

Trade Corridor Enhancement Program (TCEP) Project List
April 1 - June 30, 2019

| 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 | |
|-----|-------------------------------------|--|--|---------|----------------------------------|------------------------------|---------------------------------|--------------------------------|-------------------|-------------|----------------------------|--------------------------|---------------------------|-------------------------------|------|--|
| 1 | 02 3445A SHA 005 | Redding to Anderson Widening, Phase 2 | In Shasta County near Redding from 0.6 mile south of Knighton Road Overcrossing to 0.4 mile south of Churn Creek Road Overcrossing and near Anderson from route 5/273 separation to the Sacramento River Bridge. Widen to six lanes. | PAED | 333 | 0 | 334 | 0 | 334 | Baseline | | 10/17/18 | | 71,882 | | |
| | | | | PSE | 6,140 | 0 | 8,166 | 0 | 8,166 | PAED | 03/29/13 | | | | | |
| | | | | RW Sup | 280 | 0 | 484 | 0 | 485 | RW Cert | 05/01/18 | 05/01/18 | | | | |
| | | | | Con Sup | 17,800 | 8,700 | 2,302 | 0 | 14,972 | RTL | 05/04/18 | 05/04/18 | | | | |
| | | | | RW Cap | 1,262 | 0 | 457 | 0 | 0 | Begin Const | 09/25/18 | 11/30/18 | | | | |
| | | | | Con Cap | 129,803 | 63,182 | 13,986 | 0 | 132,859 | End Const | 10/02/21 | | 10/02/21 | | | |
| | | | | Total | 155,618 | 71,882 | 25,729 | 0 | 156,816 | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 2 | 04 0462G SCL 101 | US 101 / State Route 25 Interchange - Phase 1 | In southern Santa Clara County and Northern San Benito County, at the interchange of US 101 and SR 25. 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. | PAED | 1,000 | 0 | 1,000 | 0 | 1,000 | Baseline | | 08/15/18 | | 0 | | |
| | | | | PSE | 6,000 | 4,200 | 117 | 117 | 6,000 | PAED | 09/30/13 | 11/07/13 | | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 12/30/20 | | 12/30/20 | | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 12/30/20 | | 12/30/20 | | | |
| | | | | RW Cap | 1,800 | 0 | 0 | 0 | 1,800 | Begin Const | 04/01/21 | | | | | |
| | | | | Con Cap | 15,600 | 0 | 0 | 0 | 15,600 | End Const | 10/31/22 | | 10/31/22 | | | |
| | | | | Total | 24,400 | 4,200 | 1,156 | 117 | 24,400 | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 3 | 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 | 7,500 | 0 | 5,400 | 0 | 5,400 | Baseline | | 10/17/18 | | 0 | | |
| | | | | PSE | 19,500 | 0 | 3,200 | 0 | 21,600 | PAED | 10/01/18 | 10/25/18 | | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 12/31/19 | | 02/05/20 | | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 02/03/20 | | 02/20/20 | | | |
| | | | | RW Cap | 0 | 0 | 0 | 0 | 0 | Begin Const | 08/01/20 | | 10/01/20 | | | |
| | | | | Con Cap | 225,000 | 175,000 | 0 | 0 | 225,000 | End Const | 12/31/22 | | 12/30/22 | | | |
| | | | | Total | 252,000 | 175,000 | 8,600 | 0 | 252,000 | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 4 | 04 5301X SOL 12 | I-80/I-680/Route 12 Interchange Package 2A | Eastbound SR12 to Eastbound I-80 Connector - This project would construct a new connector from Eastbound SR12 to Eastbound I-80, which will also connect two previous CMIA projects, ICP and Jameson Canyon widening projects. | PAED | 0 | 0 | 0 | 0 | 0 | Baseline | | 10/17/18 | | 0 | | |
| | | | | PSE | 11,700 | 0 | 1,427 | 0 | 9,636 | PAED | 12/07/12 | 12/07/12 | | | | |
| | | | | RW Sup | 600 | 0 | 0 | 0 | 0 | RW Cert | 03/31/20 | | 02/28/20 | | | |
| | | | | Con Sup | 10,000 | 10,000 | 0 | 0 | 5,102 | RTL | 03/31/20 | | 02/28/20 | | | |
| | | | | RW Cap | 3,400 | 0 | 0 | 0 | 0 | Begin Const | 06/30/20 | | 06/30/20 | | | |
| | | | | Con Cap | 50,300 | 43,200 | 0 | 0 | 50,300 | End Const | 06/30/22 | | 06/30/22 | | | |
| | | | | Total | 76,000 | 53,200 | 1,427 | 0 | 65,038 | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 5 | 05 7101C SB 101 | South Coast 101 HOV Lanes - Carpinteria (Segment 4A) | In Santa Barbara County, in Carpinteria from 0.2 miles south of Bailard Avenue to 0.5 miles south of S. Padaro Lane. Construct HOV lanes. This is a grandchild of parent project 05-0N700 (PPNO 7101) and child of parent 05-0N70A (PPNO 7101A). | PAED | 12,245 | 0 | 0 | 0 | 12,245 | Baseline | | 10/17/18 | | 0 | | |
| | | | | PSE | 9,700 | 0 | 1,367 | 0 | 9,700 | PAED | 08/26/14 | 08/26/14 | | | | |
| | | | | RW Sup | 1,140 | 0 | 379 | 0 | 1,140 | RW Cert | 01/15/20 | | 01/15/20 | | | |
| | | | | Con Sup | 22,060 | 8,400 | 0 | 0 | 22,060 | RTL | 02/01/20 | | 01/31/20 | | | |
| | | | | RW Cap | 10,620 | 0 | 224 | 0 | 10,620 | Begin Const | 08/15/20 | | 08/14/20 | | | |
| | | | | Con Cap | 86,500 | 42,600 | 0 | 0 | 86,500 | End Const | 08/15/24 | | 02/21/24 | | | |
| | | | | Total | 142,265 | 51,000 | 1,970 | 0 | 142,265 | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6 | 06 6955 KER 58 | Route 58/99 Bakersfield Freeway Connector | The project is proposed at the State Route 58/State Route 99 interchange in Bakersfield, CA. The project proposes to grade separate exit and entry freeway ramps between two closely spaced interchanges (SR 58/SR 99 and SR 99/Ming Ave), and to construct a collector -distributor roadway and auxiliary lanes along the southbound State Route 99 mainline to safely | PAED | 0 | 0 | 0 | 0 | 0 | Baseline | | 10/17/18 | | 25,000 | | |
| | | | | PSE | 0 | 0 | 0 | 0 | 0 | PAED | 12/04/15 | | | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 04/01/18 | | | | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 06/01/18 | 08/24/18 | | | | |
| | | | | RW Cap | 0 | 0 | 0 | 0 | 0 | Begin Const | 08/01/18 | 02/19/19 | | | | |
| | | | | Con Cap | 50,000 | 25,000 | 0 | 0 | 50,000 | End Const | 02/01/21 | | 09/15/21 | | | |
| | | | | Total | 50,000 | 25,000 | 8,974 | 0 | 50,000 | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 7 | 07 2741S LA 71 | Route 71 Expressway to Freeway Conversion (Mission Road to Route 60) | In Pomona from Mission Road to Route 60. Add on mixed lane and one HOV lane in each direction. | PAED | 0 | 0 | 0 | 0 | 0 | Baseline | | 10/17/18 | | 0 | | |
| | | | | PSE | 10,672 | 0 | 0 | 0 | 10,528 | PAED | 05/31/13 | 05/31/13 | | | | |
| | | | | RW Sup | 3,000 | 0 | 0 | 0 | 2,898 | RW Cert | 08/14/19 | | 12/17/19 | | | |
| | | | | Con Sup | 15,847 | 5,000 | 0 | 0 | 21,128 | RTL | 08/14/19 | | 12/18/19 | | | |
| | | | | RW Cap | 26,000 | 0 | 0 | 0 | 0 | Begin Const | 02/21/20 | | 06/19/20 | | | |
| | | | | Con Cap | 120,000 | 39,000 | 0 | 0 | 114,000 | End Const | 07/14/24 | | 11/15/24 | | | |
| | | | | Total | 175,519 | 44,000 | 0 | 0 | 148,554 | | | | | | | |
| | | | | | | | | | | | | | | | | |

EAC = Estimate at Completion
Approved = Last Commission action
CAP = Corrective Action Plan

**Trade Corridor Enhancement Program (TCEP) Project List
April 1 - June 30, 2019**

| No. | District PPNO County Route | Title | Location and Type of Work | Phase | Approved | TCEP | Total | TCEP | EAC (\$1,000s) | Milestone | Approved | Actual | Current | Award | CAPs |
|-----|-------------------------------------|--|--|---------|----------------------|----------------------|------------------------|------------------------|-------------------|-------------|----------------|----------------|----------------|----------------------|---------------------------|
| | | | | | Budget (\$1,000s) | Budget (\$1,000s) | Expended (\$1,000s) | Expended (\$1,000s) | | | Finish Date | Finish Date | Finish Date | Amount (\$1,000s) | |
| 8 | 07 3189B LA 5 | I-5 Golden State Chokepoint Relief | In northern Los Angeles County at the I-5 / SR-14 split. Construct truck lanes, HOV lanes, auxiliary lanes, soundwalls, and an ITS hub station. Widen seven bridges and improve access to weigh station. | PAED | 17,400 | 0 | 1,886 | 0 | 8,410 | Baseline | | 10/17/18 | | 0 | Cost |
| | | | | PSE | 31,200 | 0 | 7,805 | 0 | 42,940 | PAED | 09/29/09 | 09/29/09 | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 400 | RW Cert | 05/01/19 | | 08/30/19 | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 80,000 | RTL | 05/01/19 | | 08/30/19 | | |
| | | | | RW Cap | 6,700 | 0 | 14 | 0 | 6,300 | Begin Const | 01/15/20 | | 08/30/20 | | |
| | | | | Con Cap | 483,900 | 247,000 | 0 | 0 | 541,320 | End Const | 01/13/23 | | 01/30/25 | | |
| | | | | Total | 539,200 | 247,000 | 10,303 | 0 | 679,370 | | | | | | |
| 9 | 07 4961 VEN 34 | Rice Avenue/Fifth Street/UPRR Grade Separation Project | In the City of Oxnard at the Rice Avenue / Fifth Street (Route 34) / UPRR intersection. Construct grade separation structure to elevate Rice Avenue over Fifth Street and the UPRR track to eliminate the existing at-grade railroad crossing. The project also includes the construction of two connector roads, one in the southeast quadrant and another in the southwest quadrant | PAED | 3,132 | 0 | 3,132 | 0 | 3,132 | Baseline | | 08/15/18 | | 0 | Scope Cost Schedule |
| | | | | PSE | 6,837 | 4,406 | 6,837 | 0 | 10,023 | PAED | 05/16/18 | 05/16/18 | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 1,300 | RW Cert | 12/01/19 | | 07/01/22 | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 4,300 | RTL | 12/01/19 | | 07/04/22 | | |
| | | | | RW Cap | 8,000 | 8,000 | 8,000 | 0 | 22,200 | Begin Const | 06/01/20 | | 12/01/22 | | |
| | | | | Con Cap | 61,200 | 56,200 | 61,200 | 0 | 76,600 | End Const | 12/31/23 | | 08/31/26 | | |
| | | | | Total | 79,169 | 68,606 | 79,169 | 0 | 117,555 | | | | | | |
| 10 | 07 5388 LA 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. Construct one mixed-flow lane, westbound from Artesia Boulevard on-ramp to I-605 Connector ramp; modify on/off ramps and upgrade non-standard features. | PAED | 8,000 | 0 | 666 | 0 | 666 | Baseline | | 03/14/19 | | 0 | |
| | | | | PSE | 12,000 | 3,000 | 0 | 0 | 12,000 | PAED | 01/18/19 | 01/18/19 | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 06/30/20 | | 01/07/22 | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 06/30/20 | | 03/04/22 | | |
| | | | | RW Cap | 17,200 | 14,000 | 0 | 0 | 17,200 | Begin Const | 02/01/21 | | 08/05/22 | | |
| | | | | Con Cap | 122,600 | 0 | 0 | 0 | 122,600 | End Const | 03/01/24 | | 07/03/25 | | |
| | | | | Total | 159,800 | 17,000 | 666 | 0 | 152,466 | | | | | | |
| 11 | 07 5394 LA 57 | 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 | 1,600 | 0 | 0 | 0 | 0 | Baseline | | 10/17/18 | | 0 | |
| | | | | PSE | 25,000 | 17,000 | 0 | 0 | 0 | PAED | 12/01/13 | 12/11/13 | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 04/15/20 | | 08/31/21 | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 04/15/20 | | 09/30/21 | | |
| | | | | RW Cap | 36,200 | 5,000 | 0 | 0 | 0 | Begin Const | 07/01/24 | | 07/01/24 | | |
| | | | | Con Cap | 65,800 | 0 | 0 | 0 | 0 | End Const | 06/30/28 | | 06/30/28 | | |
| | | | | Total | 128,600 | 22,000 | 0 | 0 | 0 | | | | | | |
| 12 | 07 T0005 LA | Alameda Corridor Southern Terminus Gap Closure | In Los Angeles County at the Port of Los Angeles. Extension of the TraPac lead track and San Pedro main line track of approximately 5000 linear feet and will connect to the Alameda Corridor. Work includes the relocation and/or protection of existing underground utilities and the relocation of power poles, utility meters, and perimeter fencing. | PAED | 0 | 0 | 0 | 0 | 0 | Baseline | | 10/17/18 | | 0 | |
| | | | | PSE | 969 | 0 | 606 | 0 | 969 | PAED | 11/16/18 | | 11/27/19 | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | | | 01/27/20 | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 08/01/19 | | 03/27/20 | | |
| | | | | RW Cap | 0 | 0 | 0 | 0 | 0 | Begin Const | 01/31/20 | | 10/01/20 | | |
| | | | | Con Cap | 8,560 | 5,992 | 0 | 0 | 2,568 | End Const | 01/31/21 | | 10/01/21 | | |
| | | | | Total | 9,529 | 5,992 | 606 | 0 | 3,537 | | | | | | |
| 13 | 07 T0006 LA | Terminal Island Railyard Enhancement Project | In the Port of Los Angeles on Terminal Island. Addition of five staging/storage tracks (approximately 31,000 lineal feet) to the existing Pier 400 rail yard, which also includes a short rail bridge over water. The Pier 400 storage/staging rail yard supports on-dock rail yards for six terminals in the POLA and POLB. | PAED | 844 | 0 | 176 | 0 | 843 | Baseline | | 10/17/18 | | 0 | |
| | | | | PSE | 2,249 | 0 | 693 | 0 | 2,249 | PAED | 11/16/18 | | 12/31/19 | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | | | 01/02/20 | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 2,811 | RTL | 01/02/20 | | 01/02/20 | | |
| | | | | RW Cap | 0 | 0 | 0 | 0 | 0 | Begin Const | 06/30/20 | | 06/30/20 | | |
| | | | | Con Cap | 30,923 | 21,645 | 0 | 0 | 28,112 | End Const | 12/31/21 | | 12/31/21 | | |
| | | | | Total | 34,016 | 21,645 | 869 | 0 | 34,015 | | | | | | |
| 14 | 07 T0007 LA | Pier G and J Double Track | At the Port of Long Beach from Pier G to Pier J. Construct new 9,000-foot mainline track for trains serving four marine terminals in the southeastern area of the Port between the northeast corner of Pier G terminal and Harbor Scenic Drive. | PAED | 2,629 | 0 | 0 | 0 | 0 | Baseline | | 10/17/18 | | 0 | |
| | | | | PSE | 0 | 0 | 2,864 | 0 | 2,937 | PAED | 11/11/16 | 04/25/19 | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 04/01/20 | | 04/26/19 | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 02/18/18 | 04/29/19 | | | |
| | | | | RW Cap | 1,502 | 0 | 0 | 0 | 251 | Begin Const | 02/28/18 | | 12/18/19 | | |
| | | | | Con Cap | 20,869 | 14,000 | 0 | 0 | 19,938 | End Const | 07/30/21 | | 10/20/21 | | |
| | | | | Total | 25,000 | 14,000 | 2,864 | 0 | 23,126 | | | | | | |

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April 1 - June 30, 2019**

| No. | District PPNO County Route | Title | Location and Type of Work | Phase | Approved | TCEP | Total | TCEP | EAC | Milestone | Approved | Actual | Current | Award | CAPs |
|-----|-------------------------------------|---|---|---------|------------|------------|------------|------------|------------|-------------|----------|----------|----------|----------|------|
| | | | | | Budget | Budget | Expended | Expended | | | Finish | Finish | Finish | Amount | |
| | | | | | (\$1,000s) | (\$1,000s) | (\$1,000s) | (\$1,000s) | (\$1,000s) | | | | | | |
| 15 | 08 0260J SBD 395 | Route 395 Widening from SR 18 to Chamberlaine Way | On US 395, between SR 18 and Chamberlaine Way in the City of Adelanto. Widen this section of US 395 from two to four lanes. Proposed improvements also include operational improvements such as adding turn lanes and signal improvements at intersections. | PAED | 0 | 0 | 0 | 0 | 0 | Baseline | | 08/15/18 | | 24,292 | |
| | | | | PSE | 6,482 | 0 | 5,156 | 0 | 5,156 | PAED | 12/31/09 | 12/31/09 | | | |
| | | | | RW Sup | 1,620 | 0 | 0 | 0 | 3,623 | RW Cert | 07/27/18 | 04/12/18 | | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 07/30/18 | 04/17/18 | | | |
| | | | | RW Cap | 10,822 | 0 | 1,294 | 0 | 10,822 | Begin Const | 02/06/19 | 03/06/19 | | | |
| | | | | Con Cap | 36,597 | 24,292 | 0 | 0 | 36,597 | End Const | 09/15/21 | | 05/03/21 | | |
| | | | | Total | 55,521 | 24,292 | 6,847 | 0 | 56,198 | | | | | | |
| 16 | 08 3009P 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. This project will be | PAED | 213 | 213 | 217 | 0 | 400 | Baseline | | 10/17/18 | | 117,831 | |
| | | | | PSE | 62,293 | 0 | 0 | 0 | 0 | PAED | 07/06/17 | | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 03/01/22 | 01/16/18 | | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 17,900 | RTL | 11/01/21 | 01/16/18 | | | |
| | | | | RW Cap | 49,219 | 0 | 0 | 0 | 47,811 | Begin Const | 08/31/18 | 09/07/18 | | | |
| | | | | Con Cap | 817,446 | 117,831 | 8,041 | 644 | 716,366 | End Const | 02/01/24 | | 07/03/23 | | |
| | | | | Total | 929,171 | 118,044 | 8,258 | 644 | 782,477 | | | | | | |
| 17 | 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. 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 | PAED | 0 | 0 | 0 | 0 | 0 | Baseline | | 10/17/18 | | 0 | |
| | | | | PSE | 0 | 0 | 0 | 0 | 0 | PAED | 12/01/07 | 12/01/07 | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 03/31/15 | 03/01/15 | | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 06/30/19 | | 03/26/20 | Schedule | |
| | | | | RW Cap | 0 | 0 | 0 | 0 | 0 | Begin Const | 12/01/19 | | 10/29/20 | | |
| | | | | Con Cap | 24,000 | 16,800 | 0 | 0 | 24,000 | End Const | 12/01/21 | | 10/29/22 | | |
| | | | | Total | 24,000 | 16,800 | 0 | 0 | 24,000 | | | | | | |
| 18 | 10 0161A MER 99 | Livingston Widening Northbound | In Livingston, from 0.8 mile south of Hammatt Avenue to Merced/Stanslaus county line. Widen freeway from two lanes to three lanes in the northbound direction only. | PAED | 800 | 0 | 638 | 0 | 638 | Baseline | | 10/17/18 | | 0 | |
| | | | | PSE | 2,050 | 0 | 2,435 | 0 | 2,549 | PAED | 06/02/14 | 06/02/14 | | | |
| | | | | RW Sup | 10 | 0 | 3 | 0 | 3 | RW Cert | 12/12/17 | 11/07/18 | | | |
| | | | | Con Sup | 6,343 | 0 | 0 | 0 | 7,905 | RTL | 01/12/18 | 01/25/19 | | | |
| | | | | RW Cap | 17 | 0 | 7 | 0 | 8 | Begin Const | 08/03/20 | | 10/16/19 | | |
| | | | | Con Cap | 36,737 | 29,050 | 0 | 0 | 34,918 | End Const | 04/15/22 | | 09/01/21 | | |
| | | | | Total | 45,957 | 29,050 | 3,083 | 0 | 46,021 | | | | | | |
| 19 | 10 0944M STA 99 | Route 132 Expressway, Phase 1 | In Modesto, on Route 132 from 0.2 mile east of Stone Avenue to 6th Street, and on Route 99 from I Street to Woodland Avenue. Construct 2-lane expressway and improve Route 132/99 interchange. | PAED | 10,206 | 0 | 4,075 | 0 | 4,075 | Baseline | | 10/17/18 | | 0 | |
| | | | | PSE | 10,684 | 0 | 1,089 | 0 | 10,446 | PAED | 03/09/18 | 03/09/18 | | | |
| | | | | RW Sup | 455 | 0 | 500 | 0 | 3,300 | RW Cert | 01/01/19 | 05/26/19 | | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 11,900 | RTL | 01/02/19 | 05/26/19 | | | |
| | | | | RW Cap | 14,476 | 0 | 35 | 0 | 15,993 | Begin Const | 04/15/19 | | 10/28/19 | | |
| | | | | Con Cap | 122,572 | 21,000 | 2,632 | 0 | 106,000 | End Const | 12/31/20 | | 06/01/21 | | |
| | | | | Total | 158,393 | 21,000 | 8,331 | 0 | 151,714 | | | | | | |
| 20 | 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 | 0 | 0 | 0 | 0 | 0 | Baseline | | 08/15/18 | | 0 | |
| | | | | PSE | 4,810 | 4,810 | 1,240 | 1,240 | 4,773 | PAED | 03/29/12 | 04/02/12 | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 04/12/19 | | 03/09/20 | Schedule | |
| | | | | Con Sup | 5,096 | 5,096 | 0 | 0 | 4,732 | RTL | 04/15/19 | | 03/12/20 | | |
| | | | | RW Cap | 0 | 0 | 0 | 0 | 263 | Begin Const | 10/15/19 | | 10/01/20 | | |
| | | | | Con Cap | 27,212 | 27,212 | 0 | 0 | 24,767 | End Const | 06/01/21 | | 06/01/22 | | |
| | | | | Total | 37,118 | 37,118 | 1,240 | 1,240 | 34,535 | | | | | | |
| 21 | 11 0999F SD 11 | Otay Mesa East Port of entry-Segment 3A | Near San Diego, on route 11 at 1.9 miles east of Sanyo Avenue Undercrossing. Begin site preparation which includes drainage and utilities. | PAED | 0 | 0 | 0 | 0 | 0 | Baseline | | 08/15/18 | | 0 | |
| | | | | PSE | 3,900 | 3,900 | 603 | 603 | 3,880 | PAED | 04/01/12 | 06/27/12 | | | |
| | | | | RW Sup | 600 | 600 | 0 | 0 | 468 | RW Cert | 04/07/19 | | 08/28/20 | | |
| | | | | Con Sup | 6,100 | 0 | 0 | 0 | 0 | RTL | 04/15/19 | | 09/25/20 | | |
| | | | | RW Cap | 550 | 550 | 0 | 0 | 0 | Begin Const | 10/20/19 | | 06/25/21 | | |
| | | | | Con Cap | 29,200 | 0 | 0 | 0 | 29,200 | End Const | 10/20/20 | | 08/24/23 | | |
| | | | | Total | 40,350 | 5,050 | 603 | 603 | 33,548 | | | | | | |

EAC = Estimate at Completion
Approved = Last Commission action
CAP = Corrective Action Plan

**Trade Corridor Enhancement Program (TCEP) Project List
April 1 - June 30, 2019**

| No. | District PPNO County Route | Title | Location and Type of Work | Phase | Approved | TCEP | Total | TCEP | EAC (\$1,000s) | Milestone | Approved | Actual | Current | Award | CAPs |
|-----|-------------------------------------|--|--|--------------|----------------------|----------------------|------------------------|------------------------|-------------------|-------------|----------------|----------------|----------------|----------------------|-------|
| | | | | | Budget (\$1,000s) | Budget (\$1,000s) | Expended (\$1,000s) | Expended (\$1,000s) | | | Finish Date | Finish Date | Finish Date | Amount (\$1,000s) | |
| 22 | 11 1036 SD 125 | Route 125/905 Connector | In and near San Diego at Route 125/905 separation. Construct freeway to freeway South-West connector. | PAED | 0 | 0 | 0 | 0 | 0 | Baseline | | 08/15/18 | | 0 | |
| | | | | PSE | 4,857 | 0 | 3,128 | 0 | 4,871 | PAED | 07/30/04 | 07/30/04 | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 08/15/19 | | 10/11/19 | | |
| | | | | Con Sup | 5,000 | 5,000 | 0 | 0 | 4,643 | RTL | 08/15/19 | | 11/01/19 | | |
| | | | | RW Cap | 0 | 0 | 0 | 0 | 131 | Begin Const | 03/02/20 | | 08/17/20 | | |
| | | | | Con Cap | 28,108 | 16,980 | 0 | 0 | 27,950 | End Const | 04/04/22 | | 12/05/22 | | |
| | | | | Total | 37,965 | 21,980 | 3,128 | 0 | 37,595 | | | | | | |
| 23 | 11 1241 IMP VAR | Intelligent Transportation System Technology | In San Diego County and Imperial County on various routes at various locations. Install Intelligent Technology Statewide Border Wait Time, implement a fiber optic cable network to facilitate an advanced traveler information and border wait time system connecting the entire San Diego and Imperial border network. | PAED | 817 | 0 | 524 | 0 | 524 | Baseline | | 08/15/18 | | 0 | |
| | | | | PSE | 4,038 | 2,317 | 814 | 467 | 4,200 | PAED | 11/16/18 | 10/15/18 | | | |
| | | | | RW Sup | 62 | 0 | 0 | 0 | 1 | RW Cert | 02/01/20 | | 05/17/20 | | |
| | | | | Con Sup | 5,938 | 1,534 | 0 | 0 | 5,301 | RTL | 02/15/20 | | 05/30/20 | | |
| | | | | RW Cap | 375 | 0 | 0 | 0 | 0 | Begin Const | 07/15/20 | | 11/02/20 | | |
| | | | | Con Cap | 27,945 | 8,118 | 0 | 0 | 26,683 | End Const | 05/20/22 | | 09/07/22 | | |
| | | | | Total | 39,175 | 11,969 | 1,338 | 467 | 36,709 | | | | | | |
| 24 | 11 1258 IMP 98 | Route 98 Widening Improvements | In Imperial County. In Calexico from just west of State Route 111 to Rockwood Avenue. Widening Route 98 from 4 to 6 lanes. | PAED | 169 | 0 | 2,383 | 0 | 2,383 | Baseline | | 08/15/18 | | 0 | |
| | | | | PSE | 1,650 | 0 | 958 | 0 | 1,051 | PAED | 02/18/09 | 02/18/09 | | | |
| | | | | RW Sup | 1,000 | 0 | 1,013 | 0 | 1,013 | RW Cert | 07/30/19 | | 05/29/20 | | |
| | | | | Con Sup | 661 | 0 | 0 | 0 | 1,237 | RTL | 08/30/19 | | 06/12/20 | | |
| | | | | RW Cap | 1,000 | 0 | 128 | 0 | 3,022 | Begin Const | 02/13/20 | | 12/21/20 | | |
| | | | | Con Cap | 7,141 | 3,370 | 0 | 0 | 6,600 | End Const | 05/10/22 | | 11/15/24 | | |
| | | | | Total | 11,621 | 3,370 | 4,482 | 0 | 15,306 | | | | | | |
| 25 | 11 1334 SD | Otay Mesa Truck Route, Phase 4A | In San Diego at the existing east/west service road along the border fence on La Media Road. Widen and pave approximately 1.3 miles of existing service road, redirect laden/unladen trucks on dedicated route. | PAED | 0 | 0 | 0 | 0 | 0 | Baseline | | 10/17/18 | | 0 | |
| | | | | PSE | 0 | 0 | 0 | 0 | 0 | PAED | 02/03/16 | 02/03/16 | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 12/31/18 | 04/30/19 | | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 11/30/18 | | 07/30/19 | | |
| | | | | RW Cap | 0 | 0 | 0 | 0 | 0 | Begin Const | 06/03/19 | | 12/27/19 | | |
| | | | | Con Cap | 12,524 | 6,000 | 0 | 0 | 15,946 | End Const | 02/28/20 | | 12/27/22 | | |
| | | | | Total | 12,524 | 6,000 | 0 | 0 | 15,946 | | | | | | |
| 26 | 11 1335 IMP 7 | Calexico East Port of Entry Truck Crossing Improvement | Near the city of Calexico, 0.7 mile south of Route 7 near the U.S./ Mexico border, at the Calexico East Port of Entry Truck Crossing. Widen bridge over the All American Canal to add truck lanes and passenger lanes along with eight foot shoulders. | PAED | 3,000 | 3,000 | 955 | 955 | 2,990 | Baseline | | 08/15/18 | | 0 | Scope |
| | | | | PSE | 0 | 0 | 0 | 0 | 0 | PAED | 06/01/19 | | 05/01/20 | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 07/02/20 | | 07/02/20 | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 01/10/20 | | | Schedule | |
| | | | | RW Cap | 0 | 0 | 0 | 0 | 0 | Begin Const | 07/05/20 | | | | |
| | | | | Con Cap | 0 | 0 | 0 | 0 | 0 | End Const | 11/05/21 | | 02/02/23 | | |
| | | | | Total | 3,000 | 3,000 | 955 | 955 | 2,990 | | | | | | |
| 27 | 11 T0013 SD | Tenth Avenue Marine Terminal Beyond Compliance Environmental Enhancement Project | In San Diego in the San Diego Bay at the Tenth Avenue Marine Terminal. Expand shore power and purchase a barge-based Bonnet system. | PAED | 0 | 0 | 0 | 0 | 0 | Baseline | | | | 0 | Scope |
| | | | | PSE | 30 | 0 | 0 | 0 | 0 | PAED | | | | | Cost |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | | | | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 03/01/19 | | 10/01/19 | | |
| | | | | RW Cap | 0 | 0 | 0 | 0 | 0 | Begin Const | 08/01/19 | | 10/01/19 | | |
| | | | | Con Cap | 8,000 | 5,600 | 0 | 0 | 5,000 | End Const | 04/01/20 | | 12/31/22 | | |
| | | | | Total | 8,030 | 5,600 | 0 | 0 | 5,000 | | | | | | |
| 28 | 12 3834 ORA 57 | SR-57 - Lambert Road Interchange Improvements | In the City of Brea at the SR-57 & Lambert Road Interchange. Reconfiguration of northbound ramps including construction of a loop on-ramp at the south-east quadrant; modify NB off-ramp; lower Lambert Road and widen NB Lambert Road UC bridge to accommodate future truck-climbing lane. | PAED | 1,000 | 0 | 0 | 0 | 0 | Baseline | | 10/17/18 | | 65,705 | |
| | | | | PSE | 6,872 | 0 | 363 | 0 | 0 | PAED | 11/25/15 | 08/20/15 | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 04/01/19 | 09/24/18 | | | |
| | | | | Con Sup | 16,000 | 16,000 | 282 | 32 | 15,693 | RTL | 05/01/19 | 09/24/18 | | | |
| | | | | RW Cap | 12,458 | 0 | 0 | 0 | 0 | Begin Const | 01/02/20 | 05/13/19 | | | |
| | | | | Con Cap | 71,103 | 49,705 | 29 | 4 | 55,876 | End Const | 01/02/23 | | 07/10/22 | | |
| | | | | Total | 107,433 | 65,705 | 674 | 36 | 71,569 | | | | | | |

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**Trade Corridor Enhancement Program (TCEP) Project List
April 1 - June 30, 2019**

| 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 |
|-----|-------------------------------------|---|--|---------|----------------------------------|------------------------------|---------------------------------|--------------------------------|-------------------|-------------|----------------------------|--------------------------|---------------------------|-------------------------------|----------|
| 29 | 75 2002A LA | Rosecrans / Marquardt Grade Separation | | PAED | 1,970 | 0 | 0 | 0 | 0 | Baseline | | 10/17/18 | | 0 | Schedule |
| | | | | PSE | 6,360 | 0 | 0 | 0 | 6,360 | PAED | 03/01/18 | 03/01/18 | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 09/01/19 | | 06/30/20 | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 10/01/19 | | 08/30/20 | | |
| | | | | RW Cap | 68,738 | 0 | 0 | 0 | 68,738 | Begin Const | 04/01/20 | | 03/01/21 | | |
| | | | | Con Cap | 81,370 | 9,000 | 0 | 0 | 81,370 | End Const | 06/01/22 | | 03/01/24 | | |
| | | | | Total | 158,438 | 9,000 | 0 | 0 | 156,468 | | | | | | |
| 30 | 75 T0002 SJ | Fyffe Avenue Grade Separation | In Stockton on the northern limits of the Navy Drive Bridge at the San Joaquin River to the Port of Stockton West Complex entrance. Construct a grade separated crossing; four lane overcrossing over the Fyffe Avenue rail line, realign McCloy Avenue south of its current location to form a stop-controlled intersection. | PAED | 200 | 0 | 0 | 0 | 0 | Baseline | | 08/15/18 | | 0 | |
| | | | | PSE | 1,400 | 1,000 | 0 | 0 | 1,000 | PAED | 10/30/18 | 10/01/18 | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 02/01/19 | | 01/31/20 | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 09/01/19 | | 01/31/20 | | |
| | | | | RW Cap | 400 | 0 | 0 | 0 | 0 | Begin Const | 03/01/19 | | 06/27/20 | | |
| | | | | Con Cap | 11,000 | 8,000 | 0 | 0 | 8,000 | End Const | 03/01/21 | | 06/27/23 | | |
| | | | | Total | 13,000 | 9,000 | 0 | 0 | 9,000 | | | | | | |
| 31 | 75 T0003 ALA | Freight Intelligent Transportation System | In the City of Oakland, within the Port of Oakland's Seaport Area, along West Grand Avenue, Maritime Street, 7th Street, and Middle Harbor Road. Install and implement ITS elements and other technologies, which include changeable message signs, closed circuit TV, fiber optic and Wi-Fi communications, traffic signal enhancements, vehicle and queue detection, train | PAED | 2,500 | 0 | 2,500 | 0 | 2,500 | Baseline | | 10/17/18 | | 0 | |
| | | | | PSE | 4,100 | 0 | 3,662 | 0 | 4,100 | PAED | 10/31/18 | 08/31/18 | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 12/31/18 | 03/01/19 | | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 03/31/19 | 03/06/19 | | | |
| | | | | RW Cap | 0 | 0 | 0 | 0 | 0 | Begin Const | 08/01/19 | | 10/10/19 | | |
| | | | | Con Cap | 24,000 | 12,456 | 0 | 0 | 24,000 | End Const | 12/31/21 | | 12/31/21 | | |
| | | | | Total | 30,600 | 12,456 | 6,162 | 0 | 30,600 | | | | | | |
| 32 | 75 T0004 ALA | Quiet Zone Safety Engineering Measures | In Emeryville, at three at-grade crossings on 65th Street, 66th Street, and 67th Street just east of Shellmound Street. Install four quadrant gates, raised median, and sidewalks at three at-grade railroad crossings. | PAED | 75 | 0 | 75 | 0 | 75 | Baseline | | 10/17/18 | | 0 | Schedule |
| | | | | PSE | 405 | 0 | 150 | 0 | 405 | PAED | 05/01/18 | 07/20/18 | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 04/01/19 | | 02/01/20 | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 02/01/19 | | 02/01/20 | | |
| | | | | RW Cap | 0 | 0 | 0 | 0 | 0 | Begin Const | 09/01/19 | | 08/01/20 | | |
| | | | | Con Cap | 6,000 | 4,200 | 0 | 0 | 6,000 | End Const | 05/01/20 | | 05/01/21 | | |
| | | | | Total | 6,480 | 4,200 | 225 | 0 | 6,480 | | | | | | |
| 33 | 75 T0008 LA | Montebello Boulevard Grade Separation Project | In the City of Montebello, along the Alameda Corridor-East Corridor at Montebello Boulevard. Replace at-grade crossing with a new grade separated undercrossing. | PAED | 0 | 0 | 0 | 0 | 0 | Baseline | | 10/17/18 | | 0 | |
| | | | | PSE | 14,368 | 0 | 0 | 0 | 14,368 | PAED | 06/01/18 | 06/01/18 | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 10/01/19 | | 12/13/19 | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 08/01/18 | | 05/01/20 | | |
| | | | | RW Cap | 19,140 | 0 | 0 | 0 | 19,140 | Begin Const | 01/01/20 | | 12/15/20 | | |
| | | | | Con Cap | 95,103 | 49,000 | 0 | 0 | 95,103 | End Const | 01/01/24 | | 01/01/24 | | |
| | | | | Total | 128,611 | 49,000 | 0 | 0 | 128,611 | | | | | | |
| 34 | 75 T0009 LA | 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. Replace at-grade crossing with a new grade separated undercrossing. Add sidewalks and bike lanes. | PAED | 0 | 0 | 0 | 0 | 0 | Baseline | | 10/17/18 | | 0 | |
| | | | | PSE | 10,106 | 0 | 0 | 0 | 10,106 | PAED | 06/01/18 | 06/01/18 | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 03/01/20 | | 03/01/20 | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 10/01/19 | | 03/01/20 | | |
| | | | | RW Cap | 33,885 | 0 | 0 | 0 | 33,885 | Begin Const | 06/01/20 | | 12/15/20 | | |
| | | | | Con Cap | 42,255 | 29,000 | 0 | 0 | 42,255 | End Const | 03/01/23 | | 03/01/23 | | |
| | | | | Total | 86,246 | 29,000 | 0 | 0 | 86,246 | | | | | | |
| 35 | 75 T0011 SBD | Etiwanda Avenue Grade Separation | In the City of Rancho Cucamonga, Etiwanda Avenue Grade Separation at SCRRA and BNSF San Gabriel Rail Line, between Whittram Avenue and Napa Street. The project will replace an existing at-grade crossing with a new grade-separated overcrossing and construct side-walk and bike lane. | PAED | 850 | 0 | 0 | 0 | 0 | Baseline | | 08/15/18 | | 0 | |
| | | | | PSE | 2,000 | 2,000 | 0 | 0 | 2,000 | PAED | 06/06/18 | 06/06/18 | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 01/31/20 | | 01/31/20 | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 01/31/20 | | 01/31/20 | | |
| | | | | RW Cap | 5,000 | 5,000 | 0 | 0 | 5,000 | Begin Const | 06/01/20 | | 06/01/20 | | |
| | | | | Con Cap | 52,150 | 52,150 | 0 | 0 | 52,150 | End Const | 12/30/21 | | 12/30/21 | | |
| | | | | Total | 60,000 | 59,150 | 0 | 0 | 59,150 | | | | | | |

**Trade Corridor Enhancement Program (TCEP) Project List
April 1 - June 30, 2019**

| 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 |
|-----|-------------------------------------|--|--|---------|----------------------------------|------------------------------|---------------------------------|--------------------------------|-------------------|-------------|----------------------------|--------------------------|---------------------------|-------------------------------|------|
| 36 | 75 T0014 SD | Sorrento to Miramar, Phase 2 Intermodal Improvements | In the city of San Diego along the LOSSAN rail corridor from Mile Post (MP) 250.9 near I-805 to MP 253 near Miramar Road. Add 1.9 miles of double-track, curve straightening, and new signals. | PAED | 0 | 0 | 0 | 0 | 0 | Baseline | | 10/17/18 | | 0 | |
| | | | | PSE | 6,037 | 0 | 0 | 0 | 6,037 | PAED | 06/30/18 | 05/31/18 | | | |
| | | | | RW Sup | 0 | 0 | 0 | 0 | 0 | RW Cert | 07/01/20 | | 07/01/20 | | |
| | | | | Con Sup | 0 | 0 | 0 | 0 | 0 | RTL | 07/01/20 | | 07/01/20 | | |
| | | | | RW Cap | 15,000 | 10,500 | 0 | 0 | 15,000 | Begin Const | 12/30/20 | | 12/30/20 | | |
| | | | | Con Cap | 108,000 | 0 | 0 | 0 | 108,000 | End Const | 07/30/24 | | 07/30/24 | | |
| | | | | Total | 129,037 | 10,500 | 0 | 0 | 129,037 | | | | | | |