

Trade Corridor Enhancement Program (TCEP) Corrective Action Plans  
July 01 - December 31, 2024

District 02

Row Num	Dist-PPNO Co-Route	Title	Scope	Schedule	Cost	Benefits
1	02-3597 SHA-5,	Fix 5 Cascade Gateway / I-5 Improvements Shasta		RTL was adjusted from Aug 2024 to Mar 2025 due to additional work required for the managed lanes.	For the PS&E phase, G-12 funding was added to the programmed amount. The updated budget is \$4,748k. The workplan will be updated to be within the budgeted amount.  For the Con Cap phase, the current estimate is above the programmed amount. A Supplemental Funds Request will be submitted at the time of allocation.	An updated Baseline Agreement reflecting the changes in the performance measures was submitted for the March 2025 CTC Mtg.

District 03

Row Num	Dist-PPNO Co-Route	Title	Scope	Schedule	Cost	Benefits
2	03-1821 SAC-I-5	Sacramento County WattEV Innovative Freight Terminal (SWIFT)		FAA determined that the project required a NEPA determination, so a 12-month PA&ED allocation extension request was approved at the June 2024 CTC meeting to allow time to complete the NEPA process.		
3	03-4117 NEV-49	Rt 49, Corridor Improvs, La Barr-McKnight, SB truck climb lane			The End Construction Phase, Begin Closeout Phase and End Closeout Phase were move out one calendar year because the construction work will be done over two construction seasons. Due to the delay in awarding the contract, the construction start and end dates are being pushed back to accommodate for the delay.	
4	03-5101C PLA-080	Pla-80 EB Aux Lane and WB 5th Lane			At the awarded on 05/23/2023, the project allotment for capital cost was at \$40,715,000. CALSMART'S current capital cost was the anticipated budget allocation and does not account for bids coming in higher. On May 2023, CTC action and a cooperative agreement with Placer County Transportation authority, approved additional construction capital cost in the amount of \$8,582,200.00. The "Approved Project Funding/Total" misses \$7,122,000 as the "Local and Private" budget amount should be \$10,017,461 instead of \$2,895,000.	
5	03-5876 SAC-05	Capital Region Freight - I-5		The End Construction Phase, Begin Closeout Phase and End Closeout Phase were move out one calendar year because the construction work will be done over two construction seasons. Due to the delay in awarding the contract, the construction start and end dates are being pushed back to accommodate for the delay.		

District 04

Row Num	Dist-PPNO Co-Route	Title	Scope	Schedule	Cost	Benefits
6	04-0242K CC-80	I-80/San Pablo Dam Interchange - Phase 2			Construction phase funding has not been programmed yet.	
7	04-0298F CC-4,CC-	I-680/SR4 Interchange Improvements - Phases 1, 2 A, 4		The approved TCEP schedule shows RTL date of October 2024. The new RTL date is June 2025 to address delays caused by the unavailability of Regional Measure 3 funds (RM3 funds were tied up in litigation and were made available to CCTA for ROW in July 2023), and the revision to the sanitary sewer line alignment (to accommodate Flood Control requirement) which required additional ROW. CCTA planned to complete the design by June 2024, per the approved extension dated May 2023 (In May 2023, CTC approved to extend the project development period to June 30, 2024). The design has experienced some delays due to: 1. Resources available to perform the design; 2. The flyover connectors required a special design criterion to be approved by Caltrans Seismic Division; 3. Changes to scour design criteria; 4. FHWA requirement to submit new Modified Access Report; 5. Flood control requirement to bury the sanitary line underneath Grayson Creek which resulted in extending the length by 1500Feet causing the line to go underneath SR 4. CCTA plans to use local funds for costs to be incurred after the expenditure deadline of June 30, 2024. The new design completion date reflects efforts to split the design plans into three packages given the cost increase of the project	In March 2022, CTC approved adding Phase 4 to scope, but the progress report did not reflect the updated cost in the application. The current report is updated to reflect the cost based on 100% PS&E which includes Phase 4. R/W capital and utility relocation costs were updated to reflect the most recent engineer's estimates. R/W cost increased due to the need to condemn property, relocation of mobile homes, and the relocation of 84" sanitary line that could not be avoided.	The project is an operational improvement one which will eliminate weavings between the ramps thus will reduce the congestion and the queue on both I-680 and SR 4
8	04-0462G SCL-101 1	US 101 / State Route 25 Interchange - Phase 1		Right of Way Certification was delayed due to condemnation process and delays in the right of way process due to COVID-19 impacts. A CTC request for a 12-month extension of allocation for the SB1 TCEP construction funding was approved on 5/18/2023. End Construction date of 10/30/2028 updated to reflect 1-year plant establishment as part of contract, and End Project date of 10/30/2030 updated to reflect right of way closeout activities and follow-on 2-year plant establishment. These dates are consistent with SB1 Funds Request Form submitted on 3/18/2024, and allocation approved at the 5/17/2024 CTC meeting.  Contract was awarded on 10/7/24 and approved on 12/13/24.	The project cost has increased due to escalated costs. VTA is covering the increase with local funds.	
9	04-0658L SOL-80	Solano 80 Managed Lanes		Time extension was requested in January CTC to extend the construction schedule.	G12 was approved for additional \$1.5 million. Therefore, the planned expenditure will match the programmed budget of \$28.3 million.	
10	04-2090J ALA-880	Green Power Microgrid - EV Chargers		We expect PS&E to be completed at the end of May 2025, so that we can request CON allocation by June 30, 2025. Then we expect approximately 3 months to prepare the bid documents and publish them, and then another 3 months to get under contract with the firm that wins the bid.		

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11	04-2090L ALA-880	Green Power Microgrid - Substations/BESS		We expect PS&E to be completed at the end of May 2025 so that we can request CON allocation by June 30, 2025. Then we expect approximately 3 months to prepare the bid documents and publish them, and then another three months to get under contract with the firm that wins the bid.	
12	04-2090M ALA-880	Green Power Microgrid - Solar		We expect PS&E to be completed at the end of May 2025 so that we can request CON allocation by June 30, 2025. Then we expect approximately 3 months to prepare the bid document and publish them and then another three months to get under contract with the firm that wins the bid.	
13	04-2103D null	7th Street Grade Separation (East)			The costs in this report did not reflect what was previously submitted in earlier reports. There are NO new funding/costs for this reporting period, but this report is simply matching funding from previous reports totaling \$378,000 with updated expenditures.

**District 05**

Row Num	Dist-PPNO Co-Route	Title	Scope	Schedule	Cost	Benefits
14	05-0226L SLO-46,	SR 46 Expressway Conversion - Antelope Grade Segment		05-3307E received funding for Right of Way phases 2 and 9 at the March 2024 CTC meeting. 05-3307D is funded as part of the 2024 ITIP with Construction beginning in the 26/27 FY. 05-3307F remains unfunded for construction. If funding can be found 05-3307F then the projects will be combined for construction. Current strategy is to design the project as one complete project.	Project 05-3307E is now the parent project for Design and Right of Way. Two children projects for the Construction Phase have been created by PCR. 05-3307D is funded as part of the 2024 ITIP. 05-3307E remains unfunded. Construction Capital and Support cost increase due to escalation, inflation, and change to CMGC alternative delivery process.	
15	05-2653 SLO-101	Five Cities Multimodal Transportation Network Enhancement Project		R/W Cert date has been extended to September 2024 to align with other preconstruction completion milestones.	Preconstruction costs at completion currently exceed the programmed amounts but will be reduced by a re-evaluation of the exiting workplan prior to next quarter. Additionally, preconstruction costs are funded by RIP funding (\$4,420K for PS&E). Overages that exceed 120% of the programmed RIP funding (\$220K beyond \$4,420K) for preconstruction will be debited from future RIP shares and noted with a documentation only PCR.  Construction Capital costs are based on the latest estimates from May 2024. Overages beyond the programmed amounts from State and Regional TCEP will be covered proportionally by the State and local partner. For Regional TCEP overages, funds will come from future RIP shares if it exceeds 120% or other locally controlled funds sources.	
16	05-3196 null	Shell Beach Road Shared Use Path Extension		Construction of the US 101 component of the Five Cities Multimodal Transportation Enhancement Project (FCMTEP) is scheduled to be begin in the summer of 2025. Shell Beach Road provides a parallel alternative route to US 101 and it would be undesirable to have both projects under construction simultaneously. The schedule for the SBSUP project is therefore planned to be constructed following completion of the Hwy 101 phase of the FCMTEP, in the summer of 2026 (FY26-27).		

**District 06**

Row Num	Dist-PPNO Co-Route	Title	Scope	Schedule	Cost	Benefits
17	06-6240 null	EV Oasis South B		Begin and End Construction dates for the Planned column match what is shown on Ctips.		
18	06-6297 MAD-99	South Madera 6 Lane		As the design process moves closer to construction the schedule is revised to accurately account for all construction activities.	The team will work together to try and find innovative ways to reduce the current planned expenditures.	
19	06-6369 TUL-99	Tulare 6-lane and Paige Avenue Interchange Improvement Project			The team will work together to try and find innovative ways to reduce the current planned expenditures. Construction Support and Capital are not funded on this project.	
20	06-6955 KER-58,	Route 58/99 Bakersfield Freeway Connector		Connector is open, but there are still open punch list item that City of Bakersfield and Contractor are working to complete.		
21	06-8030 KER-58,	Centennial Corridor SB99 to WB58 Connector			Construction Support and Construction Capital expenditures are handled by Caltrans. The City of Bakersfield will be responsible for PSE & RW. Design is currently out to bid. Significant efforts are being made to fully fund the construction components of this project. Kern COG and Caltrans are collaborating on applying for state and federal grants.	

**District 07**

Row Num	Dist-PPNO Co-Route	Title	Scope	Schedule	Cost	Benefits
22	07-3189B LA-5	I-5 Golden State Chokepoint Relief			Measure M Highway Construction (local) were used to fund the ROW Support expenditures.	
23	07-6201 null	Port of Los Angeles Maritime Support Facility (MSF) Access/Terminal Island Rail System Grade Separation Project		Change was due to unforeseen reassessment of resource allocations to ensure optimal project implementation. There is no risk to the project's original programming at this time.		

**District 08**

Row Num	Dist-PPNO Co-Route	Title	Scope	Schedule	Cost	Benefits
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24	08-0167M RIV-15,	Interstate 15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes - Construction		Updated estimated costs to reflect the construction low bid and Caltrans oversight costs.
25	08-1318A null	Southern California Hydrogen Fueling Stations - Phase 1 A (Procurement)	The ROW Cert date is related to the construction portion, not procurement. Therefore it is not needed.	
26	08-1320A null	Southern California Hydrogen Fueling Stations - Phase 3 A (Procurement)	The ROW Cert date is related to the construction portion, not procurement. Therefore it is not needed.	There are multiple equipment contracts and more to be awarded. Contract award amount will change in the future.
27	08-1323A null	US 395 – Phase 2 Freight Mobility and Safety Project - Zero-Emission Procurement Component	RW Certification was delayed due to property negotiations with SCLA. Due to this shift all other milestones had to be shifted.	
28	08-1325 SBD-10	Interstate 10 Corridor Freight and Managed Lane Project: I-15 to Sierra Avenue, Contract 2A	Updated dates to latest estimated completions. The 12 month construction allocation time extension was approved at June CTC meeting to accommodate potential delays in right of way.	Completion cost reflects 95% engineer estimate with adjustments made for current bidding environment.
29	08-1326 SBD-10	Interstate 10 Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B		Costs reflect updated 95% Engineers estimate and adjustments for current bid environment.

**District 10**

Row Num	Dist-PPNO Co-Route	Title	Scope	Schedule	Cost	Benefits
30	10-3416 SJ-580	I-580/ International Parkway Interchange			Project costs have increased due to escalation and inflation. Local funds have been allocated to cover the increase. No additional State funds will be used.	

**District 11**

Row Num	Dist-PPNO Co-Route	Title	Scope	Schedule	Cost	Benefits
31	11-0999I-SD-11	East Otay Mesa Land Port of Entry - Construction		CalSMART System would not allow dates to be added in the Milestone Section this quarter. Agency supplied dates below. Planned completion dates - RTL: 7/31/25; Begin Con (Award): 10/31/25; End Con: 9/25/28 Planned completion dates - RTL: 7/31/25; Begin Con (Award): 10/31/25; End Con: 9/25/28		
32	11-1417 SD-15	SR-15 Operational Improvements		Delays during the Env. phase was due to incorporating Harbor (43131x) into the Vesta (EA 43105x) Environmental Document. The environmental studies performed within the footprint of 43131x required additional time, affecting future milestones. Additional delays are due to the BNSF Railroad Permit approval process which can take up to 2 years.	RW Support - Initially ETC's were for oversight only, Caltrans responsibilities have been increased and will be covered with Local funding not currently shown in CalSMART.	
33	11-1435 null	La Media Road Improvements-TCEPSB1L 5004(212)		The project construction schedule has been revised to be completed by February 12, 2025. Within the TUF deadline.	The construction costs has gone up due to the current construction industry conditions with escalating cost due to inflation. Local funds will cover this additional cost	

**District 12**

Row Num	Dist-PPNO Co-Route	Title	Scope	Schedule	Cost	Benefits
34	12-3474 ORA-055	12-0J34U Rte 055 Construct additional HOV, GP and Aux Lane		Time extension to complete the project will be requested at the August 2026 CTC.		

**District 75**

Row Num	Dist-PPNO Co-Route	Title	Scope	Schedule	Cost	Benefits
35	75-2002A null	Rosecrans / Marquardt Grade Separation		On May 19, 2022, CTC Waiver 22-55 authorized a time extension to award a third-party contract within twelve months of Allocation by October 14, 2022. Metro sent out the "Notice of Award" letter to Flatiron West, Inc. on April 18, 2022. Metro issued "Notice To Proceed" (NTP) letter to Flatiron dated June 13, 2022, with substantial completion anticipated for Winter 2024. The revised baseline schedule submitted by the contractor was approved in February 2023.  Metro issued a certificate of substantial completion ahead of Winter 2024 on September 11, 2024. Given the significant progress made, the contractor is now focused on completing final inspections, submitting closeout documentation, and addressing any remaining punch list items. The project remains on track for formal closeout in the coming months.  Project risk management has been ongoing since the Project's Design phase. A risk register was developed in 2017 in conjunction with the Project's progression through the environmental assessment process. Since then, the risk register has been updated on a quarterly basis. The current Project's risk register includes information known as of October 1, 2024.		

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36	75-2190 null	San Onofre to Pulgas Double Track Phase 2	An extension of 12 months for the CON Award was approved at the August 2024 CTC meeting. The Award period was extended due to delays related with the transfer from STIP to FTA funding. The Milestone Schedule included in this report reflects the dates included in the ePPR as part of the CON Award extension request and approval.		
37	75-5830 null	Port of Los Angeles - Fenix Terminal Railyard Expansion & Modernization Project		Bids are currently being evaluated. Construction costs including construction capital and construction support are expected to be \$70,000,000. Any overruns will be covered by the Port of Los Angeles.	
38	75-6197 null	America's Green Port Gateway: Pier B Early Rail Enhancements Project - East Expansion		PA&ED and RW phase expenditures are being tracked at the Pier B program level; project-level expenditure data is not available. The \$12,590,000 indicated in the planned expenditures at completion for con support are correct; Local POLB funding is in place in this amount.	
39	75-6198 null	America's Green Port Gateway: Pier B Early Rail Enhancements Project - Locomotive Facility	Milestone completion: Third party construction contract was awarded on 12/13/2024 in advance of the extended due date of 2/17/2025 in the approved Extension to Award Third Party Contract. There is no impact to project delivery.	PA&ED and RW phase expenditures are being tracked at the Pier B program level; project-level expenditure data is not available.	
40	75-9883 SJ-UP	Stockton Diamond Grade Separation	Reason & Mitigation Plan for Schedule Changes: Construction starts and end dates have remained the same as previously reported. The reasons for the dates have been pushed out further than the Approved Completion Dates have also remained the same as previously reported.	Actual Funding/Expenditures (in \$1,000 - includes unfunded, ROW & CON SUP) SJRRC wishes to report but is unable to due to an issue with CalSMART: PA&ED: \$5,800 PS&E: \$20,979 R/W Capital: \$53,916 Const Capital: \$319,851 Total: \$400,546  Reason & Mitigation Plan for Cost Increase: Project costs have increased due to: -PS&E Phase increased by \$3,500 as this amount (in SB132 funds) has recently been allocated to complete the final design for Stockton Diamond, approved under Appropriation Number 2660-109-0046 on July 1, 2024. -SJRRC anticipated R/W cost savings that are currently not being reflected in the funding budget until R/W is completed. -Other costs remained the same as previously reported for FY24/25 Q1. These cost increases were due to inflation-related cost escalation factors and various new (modified) design standards. Additionally, there were a couple of rounding errors from the cost previously reported for FY24/25 Q1.  SJRRC received approval to secure future TCEP funding capacity pending documentation that the project is fully funded. SJRRC plans to mitigate cost increases by pursuing various funding opportunities. SJRRC was awarded TIRCP Cycle 7 funds for Bridging Rail Initiatives, Technology and Education (BRITE) project which includes Stockton Diamond Grade Separation as a component. SJRRC plans to submit applications for Congestion Mitigation and Air Quality (CMAQ) funds through San Joaquin Council of Governments (SJCOG). The agency is awaiting Rail Crossing Elimination (RCE) grant program announcements from FRA in Spring 2025 on the agency's application for \$25M in funding.  Funds obtained through SJRRC's mitigation plan are not yet reflected in the budget being reported (i.e., future TCEP funding capacity and TIRCP cycle 7).	
41	75-LP003 null	San Dieguito Double Track Phase 1	The project is on track to request for construction allocation at the May/June CTC meeting.	Combining the phases results in soft cost savings. SANDAG is reviewing the construction costs escalation over the past year on the overall project costs.	
42	75-T0008 null	Montebello Boulevard Grade Separation Project	CON allocated:12/08/2022 Completion Date: Ready to List 12/31/2022 3rd Party Awarded Construction Contract: 12/8/2023 Planned Completion Date: End Project 06/01/2028 Planned Completion Date: End Construction 06/01/2027  On December 7-8, 2022, CTC staff report stated that "As part of this allocation request, the local agency is requesting to extend the period of project completion an additional 12 months beyond the 36 month deadline due to the complexity of the project to coordinate with multiple stakeholders." On June 28-29, 2023, CTC approved the time extension of awarding a construction contract by 6 months (per waiver 23-105). On June 28, 2024, CTC approved non-proportional spending of the funding source.	For Funding and Expenditures, please note that approved funding section has not been updated with the revised ePPR submitted on 05/20/2024 (doesn't include the correct local funding and Section 190 funding)	The project will reduce daily vehicle-hours of delay due to lowered gates at the crossing, resulting in reductions in vehicular emissions from idling cars and trucks. The project will also improve safety for motorists, bicyclists, and pedestrians and eliminate delays for emergency responders and crossing collisions. Locomotive horn noise will be eliminated with the grade separation.
43	75-T0009 null	Turnbull Canyon Road Grade Separation Project		PFIP funds missing from Funding chart . Included \$30M in the planned expenditure column for Construction.	
44	75-T0014 null	Sorrento to Miramar, Phase 2 Intermodal Improvements	The ROW funding expired on June 30, 2024. SANDAG has completed all property acquisitions and easements with the exception of those going into condemnation. SANDAG has elected not to pursue condemnation until Construction funding is secured This process will take approximately a year from when funding is secured. At this time CON funding has not been awarded so that ROW Cert and RTL dates are being extended until it would be feasible to complete these processes. Additionally, there are 3 city parcels where easements are still being actively negotiated. These are anticipated to be completed earlier than the condemnation proceedings.	The approved amount in the CalSmart system was based on a 2017 estimate from the 30% design. The new CON number is based on the 90% design and includes inflation since the original approved estimate. SANDAG is seeking construction funding at this time and the CON funding will not affect the LPP TCEP funding ROW.	
45	75-T0016 null	Broadway to Gaslamp Track Signalization and Platform	Design workshops were held with various NCTD departments to assist with review of the 90% design submittal. Coordination with the City of San Diego to finalize the MOU regarding bike path impacts is ongoing. The final design is in progress and is anticipated to be completed in the next quarter.	The project for design was completed and final design expenditures were \$747K. Budget for construction is \$33.18 million and construction expenditures through 12/31/24 totaled \$2.5 million	
46	75-T0018 SJ-VAR	Port of Stockton Rail Bridge, Phase I	ROW funds were not allocated in Cycle 2 TCEP round. Port has funded ROW with local funds and hired a ROW subconsultant. ROW-related delays extend ROW cert and RTL to December 2024. PSE and ROW teams have coordinating efforts to maintain current schedule. An extension request has been submitted and approved.		

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47 75-T0019 East Basin Rail Gateway Expansion: Fourth  
null Track at Ocean

Planned expenditures at completion represent report of actuals, including \$20,604 Const  
Cap. Previous \$6,954 Other Expenditures is not correct.

The project benefits were quantified with a project-specific Benefit-Cost Analysis (BCA).  
The completed project is open to rail traffic and serves the purpose for which it was built.  
The project benefits are primarily related to increasing on-dock rail container movements,  
which prevents moving containers by freight truck. Reducing the volume of single-container  
freight trucks on the local roadway network improves vehicular traffic operations, reduces  
collisions, and decreases greenhouse gas emissions.

The project BCA begins with 2023 as the first year of operations and ends with a 20-year  
out-horizon of 2042. A copy of the Project-Specific BCA is on file and can be provide upon  
request.

48 75-T0020 Union Pacific (Fresno Subdivision) Ceres to  
null Turlock Double-Tracking Project TCEP

Attaining UPRR approval of the preliminary and 25% track design is taking longer than  
expected, resulting in delays in completing the design as well as obtaining the right-of way  
certification, which will delay the start of construction. It is anticipated that a 12-month CON  
allocation extension will need to be requested at a later date to extend the funding deadline  
and RTL date.