supported from 50 to 1,000.	RW Cap	0	0	0	0	0	Begin Const	4/29/24	4/29/24			
					Con Cap	2,206	0	0	0	2,206	End Const	3/31/27				
					Total	3,728	680	1,231	680	3,437						
15		04	TOWN Rail Safety	The City of Oakland's Trade Corridors Enhancement Program (TCEP) grant for TOWN Rail Safety Improvements will reconstruct and upgrade three at-grade crossings on Embarcadero West at Martin Luther King Jr Way (MLK), Clay St, and Washington St to current standards, including new railroad and pedestrian crossing arms and equipment, directional signage, pavement delineation, and intersection lighting.	PAED	791	0	791	0	791	Baseline		12/6/23		0	
		2090K	Improvements		PSE	4,745	2,833	0	0	4,745	PAED	3/1/22	3/3/22			
		ALA			RW Sup	0	0	0	0	0	RW Cert	6/7/25	5/19/26			
					Con Sup	0	0	0	0	0	RTL	6/7/25	6/26/26			
					RW Cap	0	0	0	0	0	Begin Const	11/15/25		12/26/26		
					Con Cap	53,469	27,367	0	0	53,469	End Const	9/1/28		12/31/29		
					Total	59,005	30,200	791	0	59,005						
				The Project will also construct a heavy container permitted route between Middle Harbor Rd and Embarcadero West serving the Port of Oakland, which currently travels along 7th St through the West Oakland community. The Project will also improve segments between Embarcadero West and 2nd St along MLK, Clay St, and Washington St These improvements will include installing new traffic signals on MLK with preemption, adding street lighting, improving multi-modal safety and accessibility, and re-grading these street segments to improve sight distance and accommodate ADA accessibility. .												

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16		04	Green Power	The project will be located within the seaport area of the Port of Oakland (Port), within the City of Oakland, California.	PAED	1,391	0	1,391	0	1,391	Baseline		5/16/24		0	
		2090L	Microgrid -		PSE	2,783	1,948	1,948	1,948	1,948	PAED	12/29/23	12/6/23			
		ALA	Substations/BESS		RW Sup	0	0	0	0	0	RW Cert	9/30/23	12/7/23			
		880			Con Sup	0	0	0	0	0	RTL	3/31/25	6/30/25			
				The seaport area is generally bound by the San Francisco Bay to the north, west and south, and by I-880 (between West Grand Avenue and Adeline Street) to the EaSt In 2019, the Port formalized its commitment to becoming a zero-emissions port. The Green Power Microgrid - Substations/Battery Electric Storage Systems (BESS) Project implements intermediate or near term (2023-2030) actions of the Pathway to Zero Emissions Plan. This component includes battery storage capacity at 6 locations for clean energy storage, and 6 substation upgrades for electric grid modernization to support the Ports transition to zero-emissions, accommodate future ZEV needs, as well as Port and potential community resiliency.	RW Cap	0	0	0	0	0	Begin Const	9/30/25	9/30/25			
					Con Cap	11,040	0	0	0	11,040	End Const	12/31/27				
					Total	15,214	1,948	3,339	1,948	14,379						
17		04	Green Power	The project will be located within the seaport area of the Port of Oakland (Port), within the City of Oakland, California.	PAED	131	0	131	0	131	Baseline		5/16/24		0	
		2090M	Microgrid - Solar		PSE	420	294	294	294	294	PAED	12/29/23	12/6/23			
		ALA			RW Sup	0	0	0	0	0	RW Cert	9/30/23	12/7/23			
		880			Con Sup	0	0	0	0	0	RTL	6/28/24	6/28/24			
				The seaport area is generally bound by the San Francisco Bay to the north, west and south, and by I-880 (between West Grand Avenue and Adeline Street) to the EaSt In 2019, the Port formalized its commitment to becoming a zero-emissions port. The Green Power Microgrid - Solar Project implements intermediate and near term (2023-2030) actions of the Pathway to Zero Emissions Plan. This component includes solar infrastructure for increased capacity for electric vehicles and other facilities and equipment.	RW Cap	0	0	0	0	0	Begin Const	12/27/24	12/27/24			
					Con Cap	1,270	0	0	0	1,270	End Const	6/27/25	6/27/25			
					Total	1,821	294	425	294	1,695						

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District PPNO County					Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)		Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
No.	Route	Title	Location and Type of Work	Phase						Milestone					
18	04 2090S ALA	Green Power Microgrid - Harbor Facilities	The Project will be located at the Port of Oakland's Harbor Facilities Center (HFC, or "Harbor Facilities"). HFC is the maintenance yard for the Port of Oakland seaport, where the Port's vehicle fleet is domiciled. It houses multiple work shops, a garage, a fueling station, a vehicle wash station, material stockpiles, a warehouse, and many other functions. HFC will be the site for 30 of the 145 EV chargers plus associated electrical infrastructure improvements. The address for HFC is 651 Maritime Street, Oakland CA 94607.	PAED	0	0	0	0	0	Baseline				26,644	
				PSE	0	0	0	0	0	PAED	1/11/24	1/11/24			
				RW Sup	0	0	0	0	0	RW Cert	10/4/24	10/4/24			
				Con Sup	0	0	0	0	0	RTL	6/30/25	6/30/25			
				RW Cap	0	0	0	0	0	Begin Const	3/26/26	3/26/26		12/31/28	
				Con Cap	23,791	12,875	0	0	23,791	End Const	12/31/28				
				Total	23,791	12,875	0	0	23,791						
19	04 2090T ALA	Green Power Microgrid - Seaport Terminals	The Project will be constructed at five different locations within the Port of Oakland seaport area. Three of the locations are at marine terminals: Ben E Nutter Terminal, TraPac Terminal, and Oakland International Container Terminal. Over 100 heavy-duty EV chargers and associated infrastructure upgrades will be installed at those marine terminals, serving a mix of different electric cargo handling equipment. The other two locations are the Pacific Maritime Association training facility at Howard Terminal, and a new truck parking lot to be located at the east end of 14th Street within the seaport area. All of these locations are on Port property and will serve heavy duty electric vehicles. The solar and battery systems will be located at the Port's "Harbor Facilities Center" which is upstream of these terminals. Because they are upstream, the renewable power source and charging management system will benefit all of the EV chargers being built under the Port's TCEP grant.	PAED	0	0	0	0		Baseline				55,480	
				PSE	0	0	0	0		PAED	1/11/24	1/11/24			
				RW Sup	0	0	0	0	0	RW Cert	10/4/24	10/4/24			
				Con Sup	0	0	0	0	0	RTL	6/30/25	6/30/25			
				RW Cap	0	0	0	0	0	Begin Const	12/31/25	3/26/26		12/30/28	
				Con Cap	32,004	22,206	0	0	32,004	End Const	12/31/28				
				Total	32,004	22,206	0	0	32,004						
20	04 2103D ALA	7th Street Grade Separation (East)	In the city of Oakland within the Port of Oakland along 7th Street, from east of Maritime Street to just west of I-880 near Bay Street. Reconstruction of the existing underpass and multi-use path, and the reconstruction of rail tracks and other rail infrastructure at the UnionPacific Railroad (UPRR) mainline.	PAED	5,400	0	5,387	0	5,387	Baseline		10/17/18		194,278	
				PSE	15,240	0	15,213	0	15,213	PAED	10/25/18	10/25/18			
				RW Sup	0	0	0	0	0	RW Cert	4/15/22	12/2/22			
				Con Sup	0	0	0	0	0	RTL	4/9/22	12/2/22			
				RW Cap	63,450	0	66,138	0	84,888	Begin Const	6/7/23	5/25/23			
				Con Cap	246,410	188,500	86,377	49,434	272,512	End Const	1/7/28		7/31/29		
				Total	330,500	188,500	173,115	49,434	378,000						

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Trade Corridor Enhancement Program (TCEP) Project List
January 01 - June 30, 2026

District PPNO County				Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs	
No.	Route	Title	Location and Type of Work	Phase					Milestone					
21	04	Forum Mobility -	FM Adeline is located at 1407 Middle Harbor Road, Oakland,	PAED	0	0	0	0	Baseline		1/29/26		4,791	
	2364S	Beyond the Dock:	CA 94607 and consists of 1.67-acres on POAK property.	PSE	252	0	0	0	PAED	2/25/25	6/30/24			
	ALA	Heavy-Duty		RW Sup	0	0	0	0	RW Cert	7/1/24	7/1/24			
		Electrification of the		Con Sup	0	0	0	0	RTL	6/1/25	6/1/25			
		Port of Oakland		RW Cap	0	0	0	0	Begin Const	8/14/26	8/1/25			
		Priority Trade	The POAK refers to this site as the "Roundhouse Property."	Con Cap	5,876	1,950	0	0	End Const	3/15/27				
		Corridors Project	Currently, the Roundhouse Property is a heavily utilized truck parking lot. The project site is located immediately east of the Matson Terminal (Berths 60 – 63) and immediately west of Schnitzer Steel. The site is bordered by the Oakland Inner Harbor channel (also known as the Oakland Estuary) to the south and railroad tracks and Middle Harbor Road (which merges with Adeline Street) to the north. The site is approximately 1,500 feet from residences in West Oakland that reside along 3rd Street. Adeline Street is one of the primary access roads to the POAK complex and connects to the I-880 freeway less than a mile from FM Adeline. The I-880 freeway connects to the heavily trafficked I-580 shipping corridor that connects the POAK with the San Joaquin Valley.	Total	6,128	1,950	0	0						
22	04	Rail Safety	The Rail Safety Enhancement Program - Phase A (RSEP-A)	PAED	457	0	457	0	457	Baseline		12/5/25		10,548
	2365B	Enhancement	Project implements safety upgrades at 27 crossings and 2 trespass areas in Berkeley, Oakland, Hayward, Livermore, San Leandro and Unincorporated Alameda County.	PSE	2,467	0	2,467	0	2,467	PAED	6/22/23	6/22/23		
	ALA	Program - Phase A		RW Sup	0	0	0	0	0	RW Cert	3/16/26	3/25/26		
	Var	(Package 1)		Con Sup	0	0	0	0	0	RTL	3/16/26	3/25/26		
				RW Cap	925	0	903	0	903	Begin Const	6/25/26	6/25/26		
				Con Cap	17,006	5,376	0	0	20,327	End Const	6/30/28	6/30/28		
				Total	20,855	5,376	3,827	0	24,154					

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No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
23	04	Rail Safety	Enhancement	The Rail Safety Enhancement Program - Phase A (RSEP-A) Project implements safety upgrades at 27 crossings and 2 trespass areas in Berkeley, Oakland, Hayward, Livermore, San Leandro and Unincorporated Alameda County.	PAED	761	0	761	0	761	Baseline		12/5/25		0	
	2365C	ALA	Var	Program - Phase A (Package 2)	PSE	2,968	0	3,469	0	4,769	PAED	6/22/23	6/22/23	4/23/27		
					RW Sup	0	0	0	0	0	RW Cert	9/30/26				
					Con Sup	0	0	0	0	0	RTL	9/30/26		4/23/27		
					RW Cap	2,487	0	0	0	2,487	Begin Const	1/31/27		7/22/27		
					Con Cap	37,564	14,087	0	0	37,564	End Const	1/31/29		7/31/30		
					Total	43,780	14,087	4,230	0	45,581						
				Package 2 will implement safety improvements at 10 crossings in San Leandro. Improvements were examined at each location and specific elements were recommended. These elements include full pedestrian treatments (automatic pedestrian gates, emergency egress swing gates, channelizing railing and sidewalks), automatic vehicle gates, median islands, bulbouts, fencing, lighting, traffic signal preemption, signage and striping and replacement of crossing panels. Project limits for the full program are listed out in the Additional Information section. There are two supplemental PPRs for this project (ePPR-6480-2024-0003 and ePPR-6480-2024-0005) that further describe the project and intended use of funding resources.												
24	04	Rail Safety	Enhancement	The Rail Safety Enhancement Program - Phase A (RSEP-A) Project implements safety upgrades at 27 crossings and 2 trespass areas in Berkeley, Oakland, Hayward, Livermore, San Leandro and Unincorporated Alameda County.	PAED	609	0	609	0	609	Baseline		12/5/25		0	
	2365D	ALA	Var	Program - Phase A (Package 3)	PSE	2,374	0	2,081	0	2,690	PAED	9/28/23	9/28/23			
					RW Sup	0	0	0	0	0	RW Cert	3/31/27		4/23/27		
					Con Sup	0	0	0	0	0	RTL	3/31/27		4/23/27		
					RW Cap	1,079	0	0	0	1,079	Begin Const	6/30/27		7/22/27		
					Con Cap	20,670	7,216	0	0	20,670	End Const	6/30/29		7/31/30		
					Total	24,732	7,216	2,690	0	25,048						
				Package 3 consists of TCEP eligible elements which will implement safety improvements at 6 of the 9 crossings in Berkeley and Oakland. Improvements were examined at each location and specific elements were recommended. These elements include full pedestrian treatments (automatic pedestrian gates, emergency egress swing gates, channelizing railing and sidewalks), automatic vehicle gates, median islands, bulbouts, fencing, lighting, traffic signal preemption, signage and striping and replacement of crossing panels. Project limits for the full program are listed out in the Additional Information section. There are two supplemental PPRs for this project (ePPR-6480-2024-0003 and ePPR-6480-2024-0004) that further describe the project and intended use of funding resources.												

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No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	TCEP	Total	TCEP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
						Budget (\$1,000s)	Budget (\$1,000s)	Expended (\$1,000s)	Expended (\$1,000s)	(\$1,000s)		Finish Date	Finish Date	Finish Date	Amount (\$1,000s)	
25		04	State Route 37 Sears Point to Mare Island	In Sonoma, Napa, and Solano Counties on State Route 37 from 1.0 mile west of State Route 121 at Sears Point to Napa River Bridge in Vallejo.	PAED	4,000	0	63	0	63	Baseline		12/5/25		0	
		5202A	Improvement Project Phase 2		PSE	16,000	0	11,783	0	20,994	PAED	2/9/23	2/9/23			
		SOL,SON			RW Sup	500	0	654	0	1,211	RW Cert	7/1/26		7/16/27		
		121,37			Con Sup	25,000	15,000	0	0	28,355	RTL	7/3/26		7/23/27		
					RW Cap	39,500	0	88	0	173	Begin Const	12/7/26		12/20/27		
					Con Cap	166,000	58,000	0	0	291,775	End Const	5/15/29		6/6/31		
					Total	251,000	73,000	12,588	0	342,571						
				The Project will promote higher vehicle occupancy and support multimodal travel, reduce traffic delays, introduce new micro-transit/vanpool, increase freight throughput, improve safety, preserve and protect surrounding ecosystems, and improve corridor resilience against flooding. Phase 2 improvements will convert the existing eastbound (EB) lane to a high-occupancy vehicle (HOV) lane, add one additional lane as a new tolled lane in the EB direction, raise the profile grade at the locations most vulnerable to flooding, widen Sonoma Creek Bridge and add a bike detection system to allow safe passage for bicyclists, relocate/raise equipment to improve resiliency, provide tolling infrastructure, intelligent transportation system, highway patrol observational areas, lighting and signage, and implement public access improvements.												
26		04	Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility	Near the city of Fairfield, the proposed project will replace the existing Westbound (WB) I-80 Cordelia Commercial Vehicle Enforcement Facility (CCVEF).	PAED	0	0	0	0	0	Baseline		1/26/24		161,543	
		8273C			PSE	30,220	24,002	30,066	24,356	30,066	PAED	12/10/12	12/10/12			
		SOL			RW Sup	2,100	0	0	0	0	RW Cert	6/1/24	4/2/25			
		12,80			Con Sup	28,700	20,000	4,767	3,198	27,792	RTL	6/1/24	4/2/25			
					RW Cap	23,400	0	0	0	0	Begin Const	7/1/24	6/20/25			
					Con Cap	159,800	109,000	60,486	40,810	161,544	End Const	7/1/27		1/3/29		
					Total	244,220	153,002	95,319	68,364	219,402						
				The new facility will be relocated 0.7 mile east from its current location and will provide a new braided off-ramp connection and new entrance ramp connection to/from Westbound I-80. Direct access to the facility will also be provided from westbound State Route 12. The new facility will have the capacity to inspect all westbound I-80 trucks passing the facility 24 hours per day, seven days a week.												

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27		04	EV Realty - Livermore	In Livermore, on McGraw Avenue, near I-580 Exit 54 and Southfront Road.	PAED	0	0	0	0		Baseline		6/26/26		0	
		Z001A	Truck Charging Hub Project		PSE	0	0	0	0	0	PAED	12/31/25	11/14/25			
		ALA			RW Sup	0	0	0	0	0	RW Cert					
					Con Sup	0	0	0	0	0	RTL	6/15/26		12/31/26		
					RW Cap	0	0	0	0	0	Begin Const	8/1/26		2/28/27		
					Con Cap	12,191	5,061	0	0	12,191	End Const	6/30/27		10/31/27		
					Total	12,191	5,061	0	0	12,191						
				461 McGraw Avenue, Livermore, CA 94551 The project will construct and install a multi-fleet charging hub to improve operational efficiency and reduce travel time variability for freight movement. The project scope includes: 6,000 kW simultaneous EV charging capacity, 8 MCS charging ports, 2 high power charging ports, and 30 standard DC fast charging ports.												

District 05

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
28		05	Castroville Boulevard Interchange	In Monterey County at Castroville Boulevard from Post Mile R1.4 to 1.6.	PAED	0	0	0	0		Baseline		10/17/25		0	
		0057D			PSE	6,200	0	11,011	0	12,079	PAED	1/31/13	1/31/13			
		MON			RW Sup	1,400	0	2,840	0	3,224	RW Cert	3/13/26	6/8/26			
		156			Con Sup	9,100	9,100	0	0	9,144	RTL	3/20/26	6/8/26			
					RW Cap	50,512	32,100	14,490	1,927	44,961	Begin Const	11/13/26		12/28/26		
					Con Cap	66,365	39,100	0	0	42,370	End Const	11/13/28		5/28/29		
					Total	133,577	80,300	28,341	1,927	111,778						
				Build a new interchange at Castroville Boulevard and Highway 156. The State Route 156 Castroville Interchange project is a safety, economic development, and congestion relief project in northern Monterey County, California, that will convert the existing at-grade signalized intersection at Castroville Boulevard into a new grade-separated interchange. The project will enhance safety for residents in the low-income rural community of Castroville, reduce traffic congestion for trucks traveling to and from the region's largest agricultural distribution center, improve access for visitors to the world-famous Monterey Peninsula, and improve the quality of life for all communities along the corridor.												

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**Trade Corridor Enhancement Program (TCEP) Project List
January 01 - June 30, 2026**

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	TCEP	Total	TCEP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
						Budget (\$1,000s)	Budget (\$1,000s)	Expended (\$1,000s)	Expended (\$1,000s)	(\$1,000s)		Finish Date	Finish Date	Finish Date	Amount (\$1,000s)	
29	05 2653 SLO 101		Five Cities Multimodal Transportation Network Enhancement Project	In San Luis Obispo County, in and near Pismo Beach from 0.2 mile south of Pismo Overhead to 0.2 mile north of North Avila Road Overcrossing, convert existing truck climbing lane to number 2 lane and replace inside shoulder with a part-time travel lane and construct park and ride lot with EV charging stations.	PAED	4,588	0	4,583	0	4,583	Baseline		6/27/24		62,007	
					PSE	7,400	0	7,344	0	7,344	PAED	9/12/22	9/12/22			
					RW Sup	95	0	107	0	148	RW Cert	6/27/24	1/28/25			
					Con Sup	8,883	8,883	900	900	9,726	RTL	8/5/24	6/11/25			
					RW Cap	91	0	93	0	129	Begin Const	2/5/25	1/26/26			
					Con Cap	60,014	52,411	6,339	5,342	62,007	End Const	1/28/27		2/15/30		
					Total	81,071	61,294	19,366	6,242	83,937						
				Operational Improvements												
30	05 2653X SLO 101		Five Cities Project-Landscape Mitigation Planting & Biological Monitoring	Five Cities Multimodal Transportation Network Enhancement Project: Landscape and Biological Monitoring. In San Luis Obispo County, in and near Pismo Beach from 0.2 mile south of Pismo Overhead to 0.2 mile north of North Avila Drive Overcrossing. Landscape mitigation and biological monitoring for parent project 05-1G680.	PAED	0	0	0	0	0	Baseline				0	
					PSE	50	0	0	0	42	PAED	9/12/22	9/12/22			
					RW Sup	0	0	0	0	0	RW Cert	9/17/27		9/17/27		
					Con Sup	170	0	0	0	13	RTL	9/24/27		9/24/27		
					RW Cap	20	0	0	0	0	Begin Const	10/1/27		10/15/27		
					Con Cap	306	0	0	0	306	End Const	10/4/30		10/4/30		
					Total	546	0	0	0	361						
31	05 3196 SLO		Shell Beach Road Shared Use Path Extension	In the City of Pismo Beach on Shell Beach Road from Avila Beach Drive to Spyglass Drive construct a Class I shared use path, high visibility crosswalks, traffic calming with median islands, street lighting, and ADA compliant curb ramp improvements at each side street intersection.	PAED	0	0	0	0	0	Baseline		6/27/24		0	
					PSE	726	508	0	0	726	PAED	11/17/23	11/7/23			
					RW Sup	0	0	0	0	0	RW Cert	10/31/24		12/31/27		
					Con Sup	0	0	0	0	0	RTL	4/30/26		2/1/29		
					RW Cap	0	0	0	0	0	Begin Const	9/1/26		4/1/29		
					Con Cap	10,379	3,629	0	0	6,750	End Const	9/1/27		6/30/30		
					Total	11,105	4,137	0	0	7,476						
				NULL												
32	05 7101L SB 101		Carpinteria to Santa Barbara Widening – 4A Carpinteria Mitigation Pltg	In Santa Barbara County In Carpinteria From 0.2 Mile South of Bailard Avenue Overcrossing To 0.7 Mile South of South Padaro Lane Install mitigation planting	PAED	0	0	0	0	0	Baseline				3,536	
					PSE	250	0	500	0	500	PAED		12/18/20			
					RW Sup	0	0	0	0	0	RW Cert		5/14/21			
					Con Sup	500	0	832	0	1,041	RTL		6/24/21			
					RW Cap	0	0	0	0	0	Begin Const		5/27/22			
					Con Cap	1,768	0	2,902	0	3,537	End Const			10/26/26		
					Total	2,518	0	4,234	0	5,078						

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No.	Route	Title	Location and Type of Work	Phase						Milestone					
33	05	South Coast 101	In Santa Barbara County, in Carpinteria from 0.2 miles south of Bailard Avenue to 0.5 miles south of S Padaro Lane.	PAED	0	0	0	0		Baseline				1	
	7101X	HOV Lanes -		PSE	0	0	0	0	0	PAED		2/25/22			
	SB	Carpinteria (Segment		RW Sup	0	0	0	0	0	RW Cert		7/5/22			
	101	4A) Mitigation		Con Sup	33	0	9	0	33	RTL		8/14/23			
			Construct HOV lanes. This is a grandchild of parent project 05-0N700 (PPNO 7101) and child of parent 05-0N70A (PPNO 7101A).	RW Cap	7	0	2	0	7	Begin Const	1/1/24	9/5/23			
				Con Cap	0	0	0	0	0	End Const	8/24/29	12/8/23			
				Total	40	0	11	0	40						
District 06															
District PPNO County					Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)		Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
No.	Route	Title	Location and Type of Work	Phase						Milestone					
34	06	Route 46 Expressway	In and near Lost Hills, from 1.3 miles west of Brown Material	PAED	0	0	0	0		Baseline		6/23/21		27,805	
	3386E	Segment 4C	Road to 0.2 miles east of California Aquaduct.	PSE	2,100	0	2,377	0	2,377	PAED	6/14/05	6/14/05			
	KER			RW Sup	749	0	602	0	723	RW Cert	7/1/22	8/25/22			
	46			Con Sup	4,100	0	4,006	0	4,076	RTL	7/1/22	8/29/22			
			Convert from a 2-lane conventional highway to a 4-lane divided expressway.	RW Cap	2,936	0	2,935	0	2,936	Begin Const	12/5/22	8/18/23			
				Con Cap	28,500	10,000	24,806	8,524	27,805	End Const	7/15/24	3/14/25			
				Total	38,385	10,000	34,726	8,524	37,917						
35	06	EV Oasis South - TA	5552 Wheeler Ridge Rd, Arvin, CA 93203 (in Arvin, on	PAED	0	0	0	0		Baseline		10/17/25		0	
	6240A	Wheeler Ridge	Wheeler Ridge Road).	PSE	0	0	0	0	0	PAED	12/31/25	9/6/23			
	KER			RW Sup	0	0	0	0	0	RW Cert	3/30/26	4/27/26			
				Con Sup	0	0	0	0	0	RTL	2/27/26	5/5/26			
			Construct and install medium- and heavy-duty electric	RW Cap	0	0	0	0	0	Begin Const	4/26/26		12/26/26		
			chargers and infrastructure.	Con Cap	8,360	4,683	0	0	8,360	End Const	4/26/27		7/30/27		
				Total	8,360	4,683	0	0	8,360						
36	06	EV Oasis South -	5821 Dennis McCarthy Dr, Lebec, CA 93243 (in Lebec, on	PAED	0	0	0	0		Baseline		10/17/25		0	
	6240B	Petro Wheeler Ridge	Dennis McCarth Drive).	PSE	0	0	0	0	0	PAED	12/31/25	9/6/23			
	KER			RW Sup	0	0	0	0	0	RW Cert	3/30/26				
				Con Sup	0	0	0	0	0	RTL	2/27/26				
			Construct and install medium- and heavy-duty electric	RW Cap	0	0	0	0	0	Begin Const	12/26/26				
			chargers and infrastructure.	Con Cap	8,359	4,682	0	0	0	End Const	7/30/27				
				Total	8,359	4,682	0	0	0						

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Trade Corridor Enhancement Program (TCEP) Project List
January 01 - June 30, 2026

District PPNO County				Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
No.	Route	Title	Location and Type of Work	Phase										
37	06 6240C KER	EV Oasis South - TA Buttonwillow	27769 Lagoon Dr, Buttonwillow, CA 93206 (in Buttonwillow, on Highway 58).	PAED	0	0	0	0	Baseline		10/17/25		0	
				PSE	0	0	0	0	PAED	12/31/25	9/6/23			
				RW Sup	0	0	0	0	RW Cert	3/30/26	4/23/26			
				Con Sup	0	0	0	0	RTL	2/27/26	4/27/26			
				RW Cap	0	0	0	0	Begin Const	12/26/26		12/26/26		
			Construct and install medium- and heavy-duty electric chargers and infrastructure.	Con Cap	8,359	4,682	0	0	End Const	7/30/27		7/30/27		
				Total	8,359	4,682	0	0	8,359					
38	06 6297 MAD 99	South Madera 6 Lane	In Madera County, from North of Fresno-Madera County line to South of Avenue 7 to North of Avenue 12.	PAED	4,093	0	4,093	0	4,093	Baseline			0	
				PSE	9,460	0	9,718	0	9,992	PAED	5/1/21	4/30/21		
				RW Sup	1,500	1,270	1,299	1,104	1,600	RW Cert	12/8/25	2/6/26		
				Con Sup	8,000	0	0	0	9,394	RTL	12/9/25	2/27/26		
				RW Cap	4,000	3,389	2,397	2,030	3,496	Begin Const	12/15/26		11/4/26	
			This project will improve goods movement and passenger travel along State Route 99 by median widening from 4 to 6 lanes. It will also upgrade drainage, construct drainage basins and median barrier, and increase vertical clearance at one structure.	Con Cap	89,900	0	0	0	85,573	End Const	5/15/29		4/4/29	
				Total	116,953	4,659	17,507	3,134	114,148					
39	06 6369 TUL 99	Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Enhancements	In and near the City of Tulare, from 0.2 mile south of Avenue 200 Overcrossing to 0.1 mile north of Prosperity Avenue Overcrossing.	PAED	5,651	0	5,652	0	5,652	Baseline			0	
				PSE	9,526	0	10,688	0	13,448	PAED	12/29/23	12/29/23		
				RW Sup	5,371	4,552	3,758	3,216	5,846	RW Cert	10/9/26		10/9/26	
				Con Sup	14,000	11,480	0	0	11,151	RTL	10/23/26		10/23/26	
				RW Cap	38,252	32,417	5,314	4,474	51,492	Begin Const	5/19/27		7/9/27	
			This project will improve goods movement and passenger travel along State Route 99 by converting the facility from four lanes to six lanes. In addition, the project will reconstruct the Paige Avenue interchange, including roundabouts on Paige Avenue at the ramp termini, Blackstone Street, and Laspina Street to improve traffic operations , wide shared-use paths, and gap-closing sidewalks to expand safe, low-cost modes of transport.	Con Cap	158,000	51,190	0	0	158,000	End Const	10/19/29		1/31/31	
				Total	230,800	99,639	25,412	7,690	245,589					
40	06 8030 KER 58,99	Centennial Corridor SB99 to WB58 Connector	In Bakersfield at the Route 58 and 99 freeway interchange: the project constructs a freeway-to freeway connector at the SR 58 / 99 Interchange.	PAED	450	0	0	0	0	Baseline		12/4/25	0	
				PSE	6,300	4,410	3,567	3,560	7,204	PAED	10/17/23	10/17/23		
				RW Sup	0	0	36	0	0	RW Cert	9/16/26		11/5/26	
				Con Sup	10,000	7,000	0	0	7,684	RTL	10/1/26		11/20/26	
				RW Cap	7,100	4,970	0	0	0	Begin Const	3/22/27		3/22/27	
			The Project begins at the existing southbound SR 99 to eastbound SR 58 freeway connector, to form a direct connector on a curved alignment to westbound SR 58 on a new alignment.	Con Cap	54,900	32,900	0	0	50,000	End Const	7/3/29		7/3/29	
				Total	78,750	49,280	3,603	3,560	64,888					

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Trade Corridor Enhancement Program (TCEP) Project List
January 01 - June 30, 2026

District 07

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	TCEP	Total	TCEP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
						Budget (\$1,000s)	Budget (\$1,000s)	Expended (\$1,000s)	Expended (\$1,000s)	(\$1,000s)		Finish Date	Finish Date	Finish Date	Amount (\$1,000s)	
41	07	2741N	State Route 71 Gap Closure Project Phase 2	In Pomona from Interstate 10 to Mission Road. Add one mixed flow lane and one HOV lane in each direction, reconstruct two railroad overhead bridges, replace one pedestrian overcrossing (POC) at 9th Street, construct retaining walls and sound walls, and install landscaping and trees.	PAED	4,922	0	1,716	0	1,716	Baseline		1/30/26		0	
					PSE	32,195	0	19,814	0	25,165	PAED	5/31/13	5/31/13			
					RW Sup	6,300	0	5,003	0	5,001	RW Cert	9/18/26		1/15/27		
					Con Sup	40,000	12,300	0	0	34,866	RTL	9/18/26		1/29/27		
					RW Cap	21,100	0	8,821	0	21,100	Begin Const	3/18/27		9/1/27		
					Con Cap	219,000	67,700	0	0	219,000	End Const	3/15/30		11/7/31		
				UPGRADE EXPRESSWAY TO FREEWAY	Total	323,517	80,000	35,354	0	306,848						
42	07	2741S	Route 71 Expressway to Freeway Conversion (South Segment)	In the City of Pomona from 0. 2 mile South of Mission Blvd to 0. 2 mile South of LA/SBD CL Add on mixed lane and one HOV lane in each direction.	PAED	4,922	0	2,288	0	2,288	Baseline		10/18/18		98,256	
					PSE	22,042	0	18,351	0	18,351	PAED	5/31/13	5/31/13			
					RW Sup	3,000	0	3,818	0	3,817	RW Cert	3/24/20	3/24/20			
					Con Sup	24,000	5,000	27,737	5,243	27,780	RTL	3/26/20	3/26/20			
					RW Cap	10,600	0	6,555	0	0	Begin Const	12/31/20	3/16/21			
					Con Cap	124,097	38,025	112,693	35,560	117,156	End Const	7/14/24		11/13/26		
					Total	188,661	43,025	171,442	40,803	169,392						
43	07	3189B	I-5 Golden State Chokepoint Relief	In northern Los Angeles County at the I-5 / SR-14 split.	PAED	0	0	1,886	0	1,886	Baseline		10/17/18		379,957	
					PSE	31,000	0	7,805	0	7,805	PAED	9/29/09	9/29/09			
					RW Sup	0	0	598	0	598	RW Cert	5/1/19	3/19/20			
					Con Sup	0	0	0	0	0	RTL	5/1/19	4/8/20			
				Construct truck lanes, HOV lanes, auxiliary lanes, soundwalls, and an ITS hub station. Widen seven bridges and improve access to weigh station.	RW Cap	6,700	0	14	0	14	Begin Const	1/15/20	8/23/21			
					Con Cap	501,500	247,000	100,875	100,875	379,957	End Const	1/31/23		4/23/27		
					Total	539,200	247,000	111,178	100,875	390,260						

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No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
44		07 4382 LA 605	Interstate 605/Valley Boulevard Interchange Improvements Project	The Interstate 605/Valley Boulevard Interchange Improvements Project (Project) will improve mobility and alleviate capacity constraints and address other related deficiencies at the I605/Valley Blvd Interchange (inadequate truck turn paths, nonstandard lane and shoulder widths along loop ramps, and non-compliant Americans with Disabilities Act [ADA] facilities, etc.) that contribute to congestion and high accident rates.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	1,640 2,850 0 0 830 47,960 53,280	0 0 0 0 0 33,570 33,570	1,155 3,549 0 0 1,197 0 5,901	0 0 0 0 0 0 0	1,155 3,549 0 0 1,197 47,960 53,861	Baseline PAED RW Cert RTL Begin Const End Const		12/6/23 5/7/21 8/4/23 4/20/26 12/18/23 6/13/25		0	
				Operational improvements and safety upgrades will be coordinated with traffic operations on freeway/ramps and local arterials (Valley Blvd and East Temple Avenue at-grade railroad crossing). The Project includes construction of retaining walls, sound walls and in addition curb ramps, sidewalks, driveways, signals (traffic and railroad), railroad gates and other vehicular/pedestrian/railroad facilities will be upgraded to comply with current ADA standards. The Project will reduce ramp queueing, improve capacity and mobility and enhance safety for all roadway users.												
45		07 4961 VEN 34	Rice Avenue & Fifth Street Grade Separation Project	In the City of Oxnard at the Rice Avenue / Fifth Street (State Route 34) intersection.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	3,132 10,000 0 0 23,500 80,900 117,532	0 7,569 0 0 23,500 75,900 106,969	3,132 10,000 1,061 0 23,500 80,900 118,593	0 0 0 0 0 0 0	3,132 10,000 0 0 23,500 80,900 117,532	Baseline PAED RW Cert RTL Begin Const End Const		12/5/19 5/17/18 7/7/22 6/6/24 11/5/24 1/30/30		76,523	
				Construct grade separation structure to elevate Rice Avenue over State Route 34 (SR-34) and the UPRR track to eliminate the existing at-grade railroad crossing. The project also includes the construction of a connector ramp, in the southeast quadrant of the Rice Avenue grade separation, to provide access between Rice Avenue and Fifth Street/SR-34.												
46		07 5088 LA 47	State Route 47-Vincent Thomas Bridge and Harbor Boulevard-Front Street Interchange Improvement Project	The project entails modifying the existing on- and off-ramps to improve safety, access, and the efficient operation of the SR-47 / Front Street / Harbor Blvd Interchange.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	1,075 8,750 0 6,459 0 54,216 70,500	0 0 0 0 0 13,383 13,383	1,075 8,750 0 14,764 0 80,081 104,670	0 0 0 0 0 7,049 7,049	1,075 8,750 0 14,764 0 72,952 97,541	Baseline PAED RW Cert RTL Begin Const End Const		6/23/21 6/21/19 3/15/23 3/22/23 3/4/24 12/31/26		91,307	
				INTERCHANGE RECONFIGURATION												

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47	07 5388 LA 605,91	Route 605 / 91 Interchange Improvement: Gateway Cities Freight Crossroads Project	In the cities of Artesia and Cerritos, from Shoemaker Avenue to I-605 Interchange and on I-605 from Alondra Blvd to the I-605/SR-91 interchange. The project would add one new mixed-flow lane on SR-91 in the westbound direction from the Artesia Boulevard on-ramp to I-605 Connector ramp joining at the point where the westbound SR-91 to the northbound I-605 connector ramp flares from one to two lanes.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	8,000 12,000 0 0 23,100 114,300 157,400	0 3,000 0 0 17,100 69,670 89,770	666 10,647 0 50,000 2,393 145,638 209,344	0 2,662 0 0 2,393 0 5,055	666 0 0 50,000 2,393 259,938 312,997	Baseline PAED RW Cert RTL Begin Const End Const		6/23/21 1/18/19 12/31/22 4/17/26 9/30/23 12/1/25			0	
OPERATIONS AND CAPACITY IMPROVEMENT																
48	07 5394 LA 57,60	Route 57/60 Confluence: Chokepoint Relief Project	In Los Angeles County, in Diamond Bar and the City of Industry on Route 60 from EB 60 to SB 57 connector overcrossing to near Golden Springs Drive Undercrossing and Route 57 from NB 57 to WB 60 connector overcrossing to South 57/60 separation. Interchange modifications, including auxiliary lanes and three new bridges.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 25,300 0 0 91,000 303,900 420,200	0 17,000 0 0 5,000 217,900 239,900	0 17,000 0 0 5,000 58,851 80,851	0 17,000 0 0 5,000 58,851 80,851	0 17,000 0 0 91,000 303,900 411,900	Baseline PAED RW Cert RTL Begin Const End Const		6/23/21 5/31/21 2/21/22 2/28/22 8/31/22 10/31/27			266,900	
RECONSTRUCT GRAND AVE OC, RECONSTRUCT NB SR-57 CONNECTOR TO EB SR-60, CONSTRUCT EB SR-60 BY PASS OFF-RAMP TO GRAND AVE, CONSTRUCT EB SR-60 BYPASS, CONSTRUCT SB GRAND AVE TO EB SR-60 LOOP ON-RAMP																
49	07 5496 LA 91	EB SR-91 Atlantic Ave to Cherry Ave. Aux Lane Project	In the City of Long Beach on SR-91 from I-710 to Cherry Avenue undercrossing.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	2,872 4,702 0 0 43 87,133 94,750	0 0 0 0 0 48,332 48,332	2,872 4,702 0 0 0 16,403 23,977	0 0 0 0 0 3,456 3,456	2,872 4,702 0 0 43 99,630 107,247	Baseline PAED RW Cert RTL Begin Const End Const		6/24/21 5/28/21 5/2/22 5/4/22 12/18/23 8/31/26			99,630	Cost
The proposed improvements consist of adding one auxiliary lane in the eastbound direction, extending the outside #5 lane beyond the Atlantic Ave EB off-ramp to Cherry Ave then dropping it before the Cherry Ave undercrossing, and widening the Orange Ave and Walnut Ave undercrossings.																

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50		07	I-710 Integrated	Project Location: LAC I-710 between SR-91 and SR-60 The	PAED	800	0	0	0	0	Baseline		6/27/24		28,082	
		5793	Corridor Management	Project will integrate and upgrade, as necessary, real-time	PSE	4,350	0	5,926	0	5,926	PAED	6/30/23	12/22/23			
		LA	Project	traveler information and intelligent transportation system	RW Sup	0	0	0	0	0	RW Cert	9/30/23	12/20/24			
		710		(ITS) technologies, currently managed by local agencies and	Con Sup	0	0	0	0	0	RTL	10/1/23	1/9/25			
				Caltrans along the I-710 corridor between SR-91 and SR-60,	RW Cap	0	0	0	0	0	Begin Const	10/1/24	7/23/25			
				into an integrated corridor management (ICM) system.	Con Cap	35,000	27,840	9,344	0	35,000	End Const	9/30/26		11/17/27		
					Total	40,150	27,840	15,270	0	40,926						
				The ICM system will actively manage all modes of travel												
				during non-recurring congestion, specifically trucks,												
				passenger vehicles, and active transportation on the nation's												
				most vital goods movement corridor. The Project will support												
				the freeway capacity to maintain truck travel speed during												
				incidents, actively manage passenger vehicles off the I-710												
				onto adjacent arterials to minimize impacts from such traffic												
				on local arterial network. No right-of-way needs are												
				anticipated because the Project implementation will take												
				place all within the existing right of way.												
51		07	Port of Los Angeles	Construction of a four-lane, rail-roadway grade separation	PAED	100	0	120	0	120	Baseline		5/16/24		0	
		6201	Maritime Support	that eliminates a significant truck access impediment to an	PSE	2,230	0	3,228	0	3,228	PAED	12/31/23	12/28/23			
		LA	Facility (MSF)	important container terminal support facility located on	RW Sup	0	0	0	0	0	RW Cert	3/31/24		2/28/27		
			Access/Terminal	Terminal Island, at the centroid of the Ports of Los Angeles-	Con Sup	0	0	0	0	0	RTL	3/31/24		7/1/27		
			Island Rail System	Long Beach (POLA-POLB).	RW Cap	0	0	0	0	0	Begin Const	10/1/24		12/31/27		
			Grade Separation		Con Cap	37,340	14,936	0	0	37,340	End Const	6/30/26		12/31/30		
			Project		Total	39,670	14,936	3,348	0	40,688						
				NULL												

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						Budget (\$1,000s)	Budget (\$1,000s)	Expended (\$1,000s)	Expended (\$1,000s)	(\$1,000s)		Finish Date	Finish Date	Finish Date	Amount (\$1,000s)	
52		07 6463 LA	Harbor Scenic Drive Enhancements Project	Located in the City of Long Beach Harbor District, on Harbor Scenic Drive; the project extends from the intersection at Harbor Plaza to the West Ocean Boulevard Overcrossing and provides critical access to the Port of Long Beach shipping terminals at Piers F, G, and J, and to Long Beach Pier H community destinations. The Project will deliver upgraded pavement; ramp modification and roadway enhancements; and advanced Intelligent Transportation Systems (ITS) technologies, including dynamic signage and an integrated communication and Data System, CCTV cameras and traffic detection technology, Real-Time Signal Adjustment, Remote Monitoring and Manual Control, and Transportation Prioritization Capability.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	2,866 4,991 0 0 0 <u>86,406</u> 94,263	0 0 0 0 0 <u>26,900</u> 26,900	2,424 3,452 0 0 0 <u>0</u> 5,876	0 0 0 0 0 <u>0</u> 0	2,424 5,433 0 0 0 <u>86,406</u> 94,263	Baseline PAED RW Cert RTL Begin Const End Const		3/20/26 4/14/25 7/15/26 7/15/26 10/30/26 5/30/28		0	
				NULL												
53		07 6464 VEN	Hueneme Road Widening – Edison Drive to Rice Avenue	In Ventura County, widen a two-mile portion of Hueneme Road, between Edison Drive and Rice Avenue, from a two-lane to four-lane roadway with buffered bike lanes.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	1,172 1,200 0 0 15,000 <u>0</u> 17,372	0 840 0 0 10,500 <u>0</u> 11,340	863 0 0 0 0 <u>0</u> 863	0 0 0 0 0 <u>0</u> 0	1,172 1,200 0 0 15,000 <u>0</u> 17,372	Baseline PAED RW Cert RTL Begin Const End Const		6/26/26 5/7/26 10/15/29 1/30/31		0	
				NULL												
54		07 6465 LA	POLA Rail System Efficiency/Emission Reduction Program – Terminal Island Rail Infrastructure Project	The Project is located on Terminal Island, southwest of the Badger Bridge, and entirely within the Harbor District. This project entails the installation of five (5) new crossovers and related rail infrastructure as follows: • Demolition of 1,600 lineal feet of existing rail • Removal of 2,000 lineal feet of fencing • Grading/realignment of up to 10,000 lineal feet of existing rail (= approximately 5,000 lineal feet of track) • Control System: • New control point (CP) • Fifteen (15) new signals • New subsurface communication connections (conduit & fiber optic cables) between equipment and control points, and new signal control box circuitry • Two existing turnouts added to CP Mole, with power switch machines • New interlocking and approach track circuits.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	200 1,370 0 0 0 <u>19,130</u> 20,700	0 0 0 0 0 <u>13,391</u> 13,391	200 378 0 0 0 <u>0</u> 578	0 0 0 0 0 <u>0</u> 0	200 1,370 0 0 0 <u>19,130</u> 20,700	Baseline PAED RW Cert RTL Begin Const End Const		6/26/26 12/18/25 3/30/27 6/30/27 1/1/28 12/31/29		0	

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55	07 Z002A LA	07	Port to Border California Freight Electrification Project - Long Beach	The Port to Border California Freight Electrification Project site in Long Beach is under long term lease from the Port of Long Beach and is located at 2410 Pier A Way. This will be a publicly accessible MHDEV charging facilities to service major freight facilities in California, leading to expanded access of zero-emission technologies in Long Beach. With deployment taking place in an area deemed to be SB 671 "Key Connecting Routes" WattEV will be able to serve the Port of Los Angeles (POLA) and the Port of Long Beach (POLB). This proposed P2B project site will be a new facility with 8 pass-through charging lanes that will incorporate medium voltage MCS charging infrastructure. WattEV's third generation MCS technology is a unique and transformational medium voltage to DC conversion solid-state transformer (SST) charging cabinet technology.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 272 0 0 0 13,472 13,744	0 136 0 0 0 6,736 6,872	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 272 0 0 0 13,472 13,744	Baseline PAED RW Cert RTL Begin Const End Const	 9/22/24 2/20/26 1/30/26 3/1/26 11/3/26	12/4/25 11/30/22	7/31/26 11/30/26 4/1/27 12/10/27	6,872	
56	07 Z003 LA	07	EV Realty - South Bay Truck Charging Hub	In Torrance, CA, adjacent to I-405 near the intersection of S Western Avenue and 186th Street. Install 30 standard direct current fast charging ports and 20 Megawatt Charging System (MCS) ports. The project will provide facility improvements to a vacant site in Torrance, CA, installing (30) standard DC fast charging ports and (20) MCS fast charging ports. Construction will be completed in a single phase between 2026 and 2027. Early activities involve completing prior site assessments, developing a bid process to select vendors, selecting equipment, and ensuring environmental compliance.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 22,115 22,115	0 0 0 0 0 7,900 7,900	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 22,115 22,115	Baseline PAED RW Cert RTL Begin Const End Const	 12/31/25 8/31/26 9/1/26 6/30/27	5/14/26 11/10/25	8/31/26 10/31/26 6/30/27	0	

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Trade Corridor Enhancement Program (TCEP) Project List
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No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
57	07	Long Beach-East Los Angeles Corridor	Zero-Emissions Truck Project (Forum Mobility)	Located in an unincorporated portion of LA County, the project will implement a Megawatt Charging System (MCS) architecture, featuring 14 high-speed MCS charging ports for pull-through stalls and six kW-level chargers for bobtail stalls, offering a total of 20 charging stalls.	PAED	75	0	75	0	75	Baseline		3/19/26		4,897	
	Z004A	LA			PSE	489	0	489	0	489	PAED	11/30/25	11/30/25			
					RW Sup	0	0	0	0	0	RW Cert	11/30/25	12/15/25			
					Con Sup	0	0	0	0	0	RTL	3/23/26	3/23/26			
					RW Cap	0	0	0	0	0	Begin Const	4/13/26	6/8/26			
					Con Cap	13,636	4,897	8,739	0	13,636	End Const	11/9/26		5/6/27		
					Total	14,200	4,897	9,303	0	14,200						
				The Hub will be strategically located a quarter mile from State Route 47 (the Terminal Island Freeway) and State Route 91, and three-quarters of a mile from I-710, all heavily trafficked freight corridors. The Santa Fe charging depot is purposefully located to serve the Southern California drayage industry as one of the first charging points for zero-emission heavy-duty trucks utilizing the Ports of Long Beach and Los Angeles. The FM Santa Fe EV Hub will be open for public access 24/7 to address overnight charging needs of fleets. FM Santa Fe EV Hub: 18601 S Santa Fe Avenue, Rancho Dominguez, CA 90221.												
58	07	Long Beach-East Los Angeles Corridor	Zero-Emissions Truck Project (MN8 Energy)	The Project seeks to enhance access to charging infrastructure for battery electric Zero-Emission (ZE) Medium- and Heavy-Duty Trucks (MHDTs) along the Long Beach-East LA (LB-ELA) Corridor.	PAED	145	0	145	0	145	Baseline		3/20/26		3,653	
	Z004B	LA			PSE	25	0	25	0	25	PAED	2/28/25	11/18/25			
					RW Sup	0	0	0	0	0	RW Cert	5/2/25	2/27/26			
					Con Sup	0	0	0	0	0	RTL	6/30/25	4/1/26			
					RW Cap	0	0	0	0	0	Begin Const	10/29/25		2/1/27		
					Con Cap	10,345	3,653	0	0	10,345	End Const	9/26/27		2/11/28		
					Total	10,515	3,653	170	0	10,515						
				MN8 will develop the Rio Vista EV Hub on a 37,454.84 square foot parcel located at the corridor's north end: 1311 Rio Vista Ave, Los Angeles, California 90023. This site is fully owned by Dependable Supply Chain Services (DSCS), the site positions DSCS as the anchor fleet partner for near-term electrification, committing up to 30 electric Class 8 trucks for drayage operations in Southern California. The EV Hubs will be strategically located along the I-710 freight corridor, which has high volumes of freight traffic due to direct connections to the Port of Long Beach and the Port of Los Angeles. The Hub will provide 28 charging units to support the needs of more than 100 ZE MHDTs.												

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Bold Phase allocated

Yellow 3 to 6 months behind schedule

Cyan 6+ months behind schedule or delayed beyond fiscal year or EAC over budget

Trade Corridor Enhancement Program (TCEP) Project List
January 01 - June 30, 2026

District 08

District PPNO County				Approved Budget	TCEP Budget	Total Expended	TCEP Expended	EAC	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone				
59	08 0167M RIV,SBD 15	Interstate 15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes - Construction	In San Bernardino and Riverside Counties through the cities of Eastvale, Jurupa Valley, Ontario, and Rancho Cucamonga, on I-15 from Cantu-Galleano Road to Foothill Boulevard, construct auxiliary lanes and express lanes.	PAED	10,373	0	10,409	0	10,409	Baseline		6/23/21	428,384
				PSE	32,606	0	29,509	0	29,509	PAED	12/20/18	12/20/18	
				RW Sup	0	0	0	0	0	RW Cert	4/17/23	10/27/23	
				Con Sup	0	0	2,232	0	0	RTL	5/15/23	10/31/23	
				RW Cap	2,679	0	751	0	751	Begin Const	11/1/23	11/4/24	
				Con Cap	325,356	170,390	220,556	44,426	477,758	End Const	5/28/27	8/23/29	
				Total	371,014	170,390	263,457	44,426	518,427				
60	08 1272 RIV 91	McKinley Street Grade Separation	In Riverside County in the City of Corona on McKinley St from SR-91 to Magnolia Ave Construct a new four-lane overhead grade separation.	PAED	1,694	0	0	0	0	Baseline		6/23/21	60,890
				PSE	11,183	0	0	0	0	PAED	3/28/19	8/2/21	
				RW Sup	0	0	0	0	0	RW Cert	7/10/21	9/1/21	
				Con Sup	0	0	0	0	0	RTL	7/10/21	2/22/22	
				RW Cap	28,517	0	0	0	0	Begin Const	9/1/21	3/30/22	
				Con Cap	71,032	10,300	22	0	0	End Const	6/30/23	3/13/26	
				Total	112,426	10,300	22	0	0				
			The new roadway will include a raised median, sidewalks, and ADA-compliant curb ramps. The project will construct a one-way ramp connecting southbound McKinley St to Sampson Ave and a new two-way loop road connecting McKinley St to Sampson Ave The SR-91 eastbound off-ramp will be realigned and widened and the SR-91 eastbound loop on-ramp and eastbound slip on-ramp will be reconstructed.										

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Trade Corridor Enhancement Program (TCEP) Project List
January 01 - June 30, 2026

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
61	08	SR-60/Potrero	ON SR-60 BETWEEN JACK RABBIT TRAIL & SR-60/I-10	PAED	0	0	0	0			Baseline		12/7/23		48,926	
	1321	Boulevard	JUNCTION PHASE 2: NEW INTERCHANGE ON/OFF	PSE	2,000	0	2,443	0	2,443		PAED	3/30/16	3/1/13			
	RIV	Interchange Phase II	RAMPS.	RW Sup	0	0	0	0	0		RW Cert	4/18/25	4/28/25			
	60			Con Sup	10,113	0	0	0	9,474		RTL	2/14/25	5/27/25			
				RW Cap	0	0	5,263	0	5,263		Begin Const	10/10/25	12/18/25			
				Con Cap	58,000	33,500	0	0	54,026		End Const	12/1/27		5/1/28		
				Total	70,113	33,500	7,706	0	71,206							
			CONSTRUCT WESTBOUND/EASTBOUND EXIT RAMPS (2 LANES) and WESTBOUND/EASTBOUND LOOP ENTRY RAMPS (2 LANES) (ENTRY RAMPS INCLUDING HOV LANE), REALIGN WESTERN KNOLLS AVENUE, AND REMOVE WESTERN KNOLLS AVENUE CONNECTION TO SR-60.													
62	08	US 395 – Phase 2	Location: This project is located on US 395 between SR-18	PAED	0	0	0	0			Baseline				0	
	1323A	Freight Mobility and	(Palmdale Rd) and I-15 in Hesperia and Victorville.	PSE	0	0	0	0	0		PAED	12/28/23	12/28/23			
	SBD	Safety Project - Zero-		RW Sup	0	0	0	0	0		RW Cert	8/27/24				
		Emission		Con Sup	0	0	0	0	0		RTL	8/27/24				
		Procurement		RW Cap	0	0	0	0	0		Begin Const	10/18/24				
		Component	Description: The project will convert this 7-mile section of state highway between I-15 and SR-18 from 2 lanes to a 4-lane facility with a raised median, turning lanes, eight-foot shoulders, improved pedestrian/bicycle accommodations, and signal upgrades at intersections and will provide a contribution to zero-emission (ZE) fueling infrastructure for trucks at a site near the US 395/I-15 junction. The ZE portion of the project includes a hydrogen fueling station near heavily traveled truck routes to support operation of heavy-duty hydrogen fuel cell vehicles. The fueling station will be located off-system at 13640 Phantom East, Victorville, CA 92394 and will include one fueling aisle with the capability of fueling up to 100 trucks or buses a day.	Con Cap	4,875	3,750	0	0	0		End Const	9/6/25				
				Total	4,875	3,750	0	0	0							

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**Trade Corridor Enhancement Program (TCEP) Project List
January 01 - June 30, 2026**

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
63		08	Interstate 10 Corridor	The Contract 2A component of the Interstate 10 (I-10)	PAED	0	0	0	0		Baseline		1/26/24		309,274	
		1325	Freight and Managed Lane Project: I-15 to	Corridor Freight and Managed Lane Project will construct	PSE	0	0	0	0		PAED	7/6/17	7/7/17			
		SBD	Sierra Avenue,	one lane in each direction for a total of 13.4 lane miles on I-	RW Sup	0	0	0	0	0	RW Cert	4/30/25	5/15/25			
		10	Contract 2A	10 from I-15 in Ontario to Sierra Ave in Fontana and	Con Sup	0	0	667	0	0	RTL	4/30/25	6/10/25			
				approximately 0.35 lane miles of auxiliary lane going	RW Cap	0	0	0	0	0	Begin Const	11/1/25	2/6/26			
				eastbound (EB) only, between Cherry Ave and Citrus Ave	Con Cap	427,708	75,000	0	0	427,708	End Const	12/31/28		8/2/29		
				The overall I-10 Corridor Freight and Managed Lane Project	Total	427,708	75,000	667	0	427,708						
				will ultimately provide one managed lane in each direction on												
				I-10 from I-15 in Ontario to Pepper Ave in Colton, a total												
				distance of 22.8 miles, connecting to the I-10 Corridor												
				Contract 1 managed lanes currently under construction.												
				The project will also construct four strategic auxiliary lane												
				and ramp improvements: EB and WB auxiliary lanes												
				between Riverside and Pepper Avenues and auxiliary lanes												
				between EB Cherry Ave and Citrus Ave and EB Sierra												
				Avenue to Cedar Avenue to improve truck mobility and												
				safety. See "Additional Information" section for more												
				information.												
64		08	Interstate 10 Corridor	The Contract 2B component of the Interstate 10 (I-10)	PAED	0	0	0	0		Baseline		1/26/24		0	
		1326	Freight and Managed Lane Project: Sierra	Corridor Freight and Managed Lane Project will construct	PSE	0	0	0	0		PAED	7/6/17	7/7/17			
		SBD	Ave to Pepper Ave,	one lane in each direction for a total of 9.4 lane miles on I-10	RW Sup	0	0	0	0	0	RW Cert	12/18/25	12/18/25			
		10	Contract 2B	from Sierra Ave in Fontana to Pepper Ave in Colton and	Con Sup	0	0	0	0	0	RTL	12/18/25	12/18/25			
				approximately 1.8 lane miles of auxiliary lanes, going	RW Cap	0	0	0	0	0	Begin Const	10/1/26		8/7/26		
				eastbound (EB) between Sierra Ave and Cedar Ave and EB	Con Cap	408,131	0	0	0	405,292	End Const	10/1/29		8/2/29		
				and westbound (WB) between Riverside Ave and Pepper	Total	408,131	0	0	0	405,292						
				Ave The overall I-10 Corridor Freight and Managed Lane												
				Project will provide one managed lane in each direction on I-												
				10 from I-15 in Ontario to Pepper Ave in Colton, a distance												
				of 22.8 miles, connecting to the I-10 Corridor Contract 1												
				managed lanes currently under construction.												
				CONSTRUCT ONE LANE IN EACH DIRECTION FOR A												
				TOTAL OF 9.4 LN MI ON I-10 FR SIERRA AVE IN												
				FONTANA TO PEPPER AVE IN COLTON & APPROX 1.8												
				LN MI OF AUX LANES, GOING EB BETWEEN SIERRA												
				AVE AND CEDAR AVE AND EB AND WB BETWEEN												
				RIVERSIDE AVE AND PEPPER AVE.												

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Trade Corridor Enhancement Program (TCEP) Project List
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						Budget (\$1,000s)	Budget (\$1,000s)	Expended (\$1,000s)	Expended (\$1,000s)	(\$1,000s)		Finish Date	Finish Date	Finish Date	Amount (\$1,000s)	
65		08	Interstate 10 Corridor	The Toll System Provider (TSP) component of the Interstate 10 (I-10) Corridor Freight and Managed Lane Project will extend express lanes operations on I-10 from I-15 in Ontario to Pepper Avenue in Colton, a distance of 22.8 miles.	PAED	0	0	0	0		Baseline		1/26/24		0	
		1327	Freight and Managed Lane Project: Toll System Provider		PSE	0	0	0	0		PAED	7/6/17	7/7/17			
		SBD			RW Sup	0	0	0	0	0	RW Cert	8/1/23	12/18/25			
		10	(TSP) (D/B Contract)		Con Sup	0	0	0	0	0	RTL	8/1/23	12/18/25			
					RW Cap	0	0	0	0	0	Begin Const	8/1/23		11/18/26		
					Con Cap	26,422	0	0	0	26,422	End Const	5/1/27		10/17/29		
					Total	26,422	0	0	0	26,422						
				The TSP is responsible for implementation of the toll collection system (TCS) which includes the design, development, and testing of the roadside toll collection system. The TSP will provide maintenance and manage operations of the system once the facility opens. The overall I-10 Corridor Freight and Managed Lane Project will ultimately provide one managed lane in each direction on Interstate 10 from I-15 in Ontario to Pepper Avenue in Colton, a distance of 22.8 miles, connecting to the I-10 Corridor Contract 1 managed lanes currently under construction. See "Additional Information" section for more information.												
66		08	Interstate 10 Corridor	The Zero-emission Fueling Infrastructure component, WattEV Contract, of the Interstate (I-10) Corridor Freight and Managed Lane Project will install zero-emission (battery-electric) fueling infrastructure at a site on E Street in the City of San Bernardino in San Bernardino County.	PAED	0	0	0	0		Baseline		1/26/24		8,000	
		1328	Freight and Managed Lane Project: Zero-emission Fueling Infrastructure, WattEV		PSE	78	0	0	0		PAED	4/30/22	8/21/23			
		SBD			RW Sup	0	0	0	0	0	RW Cert	6/5/24	11/25/24			
					Con Sup	0	0	0	0	0	RTL	6/5/24	11/25/24			
					RW Cap	0	0	0	0	0	Begin Const	8/22/24	11/25/24			
					Con Cap	7,922	5,000	0	0	8,000	End Const	12/15/24	1/7/26			
					Total	8,000	5,000	0	0	8,000						
				The overall I-10 Corridor Freight and Managed Lane Project will also provide one managed lane in each direction on Interstate 10 from I-15 in Ontario to Pepper Avenue in Colton, a distance of 22.8 miles, connecting to the I-10 Corridor Contract 1 managed lanes currently under construction. The project will also construct four strategic auxiliary lane and ramp improvements: EB and WB auxiliary lanes between Riverside and Pepper Avenues and auxiliary lanes between EB Cherry Ave and Citrus Ave and EB Sierra Avenue to Cedar Avenue to improve truck mobility and safety. See "Additional Information" section for more information.												

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67	08	1347	Park and Ride EV Charging	In the city of Beaumont, at 6th Street and Orange Avenue. Install eight (8) Level 3 DC fast chargers rated at 150 kW each at the Civic Center Park and Ride, located at 6th Street and Orange Avenue in the City of Beaumont.	PAED	0	0	0	0		Baseline		3/20/26		0	
		RIV			PSE	0	0	0	0		PAED	9/30/25	12/31/25			
					RW Sup	0	0	0	0	0	RW Cert	5/31/26		5/31/27		
					Con Sup	0	0	0	0	0	RTL	5/31/26		5/31/27		
					RW Cap	0	0	0	0	0	Begin Const	9/30/26		11/30/27		
					Con Cap	1,000	1,000	0	0	1,000	End Const	4/30/27		6/30/29		
				The project site is located within a Disadvantaged Community (DAC), and the chargers will support up to 250 miles of range per hour to serve local residents and improve access to zero-emission transportation infrastructure.	Total	1,000	1,000	0	0	1,000						
68	08	1348	I-10/Riverside Ave Freight Improvement Project	In Rialto, on Riverside Avenue, from Slover Avenue to the eastbound Interstate 10 on- and off-ramps.	PAED	0	0	0	0		Baseline		3/20/26		0	
		SBD			PSE	3,413	0	0	0	3,413	PAED	4/25/16	4/25/16			
					RW Sup	0	0	0	0	0	RW Cert	12/1/25	12/1/25			
					Con Sup	0	0	0	0	0	RTL	6/1/26		9/1/26		
				Widen the bridge, which crosses the Union Pacific Railroad (UPRR) West Colton rail yard from five lanes (current) to seven lanes, allowing for the extension of existing dedicated northbound left-turn lanes on the Riverside Avenue bridge across I-10. Fill a sidewalk gap to provide continuous sidewalk on Riverside Avenue from I-10 to Slover Avenue.	RW Cap	5,028	0	0	0	3,359	Begin Const	12/1/26		12/1/26		
					Con Cap	37,241	29,800	0	0	37,241	End Const	12/1/29		12/1/29		
					Total	45,682	29,800	0	0	44,013						
69	08	1349	Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project - Bridge Component	Location: The Bridge Component of the Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project is located on Baker Boulevard Between Mill Road and SR-127 in the unincorporated community of Baker in San Bernardino County. Description: The overall Project will replace the existing two-lane, long timber bridge on Baker Boulevard with a new four-lane structure with a center median, 10-foot shoulders, and sidewalks on both sides and will provide a contribution to zero-emission fueling infrastructure for trucks at a site near the intersection of Baker Boulevard and Van Ella Road. This ePPR is for the Baker Boulevard bridge replacement.	PAED	1,000	0	1,000	0	1,000	Baseline		6/26/25		0	
		SBD			PSE	865	0	865	0	865	PAED	6/25/25	4/17/25			
					RW Sup	0	0	0	0	0	RW Cert	11/21/25	4/24/26			
					Con Sup	0	0	0	0	0	RTL	2/23/26	6/25/26			
					RW Cap	0	0	0	0	0	Begin Const	6/2/26		9/30/26		
					Con Cap	27,930	18,369	0	0	27,930	End Const	6/2/28		9/30/28		
					Total	29,795	18,369	1,865	0	29,795						
				NULL												

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70	08 1350 SBD	Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project - Zero-Emission Component (Construction)	Location: The Zero-Emission Component of the Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project will be located at the Southeast Corner of State Route 127 and Sheridan Avenue in the unincorporated community of Baker in San Bernardino County. Description: The overall Project will replace the existing two-lane, long timber bridge on Baker Boulevard with a new four-lane structure with a center median, 10-foot shoulders, and sidewalks on both sides and will provide a contribution to zero-emission fueling infrastructure for trucks at the Southeast Corner of State Route 127 and Sheridan Avenue site. The Baker charging depot is conveniently located 0.5 miles from the on/off ramp of I-15, a "Top 6" corridor identified in the SB 671 Clean Freight Corridor Efficiency Assessment. See "Additional Information" section for more details. This ePPR is for the Zero-Emission Component (Construction). A separate ePPR will be prepared for Procurement.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 <u>7,061</u> 7,061	0 0 0 0 0 <u>4,943</u> 4,943	0 0 0 0 0 <u>0</u> 0	0 0 0 0 0 <u>0</u> 0	0 0 0 0 0 <u>7,061</u> 7,061	Baseline PAED RW Cert RTL Begin Const End Const	 10/15/25 3/16/26 4/13/26 2/26/27 3/20/28	6/2/26 10/15/25 12/17/25 5/14/27 5/14/27 5/30/28	 5/14/27 5/14/27 5/30/28	0	
71	08 1350A SBD	Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project - Zero-Emission Component (Procurement)	Location: The Zero-Emission Component of the Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project will be located at the Southeast Corner of State Route 127 and Sheridan Avenue in the unincorporated community of Baker in San Bernardino County. Description: The overall Project will replace the existing two-lane, long timber bridge on Baker Boulevard with a new four-lane structure with a center median, 10-foot shoulders, and sidewalks on both sides and will provide a contribution to zero-emission fueling infrastructure for trucks at the Southeast Corner of State Route 127 and Sheridan Avenue site. The Baker charging depot is conveniently located 0.5 miles from the on/off ramp of I-15, a "Top 6" corridor identified in the SB 671 Clean Freight Corridor Efficiency Assessment. See "Additional Information" section for more details. This ePPR is for the Zero-Emission Component (Procurement): See Additional Notes Section.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 8,000 8,000	0 0 0 0 0 <u>5,600</u> 5,600	0 0 0 0 0 <u>0</u> 0	0 0 0 0 0 <u>0</u> 0	0 0 0 0 0 <u>8,000</u> 8,000	Baseline PAED RW Cert RTL Begin Const End Const	 8/29/25 3/16/26 4/13/26 5/16/26 3/20/28	6/2/26 8/29/25 12/17/25 5/14/27 5/14/27 5/30/28	 5/14/27 5/14/27 5/30/28	0	

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No.	Route	Title	Location and Type of Work	Phase					Milestone					CAPs
72	08 3009P LA,SBD 10	I-10 Express Lanes- San Antonio Ave to Route 15 (Contract 1)	From LA/SBd Co Ln to I-10/I-15 Interchange & in LA County from 0.4 Mi W/o White Ave OC to LA/SBd Co Ln; Implement two express lanes in each direction for a total of four general purpose and two express lanes in each direction with auxiliary lanes, widening undercrossings, and reconstruction of ramps and lane transitions where needed.	PAED	213	0	48,667	0	48,667	Baseline		10/17/18		807,571
				PSE	62,293	0	0	0	PAED	7/6/17	5/15/17			
				RW Sup	0	0	0	0	RW Cert	3/1/22	1/16/18			
				Con Sup	0	0	24,356	0	24,300	RTL	11/1/21	1/16/18		
				RW Cap	49,219	0	1,295	0	50,514	Begin Const	7/1/18	9/7/18		
				Con Cap	817,466	117,831	301,341	115,371	839,562	End Const	2/1/24		11/19/27	
				Total	929,191	117,831	375,659	115,371	963,043					
This project will be delivered using Design-Build method (TCIF 128).														
73	08 3010T RIV 60	Route 60 Truck Safety and Efficiency Project - Phase 1A	This project is located on State Route 60 and Moreno Beach Drive in the City of Moreno Valley, County of Riverside.	PAED	0	0	0	0	0	Baseline		10/18/18		24,000
				PSE	0	0	0	0	0	PAED	12/1/07	12/10/07		
				RW Sup	0	0	0	0	0	RW Cert	3/1/05	8/3/20		
				Con Sup	0	0	0	0	0	RTL	6/30/19	10/19/20		
				RW Cap	0	0	0	0	0	Begin Const	12/1/19	5/4/21		
				Con Cap	24,000	16,800	16,185	16,148	0	End Const	12/1/21	3/5/26		
				Total	24,000	16,800	16,185	16,148	0					
This specific project component is the second phase of an interchange project that will replace a 50-year old 2-lane bridge with a new 6-lane bridge, reconfigure the north side of SR 60/Moreno Beach Drive Interchange, and build an associated freeway auxiliary lane. Because the bridge is so narrow, trucks are restricted on the eastbound offramp to right-hand (southerly) turns only.														
74	08 3017N RIV,SBD 15	Interstate 15 Corridor Freight Improvement Project: Toll System Provider (D/B Contract)	In San Bernardino and Riverside Counties through the cities of Eastvale, Jurupa Valley, Ontario, and Rancho Cucamonga, on I-15 from Cantu Galleano Road to Foothill BoulevaRd This project will construct the Toll System needed to operate the I-15 Express Lanes project (08-0167M).	PAED	0	0	0	0	0	Baseline		6/23/21		7,962
				PSE	0	0	0	0	0	PAED	12/20/18	12/20/18		
				RW Sup	0	0	0	0	0	RW Cert	4/17/23	10/5/22		
				Con Sup	0	0	0	0	0	RTL	4/7/21	10/5/22		
				RW Cap	0	0	0	0	0	Begin Const	4/7/21	10/5/22		
				Con Cap	7,600	0	0	0	8,758	End Const	5/28/27		8/23/29	
				Total	7,600	0	0	0	8,758					
TOLL SYSTEM PROVIDER (D/B CONTRACT)														
75	08 3017P RIV,SBD 15	Interstate 15 Corridor Freight Improvement Project: Establish Existing Planting	In San Bernardino and Riverside Counties through the cities of Eastvale, Jurupa Valley, Ontario, and Rancho Cucamonga, on I-15 from Cantu Galleano Road to Foothill BoulevaRd Highway planting project for 08-0167M.	PAED	0	0	0	0	0	Baseline		6/23/21		0
				PSE	0	0	0	0	0	PAED	12/20/18	12/20/18		
				RW Sup	0	0	0	0	0	RW Cert	4/17/23	10/31/23		
				Con Sup	0	0	0	0	0	RTL	5/15/23	10/31/23		
				RW Cap	0	0	0	0	0	Begin Const	4/4/27		8/23/29	
				Con Cap	2,012	0	0	0	2,012	End Const	5/31/29		8/22/31	
				Total	2,012	0	0	0	2,012					
ESTABLISH EXISTING PLANTING														

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6+ months behind schedule or delayed beyond fiscal year or EAC over budget

Trade Corridor Enhancement Program (TCEP) Project List
January 01 - June 30, 2026

District PPNO County					Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)		Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	
No.	Route	Title	Location and Type of Work	Phase						Milestone					CAPs
76	08	US 395 – Phase 2	This project is located on US 395 between SR-18 (Palmdale Rd) and I-15 in the Cities of Hesperia and Victorville.	PAED	0	0	0	0		Baseline		6/27/24		41,855	
	3019L	Freight Mobility and Safety Project-CON Mainline		PSE	8,440	0	10,402	0	10,402	PAED	12/31/09	12/31/09			
	SBD			RW Sup	0	0	0	0	0	RW Cert	7/18/25	5/1/25			
	395			Con Sup	0	0	0	0	0	RTL	8/15/25	5/1/25			
			RW Cap	13,934	0	0	0	18,111	Begin Const	4/1/26	11/5/25				
		Con Cap	52,209	30,000	0	0	73,862	End Const	2/25/28	7/6/28					
		Total	74,583	30,000	10,402	0	102,375								
77	08	SR 60/World	The Project is located in Caltrans District 8 between mileposts 20 and 22 on SR 60 in the City of Moreno Valley, Riverside County.	PAED	3,500	0	0	0		Baseline				0	
	3025F	Logistics Center Parkway Interchange Replacement Project		PSE	2,000	0	0	0	2,000	PAED	12/10/20	12/18/20			
	RIV			RW Sup	1,700	0	0	0	1,700	RW Cert	12/30/26	8/30/27			
	60			Con Sup	1,500	0	0	0	1,500	RTL	9/30/26	8/30/27			
			RW Cap	49,298	25,300	0	0	49,298	Begin Const	1/1/27	1/1/28				
		Con Cap	0	0	0	0	0	End Const	12/30/28	6/30/29					
		Total	57,998	25,300	0	0	54,498								

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Trade Corridor Enhancement Program (TCEP) Project List
January 01 - June 30, 2026

District PPNO	County	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
No.	Route	Title	Location and Type of Work	Phase							
78	08 3025G RIV	Pennsylvania Avenue Grade Separation Project	In the city of Beaumont, on Pennsylvania Avenue, from 3rd Street to the I-10 westbound off-ramp. Construct a grade-separated underpass at the Union Pacific Railroad Yuma Subdivision, including a four-lane divided arterial roadway with 0.4 miles of sidewalks, ADA-compliant curb ramps, and crosswalks.	PAED	200	0	0	0	Baseline	3/20/26	0
				PSE	1,500	0	0	1,500	PAED	12/31/24	12/31/25
				RW Sup	0	0	0	0	RW Cert	8/31/25	4/26/27
				Con Sup	0	0	0	0	RTL	9/30/25	4/26/27
				RW Cap	2,681	0	0	2,681	Begin Const	12/31/25	12/31/27
				Con Cap	74,510	49,400	0	0	End Const	11/30/27	12/31/29
				Total	78,891	49,400	0	0			
			Install traffic signals at the I-10 eastbound on-ramp and westbound off-ramp and reconstruct the eastbound on-ramp to accommodate new roadway grade.								
79	08 6199A SBD	EV Oasis South - Petro Ontario	4235 E Guasti Rd, Ontario, CA 91761 (in Ontario, on Guasti Road).	PAED	0	0	0	0	Baseline		0
				PSE	0	0	0	0	PAED	12/31/25	12/7/23
				RW Sup	0	0	0	0	RW Cert	3/30/26	4/23/26
				Con Sup	0	0	0	0	RTL	2/27/26	5/5/26
			Construct and install medium- and heavy-duty electric chargers and infrastructure.	RW Cap	0	0	0	0	Begin Const	4/26/26	12/26/26
				Con Cap	8,360	4,683	0	0	End Const	4/26/27	7/30/27
				Total	8,360	4,683	0	0			
80	08 6199C SBD	EV Oasis South - TA Barstow	2930 Lenwood Rd, Barstow, CA 92311 (in Barstow, on Lenwood Road).	PAED	0	0	0	0	Baseline		0
				PSE	0	0	0	0	PAED	12/31/25	9/14/22
				RW Sup	0	0	0	0	RW Cert	3/30/26	4/23/26
				Con Sup	0	0	0	0	RTL	2/27/26	5/5/26
			Construct and install medium-and heavy-duty electric chargers and infrastructure.	RW Cap	0	0	0	0	Begin Const	12/26/26	12/26/26
				Con Cap	8,359	4,682	0	0	End Const	7/30/27	7/30/27
				Total	8,359	4,682	0	0			

District 10

District PPNO	County	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
No.	Route	Title	Location and Type of Work	Phase							

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Trade Corridor Enhancement Program (TCEP) Project List
January 01 - June 30, 2026

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
81		10 2365A SJ	Prologis Mobility - Freight Logistics Electrifications for Emission-Free Transport	In the City of Tracy, at 5902 Hopkins Road, approximately 0.5 miles south of Interstate 205 and 1.2 miles west of the Interstate 5 interchange. Description (Scope of Work): Design, permit, and construct a zero-emission freight charging hub supporting medium- and heavy-duty (MHD) truck electrification along California's primary north-south freight corridor.	PAED	95	0	0	0	95	Baseline		1/29/26		0	
					PSE	1,635	398	0	0	1,635	PAED	12/6/25		12/6/26		
					RW Sup	0	0	0	0	0	RW Cert					
					Con Sup	0	0	0	0	0	RTL	5/1/26		5/1/27		
					RW Cap	0	0	0	0	0	Begin Const	8/1/26		8/1/27		
					Con Cap	33,189	14,252	0	0	33,189	End Const	3/1/27		3/1/28		
					Total	34,919	14,650	0	0	34,919						
				The Tracy FLEET site will include: -Installation of 60 high-power direct current fast-charging (DCFC) ports (20 charging islands with MCS/CCS combo cabinets) totaling approximately 12 MW of simultaneous capacity. -Integration of a 5.4 MWh centralized Battery Energy Storage System (BESS) to support grid reliability and load-management operations. -Hydrogen-ready infrastructure for one island to enable future dual-fuel operations. -Site improvements including electrical distribution upgrades, access roads, lighting, stormwater management, and safety/security systems. -Construction of a 2,100 sq ft driver lounge.												
82		10 3416 SJ 580	I-580/ International Parkway Interchange	The Project is located in the City of Tracy at the I-580 and International Parkway/Patterson Pass Road interchange.	PAED	1,340	0	0	0	0	Baseline		6/23/21		42,587	
					PSE	1,000	0	0	0	0	PAED	11/1/18	3/4/21			
					RW Sup	0	0	0	0	0	RW Cert	8/1/19	5/11/23			
					Con Sup	0	0	0	0	0	RTL	6/1/19	5/11/23			
					RW Cap	2,692	0	0	0	0	Begin Const	12/1/19	9/20/24			
					Con Cap	44,151	24,884	6,085	6,057	0	End Const	11/30/20		10/1/26		
					Total	49,183	24,884	6,085	6,057	0						
				Due to increased commercial truck and traffic demand from existing fulfillment and distribution center growth and planned future development in San Joaquin County, the Project proposes to modify the interchange from the existing compact diamond (Type L-1) to a Diverging Diamond Interchange (DDI). The Project reduces congestion, increases truck throughput, and eliminates a bottleneck for trucks accessing I-580, a key freight highway. The Project will improve interregional goods movement for trucks traveling between the Port of Oakland, Bay Area, local warehouses, Southern California, and out-of-state.												

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District PPNO County				Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs	
No.	Route	Title	Location and Type of Work	Phase						Milestone				
83	10	North County Corridor	The North County Corridor Project consists of 4 separate phases of construction totaling 18 miles in length. The scope of this project is for Phase 1. The corridor will be a high capacity bypass around the cities of Modesto, Riverbank and Oakdale as shown in Exhibit 1. The Phase 1 project will be an ultimate 6-lane divided expressway beginning at the intersection of Claribel Road & Oakdale Road, extending eastward to the intersection of Claribel Road & Claus Road. It will be access controlled with a 40 feet-70 feet median with grade separations over Roselle Avenue, Terminal Avenue and the Burlington Northern Santa Fe Railroad tracks. This new alignment will build a west-east expressway that will improve regional network circulation connecting from the western end of downtown Modesto to the eastward end joining SR-120 east of the City of Oakdale (Segments 1 to 4).	PAED	0	0	0	0		Baseline	6/23/21		144,007	
	3507	Project - Phase 1		PSE	13,900	0	0	0		PAED	5/22/20	5/22/20		
	STA	from Claribel Road to		RW Sup	0	0	0	0	0	RW Cert	8/7/24	8/6/24		
	108	Claus Road.		Con Sup	0	0	0	0	551	RTL	8/7/24	8/6/24		
				RW Cap	39,900	0	0	0	0	Begin Const	1/16/25	2/25/25		
				Con Cap	180,000	20,000	2,727	2,727	117,100	End Const	6/16/27		5/3/28	
				Total	233,800	20,000	2,727	2,727	117,651					
84	10	SR 4 Wagon Trail	The project is located on State Route 4 between the town of Copperopolis and the City of Angels Camp in Calaveras County. The Eastern Segment of the SR 4 Wagon Trail Realignment Project consists of constructing SR 4 on a new alignment between Stallion Way and approximately 1.6 miles west of the State Route 4/49 Junction near Stockton Road.).	PAED	0	0	0	0		Baseline	1/25/24		0	
	3546	Realignment Project		PSE	4,500	0	1,159	0	5,560	PAED	1/20/17	1/10/17		
	CAL	(Eastern Segment)		RW Sup	1,250	1,250	0	0	0	RW Cert	6/30/26		6/29/28	
	4			Con Sup	0	0	0	0	0	RTL	6/30/26		6/30/28	
				RW Cap	7,292	4,000	0	0	0	Begin Const	7/1/27		8/1/28	
				Con Cap	42,958	0	0	0	30,000	End Const	6/30/29		7/1/30	
				Total	56,000	5,250	1,159	0	35,560					
85	10	SR 132 West Phase	Near the City of Modesto, in Stanislaus County, on SR 132, from SR 132/Dakota Avenue to near SR 132/Gates Road/Paradise Road. Construct approximately 5 miles of a realigned, two-lane, access-controlled facility. (To be designed and ROW certified for four lanes.) Construct two grade separations with overpasses at Dakota Avenue and Hart Road. Construct a roundabout at new intersection with Russell Road and SR 132/Gates Road/Paradise Road.	PAED	0	0	4,204	0	4,204	Baseline	1/29/26		0	
	3593	3A (Gates to Dakota)		PSE	12,729	0	0	0	12,729	PAED	3/2/18	6/29/22		
	STA			RW Sup	0	0	0	0	0	RW Cert	3/1/26		12/31/26	
	132			Con Sup	0	0	0	0	0	RTL	4/1/26		1/15/27	
				RW Cap	27,551	0	712	0	27,551	Begin Const	10/1/26		9/6/27	
				Con Cap	77,000	66,820	0	0	77,000	End Const	9/3/29		4/30/30	
				Total	117,280	66,820	4,916	0	121,484					

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Trade Corridor Enhancement Program (TCEP) Project List
January 01 - June 30, 2026

No.	District PPNO County Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
86	10 3701 STA	Modesto EV Charging	In Modesto, at 1407 I Street: Install electric vehicle charging.	PAED	10	0	0	0	10	Baseline		1/29/26		0	
				PSE	90	0	0	0	90	PAED	2/1/26		8/24/26		
				RW Sup	0	0	0	0	0	RW Cert	2/1/26		9/7/26		
				Con Sup	0	0	0	0	0	RTL	2/1/26		9/7/26		
			Specifically, purchase and install one (1) "Level 3" (DC Fast Charger) charger with two (2) ports.	RW Cap	0	0	0	0	0	Begin Const	6/1/26		1/18/27		
				Con Cap	180	180	0	0	180	End Const	7/1/27		6/1/28		
				Total	280	180	0	0	280						
87	10 6299A MER 132	EV Oasis North-Livingston	At the Travel Centers of America located at 435 Winton Parkway in Livingston, bp pulse will build and install charging infrastructure for medium and heavy-duty electric vehicles.	PAED	0	0	4,204	0	4,204	Baseline		1/29/26		0	
				PSE	251	106	0	0	251	PAED	12/1/25	12/16/25			
				RW Sup	0	0	0	0	0	RW Cert	2/26/27		4/1/27		
				Con Sup	0	0	0	0	0	RTL	12/31/26		4/1/27		
				RW Cap	0	0	712	0	0	Begin Const	6/30/26		7/1/27		
			The installation will feature three ultrafast chargers, each equipped with both MCS and CCS connectors. This initiative is a continuation of the EV Oasis North project, aiming to extend the I-5 MHD charging corridor that began with the TCEP-funded EV Oasis South project. This development is set to improve critical freight transport routes along I-5 and State Highway 99.	Con Cap	6,750	2,625	0	0	6,750	End Const	4/30/27		12/18/28		
				Total	7,001	2,731	4,916	0	11,205						
88	10 6299B MER 132	EV Oasis North-Santa Nella	At the Travel Centers of America located at Santa Nella, bp pulse will build and install charging infrastructure for medium and heavy-duty electric vehicles.	PAED	0	0	4,204	0		Baseline		1/29/26		0	
				PSE	251	106	0	0		PAED	12/31/25	12/9/25			
				RW Sup	0	0	0	0	0	RW Cert	2/26/27		4/1/27		
				Con Sup	0	0	0	0	0	RTL	12/31/26		4/1/27		
				RW Cap	0	0	712	0	0	Begin Const	6/30/26		7/1/27		
			The installation will feature three ultrafast chargers, each equipped with both MCS and CCS connectors. This initiative is a continuation of the EV Oasis North project, aiming to extend the I-5 MHD charging corridor that began with the TCEP-funded EV Oasis South project. This development is set to improve critical freight transport routes along I-5 and State Highway 99.	Con Cap	6,750	2,625	0	0	6,750	End Const	4/30/27		12/18/28		
				Total	7,001	2,731	4,916	0	11,205						

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Trade Corridor Enhancement Program (TCEP) Project List
January 01 - June 30, 2026

District 11

No.	District PPNO County Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
89	11 0999E SD 11	Siempre Viva Interchange and Site Preparation Design for Commercial Vehicle Enforcement Facility - Segment 2B	Near San Diego at 1.9 miles east of Sanyo Avenue Undercrossing. Construct new interchange and begin site preparation design for Commercial Vehicle Enforcement Facility, which includes drainage and utilities.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 4,810 0 5,096 0 27,189 37,095	0 4,810 0 5,096 0 27,189 37,095	0 4,810 0 5,095 0 17,741 27,646	0 4,810 0 5,095 0 17,741 27,646	0 4,810 0 5,095 0 17,899 27,804	Baseline PAED RW Cert RTL Begin Const End Const	8/15/18 3/29/12 4/12/19 4/15/19 10/15/19 6/1/21	8/15/18 4/2/12 3/27/20 4/15/20 3/30/21 9/22/23		17,899	
			CONSTRUCT INTERCHANGE AT SIEMPRE VIVA ROAD												
90	11 0999G SD 11	CVEF Design and Construction- Segment 2C	In San Diego County Near San Diego at the Mexico Border Crossing.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 2,500 0 0 0 69,000 71,500	0 0 0 0 0 64,000 64,000	0 2,496 0 0 0 0 2,496	0 0 0 0 0 0 0	2,500 0 0 0 0 69,000 71,500	Baseline PAED RW Cert RTL Begin Const End Const	4/2/12 12/15/21 7/31/24 11/28/24 9/25/27	4/2/12 12/15/21 1/17/29 4/16/29 4/16/31		0	Cost
91	11 0999H SD 11	Otay Mesa East Land Port of Entry Early Work Package	In San Diego County near San Diego at 1.9 mile East of Sanyo Avenue Undercrossing.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 5,250 0 30,891 36,141	0 0 0 5,250 0 30,891 36,141	0 0 0 4,349 0 13,562 17,911	0 0 0 4,349 0 13,562 17,911	0 0 0 5,104 0 14,809 19,913	Baseline PAED RW Cert RTL Begin Const End Const	4/1/12 8/14/24 8/14/24 12/14/24 6/12/25	3/29/12 8/14/24 8/14/24 1/22/25 10/24/25		14,809	
92	11 0999I SD 11	East Otay Mesa Land Port of Entry - Construction	Near San Diego on Route 11 at 1.9 miles east of Sanyo Avenue Undercrossing (Mexico border).	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 413,029 413,029	0 0 0 0 0 56,116 56,116	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 413,029 413,029	Baseline PAED RW Cert RTL Begin Const End Const	4/1/12 12/15/21 7/31/25 9/30/25 9/25/28	4/1/12 4/30/26 5/19/26 7/28/26 1/30/29		0	Cost
			Construct Port of Entry federal facility, Information Technology System (ITS), and tolling. The (ITS) are roadway technology (e.g. changeable message signs) that will be used by SANDAG and Caltrans for congestion management, to provide advanced traveler information, and measure border wait times. The tolling system will read vehicle transponders (or other toll read technology) and assign the dynamic toll to users of the facility.												

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Trade Corridor Enhancement Program (TCEP) Project List
January 01 - June 30, 2026

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
93		11	Otay Mesa East Port of Entry Technology Package	Near San Diego on Route 11 at 1.9 miles east of Sanyo Avenue Undercrossing.	PAED	0	0	0	0		Baseline				0	
	0999J	SD			PSE	0	0	0	0		PAED	4/1/12	4/1/12			Cost
	11				RW Sup	0	0	0	0	0	RW Cert	12/15/21	12/15/21			
					Con Sup	0	0	0	0	0	RTL	3/30/25	3/30/25			
					RW Cap	0	0	0	0	0	Begin Const	7/1/25	6/30/26			
					Con Cap	36,000	0	108	0	36,000	End Const	6/30/27		12/10/29		
					Total	36,000	0	108	0	36,000						
				Otay Mesa East technology package to enhance efficiency and throughput at the Port of Entry (POE) and Commercial Vehicle Enforcement Facility (CVEF). Non-Intrusive Inspection (NII) Technology will be used by Customs and Border Protection (CBP) to improve efficiency of processing vehicles and cargo.												
94		11	Otay Mesa East Port of Entry Construction - Underground Utilities and Grading Work Package	Near San Diego on Route 11 at 1.9 miles east of Sanyo Avenue Undercrossing.	PAED	0	0	0	0		Baseline				100,218	
	0999K	SD			PSE	0	0	0	0		PAED	4/1/12	4/1/12			
	11				RW Sup	0	0	0	0	0	RW Cert	12/15/21	12/15/21			
					Con Sup	0	0	1,946	0	1,946	RTL	7/31/25	7/31/25			
					RW Cap	0	0	0	0	0	Begin Const	9/30/25	10/31/25			
					Con Cap	129,000	15,000	44,709	5,195	127,054	End Const	9/25/28		12/1/26		
					Total	129,000	15,000	46,655	5,195	129,000						
				Fine grading (including imported borrow), installation of site perimeter security fence, installation of wet and dry utilities pipe/conduits, and procurement of long lead items such as border fence, high mast site lighting, and inspection booths.												
95		11	Route 125/905 Connector	In and near San Diego at Route 125/905 separation.	PAED	0	0	0	0		Baseline		8/15/18		19,035	
	1036	SD			PSE	4,857	0	4,852	0	4,852	PAED	7/30/04	7/30/04			
	125,905				RW Sup	0	0	0	0	0	RW Cert	8/15/19	10/2/19			
					Con Sup	5,000	5,000	4,999	4,999	4,999	RTL	8/15/19	11/26/19			
					RW Cap	0	0	0	0	0	Begin Const	3/2/20	8/27/20			
					Con Cap	28,056	16,980	18,687	11,312	19,035	End Const	4/4/22	1/29/24			
					Total	37,913	21,980	28,538	16,311	28,886						
				Construct freeway to freeway South-West connector.												
96		11	SR-15 Operational Improvements	In San Diego County in San Diego from Main Street to Harbor Drive. This project proposes to construct a bridge structure at Vesta Street, install Signal Prioritization Technologies, widen the SB SR-15 Main Street off-ramp, rehabilitate deteriorating pavement, and implement Naval gate improvements.	PAED	3,800	0	3,800	0	3,800	Baseline				0	
	1417	SD			PSE	6,500	6,500	3,748	3,748	9,076	PAED	6/1/23	1/25/24			
	15				RW Sup	300	0	0	0	1,092	RW Cert	1/30/26		3/25/27		
					Con Sup	0	0	0	0	16,646	RTL	1/30/26		2/18/28		
					RW Cap	7,400	5,500	5,500	5,500	6,711	Begin Const	2/2/26		7/31/30		
					Con Cap	0	0	0	0	73,000	End Const	1/14/28		10/13/32		
					Total	18,000	12,000	13,048	9,248	110,325						
				VESTA SR-15 OPERATIONAL IMPROVEMENTS												

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Bold Phase allocated

3 to 6 months behind schedule

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6+ months behind schedule or delayed beyond fiscal year or EAC over budget

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January 01 - June 30, 2026

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
97		11 1447 SD 15.5	I-5/SR-15/Harbor Drive 2.0	In San Diego County at Various Locations. This project proposes to introduce connected all-day and off-peak dedicated truck lanes and Intelligent Transportation Systems technologies along Harbor Drive and connecting arterials to I-5 and SR-15 in San Diego and National City.	PAED	5,000	0	5,000	0	5,000	Baseline		3/21/24		0	
					PSE	6,500	6,500	6,500	6,500	6,500	PAED	12/29/23	1/25/24			
					RW Sup	0	0	0	0	0	RW Cert	1/30/26		2/25/28		
					Con Sup	0	0	0	0	0	RTL	1/30/26		4/4/28		
					RW Cap	0	0	0	0	0	Begin Const	2/2/26		12/6/28		
					Con Cap	0	0	0	0	0	End Const	6/23/28		7/12/32		
					Total	11,500	6,500	11,500	6,500	11,500						
				Additional improvements include upgraded and new traffic signals, freight signal priority and truck queue jumps, wayfinding gantries, pedestrian and bicycle infrastructure upgrades, and supportive infrastructure for the deployment of alternative fuel and zero-emission vehicle charging and pilot innovations.												
98		11 T0013 SD	Port of San Diego Tenth Avenue Marine Terminal Beyond Compliance Environmental Enhancement Project	In San Diego in the San Diego Bay at the Tenth Avenue Marine Terminal. Procurement of a barge-based vessel emissions capture system, also known as a Bonnet.	PAED	0	0	0	0	0	Baseline		10/18/18		11,459	
					PSE	0	0	0	0	0	PAED	12/13/16	12/13/16			
					RW Sup	0	0	0	0	0	RW Cert					Schedule
					Con Sup	0	0	0	0	0	RTL	10/15/19	12/8/21			
					RW Cap	0	0	0	0	0	Begin Const	12/1/19	6/6/22			
					Con Cap	7,000	4,900	2,000	2,000	0	End Const	12/31/22				
				NULL	Total	7,000	4,900	2,000	2,000	0						
99		11 Z002B SD	Port to Border California Freight Electrification Project - Otay Mesa	The Port to Border California Freight Electrification Project site in Otay Mesa, located at 5459 Otay Mesa Rd, will be a new facility with 8 pass-through charging lanes that will incorporate medium voltage MCS charging infrastructure.	PAED	0	0	0	0	0	Baseline		12/4/25		6,872	
					PSE	272	136	0	0	272	PAED	9/22/24	12/20/25			
					RW Sup	0	0	0	0	0	RW Cert	3/1/26		8/31/26		
					Con Sup	0	0	0	0	0	RTL	2/10/26		11/30/26		
					RW Cap	0	0	0	0	0	Begin Const	3/5/26		4/1/27		
					Con Cap	13,472	6,736	0	0	13,472	End Const	10/27/26		4/28/28		
					Total	13,744	6,872	0	0	13,744						
				WattEV's third generation MCS technology is a unique and transformational medium voltage to DC conversion solid-state transformer (SST) charging cabinet technology innovation with internal solid-state components capable of directly accepting three-phase 12,000-to-15,000-volt input, thereby reducing significant amounts of intermediate electrical system equipment and cabling. The MCS dispensers powered by the SST cabinet have a narrow and efficient footprint condensed into a single, prefabricated modular system. Each modular charging island, like a conventional gas station pumping island, will be installed as a single pre-wired unit, with one (1) MCS 1.25MW dispenser. The site is located within 5 miles of the Otay Mesa Land Port of Entry.												

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Yellow 3 to 6 months behind schedule

Blue 6+ months behind schedule or delayed beyond fiscal year or EAC over budget

**Trade Corridor Enhancement Program (TCEP) Project List
January 01 - June 30, 2026**

District 12

District PPNO County		Title	Location and Type of Work	Phase	Approved	TCEP	Total	TCEP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
					Budget (\$1,000s)	Budget (\$1,000s)	Expended (\$1,000s)	Expended (\$1,000s)	(\$1,000s)		Finish Date	Finish Date	Finish Date	Amount (\$1,000s)	
100	12	12-0J34U Rte 055	In Orange County in Irvine, Santa Ana and Tustin on Route 5 at Newport Avenue Overcrossing and on Route 55 from 0.4 Mile North of Route 55/405 Separation to 0.1 Mile South of Route 5/55 Separation	PAED	6,508	0	144	0	144	Baseline				213,158	
	3474	Construct additional HOV, GP and Aux Lane		PSE	26,622	0	4,290	0	4,290	PAED	9/11/17	9/11/17			
	ORA			RW Sup	11,756	0	2,026	0	2,323	RW Cert	6/1/20	9/1/21			
	055			Con Sup	41,860	9,490	19,338	8,681	29,990	RTL	6/15/20	9/2/21			
				RW Cap	172,501	0	22,700	0	0	Begin Const	1/4/21	6/16/22			
				Con Cap	<u>215,853</u>	<u>105,510</u>	<u>157,187</u>	<u>77,179</u>	<u>213,158</u>	End Const			5/31/28		
			Construct northbound auxiliary lane on Rte 55 between Dyer Road and Edinger Avenue interchanges and Widen Rte 55 for an additional high occupancy vehicle (HOV) lane and a general-purpose lane in each direction	Total	475,100	115,000	205,685	85,860	249,905						
101	12	12-0K91U Rte/ 91	In Orange County, in Anaheim, on SR-91 from Route 55 to 0.7 mile west of Route 90	PAED	1,800	0	430	0	430	Baseline				85,809	
	4600B	Combine 0K981 & 0R314 for Construction		PSE	8,503	0	1,391	0	1,391	PAED					
	ORA			RW Sup	988	0	289	0	544	RW Cert		5/3/24			
	091			Con Sup	14,007	1,212	3,763	674	13,159	RTL		5/10/24			
			Mainline widening, interchange improvement and TMS elements – Segment 1	RW Cap	4,938	0	3	0	0	Begin Const		2/18/25			
				Con Cap	<u>77,820</u>	<u>41,354</u>	<u>36,773</u>	<u>25,094</u>	<u>85,810</u>	End Const			8/23/27		
				Total	108,056	42,566	42,649	25,768	101,334						
102	12	Coastal Rail Infrastructure Resiliency Project	The Coastal Rail Infrastructure Resiliency project will address four at-risk areas between MP 203.8 and MP 206.7 in the City of San Clemente in the Orange County-owned portion of the LOSSAN Corridor and include but will not be limited to: 1.	PAED	4,780	0	4,780	0	4,780	Baseline				174,431	
	CP170			PSE	0	0	0	0	0	PAED	6/30/26	6/3/25			
	ORA			RW Sup	0	0	0	0	0	RW Cert	7/31/25				
				Con Sup	0	0	0	0	0	RTL	12/31/27	4/7/25			
				RW Cap	1,732	0	0	0	1,732	Begin Const	7/1/26	9/15/25			
				Con Cap	<u>167,919</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>167,919</u>	End Const	12/31/27		12/31/27		
			Add rock to repair existing riprap and sand nourishment to be placed to protect the rail line from coastal erosion at Location 1 at MP 203.8 to 203.9 and Location 2 at MP 204.0 to 204.4 where little or no beach remains, 2. A catchment wall proposed to be built at Location 3 at MP 204.0 to 204.5 to address potential additional landslides from the hillside inland of the tracks, 3. An engineered slope protection structure at Location 4 at MP 206.0 to 206.67 along with sand nourishment proposed to protect the rail line from the eroding coast where sufficient beach still remains to allow for engineered structure to be placed, 4. Bus bridges to mitigate for loss of train service while tracks are closed for construction.	Total	174,431	0	4,780	0	174,431						

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103		12	(2024:16) Coastal	The project is OCTA's work to address Area 3 of four at-risk areas between MP 203.65 and MP 204.5 in the City of San Clemente in the Orange County-owned portion of the LOSSAN Corridor through a design-build contract and include but will not be limited to: 1.	PAED	0	0	0	0	0	Baseline				87,821	
	CP171A	ORA	Rail Infrastructure Resiliency Project (Area 3 Infrastructure)		PSE	0	0	0	0	0	PAED	4/14/25	6/3/25			
					RW Sup	0	0	0	0	0	RW Cert	5/7/25				
					Con Sup	0	0	0	0	0	RTL	4/11/25	4/7/25			
					RW Cap	0	0	0	0	0	Begin Const	5/19/25	9/15/25			
					Con Cap	59,350	23,146	0	0	87,821	End Const	3/31/26		9/30/26		
					Total	59,350	23,146	0	0	87,821						
				Build catchment wall MP 203.65 to 204.5 2. Restore pedestrian/bicycle path at Location 3 (MP204.07 to 204.33).												
104		12	(2024:16) Coastal	The project is SCRRRA's work to support OCTA work to address Area 3 of four at-risk areas between MP 203.65 and MP 204.5 in the City of San Clemente in the Orange County-owned portion of the LOSSAN Corridor and will support the following elements: 1.	PAED	0	0	0	0		Baseline				4,500	
	CP171B	ORA	Rail Infrastructure Resiliency Project (Area 3 Project Management Support)		PSE	0	0	0	0		PAED	4/14/25	6/3/25			
					RW Sup	0	0	0	0	0	RW Cert	5/7/25				
					Con Sup	0	0	0	0	0	RTL	4/11/25	4/7/25			
					RW Cap	0	0	0	0	0	Begin Const	5/19/25	9/15/25			
					Con Cap	3,041	296	0	0	3,041	End Const	3/31/26		9/30/26		
					Total	3,041	296	0	0	3,041						
				Build catchment wall MP 203.65 to 204.5 2. Restore pedestrian/bicycle path at Location 3 (MP204.07 to 204.33), SCRRRA will provide project management support, review designs prepared by the Design-Builder, provide flagging and Right-of-Entry Permit support, any signal and communication design coordination and modifications, any track maintenance and RR work orders for remediation of the track facilities as a result of the project.												

District 75

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
105		75	San Onofre to Pulgas	In Camp Pendleton along the LOSSAN corridor, from MP 216.5 to MP 217.6, construct 1.1 miles of additional second main track capacity adjacent to the main track, including new bridges at MP 217.3 and MP 218.	PAED	0	0	0	0		Baseline		6/23/21		22,386	
	2190	SD	Double Track Phase 2		PSE	1,744	567	1,744	0	1,744	PAED	3/31/12	3/31/12			
					RW Sup	0	0	0	0	0	RW Cert	9/1/21	1/13/23			
					Con Sup	0	0	0	0	0	RTL	9/1/21	1/23/23			
					RW Cap	0	0	0	0	0	Begin Const	1/1/22	7/1/25			
					Con Cap	33,793	4,930	0	0	33,793	End Const	7/1/24		7/1/27		
				NULL	Total	35,537	5,497	1,744	0	35,537						

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106	75 5830 LA	Port of Los Angeles - Fenix Terminal Railyard Expansion & Modernization Project	The project is located entirely on the Fenix marine container terminal at the Port of Los Angeles (POLA) and makes improvements to the existing on-dock railyard at the Fenix terminal. The Fenix terminal and the entire POLA are also part of the United States Department of Transportation (USDOT) designated National Multimodal Freight Network (NMFN). The improvement project will increase capacity by adding five new working tracks just north of/parallel to the existing railyard, including tail track, pavement & turnouts.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	300 3,186 0 0 0 48,869 52,355	0 0 0 0 0 19,194 37,336	210 1,833 0 0 0 25,665 27,708	0 0 0 0 0 0 0	210 1,833 0 0 0 70,000 72,043	Baseline PAED RW Cert RTL Begin Const End Const					69,974	
107	75 6197 LA	America's Green Port Gateway: Pier B Early Rail Enhancements Project - East Expansion	Within the City of Long Beach's Harbor District (known as Port of Long Beach) at Pier B construct: (a) Construct approximately 800 feet of new SR-710 retaining wall south of Pier C St to accommodate track expansion; (b) Modify 9th St at-grade crossing; (c) Addition of approximately 2,500 track feet (TF); (d) Shift or relocation of 2,000 track feet (TF); (e) Reconfigure east ladder. NULL	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	3,000 4,000 0 0 2,478 38,673 48,151	0 0 0 0 0 37,336 37,336	3,000 4,000 1,000 6,149 1,478 23,242 38,869	0 0 0 0 0 0 0	3,000 4,000 1,000 6,329 1,478 32,344 48,151	Baseline PAED RW Cert RTL Begin Const End Const		12/6/23 8/28/23 10/18/23 2/1/24 7/24/24		2/19/27	0	
108	75 6198 LA	America's Green Port Gateway: Pier B Early Rail Enhancements Project - Locomotive Facility	Within the City of Long Beach's Harbor District (known as Port of Long Beach) at Pier B construct: (a) Turnout Installation at Anaheim St; (b) Construction of a (one) 6-track locomotive support facility for refueling and light servicing of motive power that will provide storage for a minimum of 24 locomotives; (c) Addition of 4,000 track feet (TF); (d) Shift or relocation of 500 track feet (TF); (e) Relocation of a portion of LADWP water line and COLA storm drain. NULL	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	3,000 3,000 0 0 6,811 37,849 50,660	0 0 0 0 0 33,106 33,106	3,000 3,000 1,000 4,072 5,811 18,584 35,467	0 0 0 0 0 0 0	3,000 3,000 1,000 5,299 5,811 32,550 50,660	Baseline PAED RW Cert RTL Begin Const End Const		12/6/23 3/18/24 3/18/24 6/20/24 1/15/25		1/25/27	27,552	

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No.	Route	Title	Location and Type of Work	Phase					Milestone	Date	Date	Date	
109	75 6199 LA	America's Green Port Gateway: Pier B Early Rail Enhancements - Rail Yard Access Improvements	Within the City of Long Beach's Harbor District (known as Port of Long Beach) at Pier B construct: (a) Construction of two (2) Yard Tracks; (b) Realignment of tracks along Pico rail corridor; (c) Addition of approximately (7,000 + 2,000) 9,000 track feet (TF); (d) Shift or relocation of (10,000 + 3,500) 13,500 track feet (TF); (e) Turnout installation at Edison Ave and Pier B St; (f) Addition of 4th track between Anaheim St and Edison Ave (Part of mainline track work); (g) Realignment of track north of Anaheim St and Pier B St intersection; (h) Relocation of a portion of LADWP water line and COLA storm drain.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 <u>28,206</u> 28,206	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 <u>28,206</u> 28,206	Baseline PAED RW Cert RTL Begin Const End Const	 2/25/22 1/31/26 4/13/26 9/30/26 3/30/28	12/6/23 2/25/22 8/30/26 9/17/26 12/14/26 6/26/28	0	
			NULL										
110	75 9895 SBD	High Desert Operational Efficiency Project	The Project is located within both the City of Hesperia and unincorporated areas of San Bernardino County. The Project is within existing railroad right-of-way owned by the BNSF on the Cajon Subdivision from railroad Milepost 41.8 (near Bear Valley Road, just west of BNSF CP Thorn) to Milepost 53.0 (adjacent to Summit Valley Road at BNSF CP Martinez). The two 22,500-foot-long staging tracks will be located near CP Martinez and CP Thorn on the east and west sides, respectively, of the existing BNSF right-of-way. The new third main track will extend from CP Martinez to CP Thorn on the west side of the existing BNSF right-of-way for 11.2 miles. The project will construct two 22,500-foot-long staging tracks adjacent to the two existing main tracks and will construct an 11.2-mile-long extension of existing Main Track 1 (resulting in three total main line tracks through the Project area), associated railroad signal improvements, and associated civil, grading and drainage improvements.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	1,329 3,100 0 0 0 <u>131,237</u> 135,666	0 0 0 0 0 30,770 30,770	0 0 0 0 0 0 0	0 0 0 0 0 <u>0</u> 0	Baseline PAED RW Cert RTL Begin Const End Const	 5/30/24 12/30/24 6/30/25 1/1/26 1/1/29	5/30/24 12/30/24 6/30/25 5/1/26 1/1/29	0	

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No.	Route	Title	Location and Type of Work	Phase					Milestone	Date	Date	Date		
111	75	South Stockton Yard	The UPRR Stockton Yard South Crossover Project is located within the Union Pacific's Stockton maintenance yard. The Yard spans approximately 2.3 miles between Martin Luther King Jr Blvd to the north and McKinley Ave to the south.	PAED	200	0	0	0	200	Baseline			0	
	CP163	Crossover		PSE	400	0	0	0	400	PAED	4/15/23			
	SJ			RW Sup	0	0	0	0	0	RW Cert	3/15/26			
	OFF			Con Sup	0	0	0	0	0	RTL	3/16/26			
				RW Cap	15,200	6,000	0	0	15,200	Begin Const	5/20/26			
				Con Cap	1,200	0	0	0	1,200	End Const	3/16/27			
				Total	17,000	6,000	0	0	17,000					
			The Project encompasses two (2) major freight mainlines, the UPRR Fresno Subdivision and the UPRR Oakland Subdivision. Construction will occur on the Fresno Mainline between Mile Post (MP) 86.93 and MP 87.25 and on the Oakland Subdivision between MP 90.35 and MP 91.0 (approximate). Project includes construction of multiple switches, crossovers, signaling equipment and systems, special trackwork, and other related improvements to support track construction.											
112	75	Coastal Rail	Addition of rock to repair existing rip rap between Milepost (MP) 203.8 to MP 204.4.	PAED	4,780	0	0	0	4,780	Baseline			4,500	
	CP171	Infrastructure		PSE	0	0	0	0	0	PAED	4/14/25			
	ORA	Resiliency Project - Emergency		RW Sup	0	0	0	0	0	RW Cert	4/4/25			
				Con Sup	0	0	0	0	0	RTL	4/11/25	4/21/25		
				RW Cap	1,732	0	0	0	1,732	Begin Const	4/16/25	5/1/25		
				Con Cap	9,984	4,992	0	0	9,984	End Const	6/30/25			
				Total	16,496	4,992	0	0	16,496					
			Removal of the pedestrian bridge at MP 204.07 to MP 204.34. Bus bridges to mitigate loss of train service during Construction.											
113	75	(2024:16) Coastal	The Coastal Rail Infrastructure Resiliency project will address four at-risk areas between MP 203.8 and MP 206.7 in the City of San Clemente in the Orange County-owned portion of the LOSSAN Corridor and include but will not be limited to: 1.	PAED	0	0	0	0	0	Baseline			206,158	
	CP171C	Rail Infrastructure		PSE	0	0	0	0	0	PAED	6/30/26		10/28/26	
	ORA	Resiliency Project - Area 4 and Sand Nourishment		RW Sup	0	0	0	0	0	RW Cert	7/31/25		10/28/26	
				Con Sup	0	0	0	0	0	RTL	12/31/27		4/25/28	
				RW Cap	0	0	0	0	0	Begin Const	7/1/26		9/26/28	
				Con Cap	207,048	51,566	0	0	206,158	End Const	12/31/27		6/26/29	
				Total	207,048	51,566	0	0	206,158					
			Sand nourishment to be placed to protect the rail line from coastal erosion at Area 1 at MP 203.8 to 203.9 and Area 2 at MP 204.0 to 204.4 where little or no beach remains, 2. An engineered slope protection structure at Area 4 at MP 206.0 to 206.67 along with sand nourishment proposed to protect the rail line from the eroding coast where sufficient beach still remains to allow for engineered structure to be placed, 4. Bus bridges to mitigate for loss of train service while tracks are closed for construction.											

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Bold Phase allocated

3 to 6 months behind schedule

6+ months behind schedule or delayed beyond fiscal year or EAC over budget

Trade Corridor Enhancement Program (TCEP) Project List
January 01 - June 30, 2026

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Total Expended (\$1,000s)	TCEP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
114		75	San Dieguito Double Track Phase 1	This project is Phase 1 of the San Dieguito River Double Track project.	PAED	0	0	0	0		Baseline		6/23/21		0	
		LP003	SD		PSE	4,234	0	0	0	4,234	PAED	1/5/16	1/5/16			
					RW Sup	0	0	0	0	0	RW Cert	7/30/22	6/12/25			
					Con Sup	0	0	0	0	0	RTL	7/31/22		7/31/26		
					RW Cap	1,250	0	0	0	1,250	Begin Const	3/31/23		12/30/26		
					Con Cap	56,329	30,528	0	0	30,528	End Const	8/31/25		12/29/28		
					Total	61,813	30,528	0	0	36,012						
				Phase 1 will provide a second main track from CP Valley (MP 242.2) to the north end of the existing San Dieguito Lagoon trestle bridge (MP 243.0), adding 0.8 miles of double track. Signal work will be required beyond the construction limits on either end of the project, estimated to be between MP 241.1 to 243.9. When combined with existing double track south of Solana Beach Station (MP 241.8) and the addition of a new crossover this second track will provide a freight passing area north of the San Dieguito River. A freight passing track is required at this location to increase freight capacity in San Diego per the April 2020 Draft "Freight Pathing between CP Atwood and the Port of San Diego and passenger service extensions south of San Diego" study commissioned (Freight Pathing Study) by BNSF and NCTD and prepared by DB Engineering & Consulting.												
115		75	Montebello Boulevard	In the City of Montebello, on Montebello Boulevard between Olympic Boulevard and Roosevelt Avenue. Separate the roadway tracks on Montebello Boulevard in the City of Montebello, along the Alameda Corridor-East Trade Corridor.	PAED	0	0	0	0		Baseline				1,120	
		T0008	Grade Separation Project		PSE	19,897	0	19,897	0	19,897	PAED	6/1/18	6/1/18			
		LA			RW Sup	0	0	0	0	0	RW Cert	10/1/19	4/1/22			
					Con Sup	0	0	0	0	0	RTL	8/1/18	12/31/22			
					RW Cap	33,500	0	0	0	33,500	Begin Const	1/1/20	12/8/23			
					Con Cap	126,557	50,494	0	0	126,557	End Const	1/1/24		12/31/27		
				NULL	Total	179,954	50,494	19,897	0	179,954						
116		75	Turnbull Canyon Road Grade Separation Project	In the City of Industry and unincorporated Los Angeles County, along the Alameda Corridor-East Trade Corridor at Turnbull Canyon Road.	PAED	0	0	0	0		Baseline				69,806	
		T0009			PSE	10,106	0	10,106	0	10,106	PAED	6/1/18				
		LA			RW Sup	0	0	0	0	0	RW Cert	5/1/21	4/10/23			
					Con Sup	0	0	0	0	0	RTL	7/1/21	6/28/23			
					RW Cap	33,885	0	17,974	0	20,000	Begin Const	1/30/22	11/6/23			
				Replace at-grade crossing with a new grade separated undercrossing. Add sidewalks and bike lanes.	Con Cap	42,255	29,000	22,480	0	92,672	End Const	10/30/23		12/29/27		
					Total	86,246	29,000	50,560	0	122,778						

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Trade Corridor Enhancement Program (TCEP) Project List
January 01 - June 30, 2026

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	TCEP	Total	TCEP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
						Budget (\$1,000s)	Budget (\$1,000s)	Expended (\$1,000s)	Expended (\$1,000s)	(\$1,000s)		Finish Date	Finish Date	Finish Date	Amount (\$1,000s)	
117		75	Del Mar Bluffs Phase	In the City of Del Mar from MP 244.1 near Coast Boulevard to MP 245.7 at Carmel Valley Road on the San Diego Subdivision of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor.	PAED	3,073	0	0	0		Baseline		6/23/21		51,177	
		T0015	5		PSE	3,774	0	5,851	0	5,851	PAED	6/2/21	6/2/21			
		SD			RW Sup	0	0	0	0	0	RW Cert	6/15/21	12/12/22			
					Con Sup	0	0	0	0	20,647	RTL	8/30/22	12/12/22			
					RW Cap	188	0	0	0	0	Begin Const	3/30/23	2/5/24			
					Con Cap	61,161	39,200	0	0	56,862	End Const	3/30/25		4/30/27		
					Total	68,196	39,200	5,851	0	83,360						
				Stabilize eroding areas of the Del Mar Bluffs. Stabilization efforts planned include installation of piles, lagging and retaining walls, drainage improvements and piped outlets to the beach, and other stabilization and erosion control measures on the upper bluffs.												
118		75	Broadway to	The project involves signalization of a 1.1-mile stretch of BNSF track from the Broadway crossing (MP 267.6) to the 5th Avenue crossing (MP 268.7) in Downtown San Diego.	PAED	0	0	0	0		Baseline				33,180	
		T0016	Gaslamp Track		PSE	388	0	0	0	0	PAED	6/1/21	6/1/21			
		SD	Signalization and Platform		RW Sup	0	0	0	0	0	RW Cert	4/1/23				
					Con Sup	0	0	0	0	0	RTL	4/1/23				
					RW Cap	293	0	0	0	293	Begin Const	5/1/23	3/22/22			
					Con Cap	33,180	33,180	0	0	33,180	End Const	4/1/26		11/30/27		
					Total	33,861	33,180	0	0	33,473						
				The project includes construction of two new control points at CP Gaslamp and CP Ballpark required for the new signalization, additional trackwork, pedestrian crossing improvements at 5th Avenue, landscaping, construction of a station platform between 1st and 5th Avenues, and construction of new siding between MP 268.3 and MP 268.7. Additional safety measures such as Positive train control (PTC) would be extended to cover the project parameters. This will allow trains to move from the current speed restrictions of 10 miles per hour to 20 miles per hour within the new service territory.												
119		75	Port of Stockton Rail	Track rehabilitation, operational and capacity improvements between the Ports West Complex and the BNSF Stockton Subdivision, City of Stockton, San Joaquin County.	PAED	0	0	0	0		Baseline		1/26/22		0	
		T0018	Bridge, Phase I		PSE	6,333	4,433	0	0	6,333	PAED	9/30/21	9/30/21			
		SJ			RW Sup	0	0	0	0	0	RW Cert	5/28/24		8/31/26		
		VAR			Con Sup	0	0	0	0	0	RTL	11/30/23		8/31/26		
					RW Cap	390	0	0	0	390	Begin Const	6/1/24		12/31/26		
					Con Cap	0	0	0	0	0	End Const	6/1/27		11/30/28		
					Total	6,723	4,433	0	0	6,723						
				Track rehabilitation includes upgrading to 136# rail to accommodate heavier trains. Double track lead to minimize delays and accommodate Port future growth. Replacement of existing 1930 swing truss single track bridge with a new fixed span single track bridge to address seismic deficiencies, safety concerns (fire), remove obstacles to larger and heavier loads.												

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