

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017  
PROJECT BASELINE AGREEMENT  
La Media Road Additional Lanes

Resolution TCEP-P-2122-01B  
(will be completed by CTC)

**1. FUNDING PROGRAM**

- ☐ Active Transportation Program  
☐ Local Partnership Program (Competitive)  
☐ Solutions for Congested Corridors Program  
☐ State Highway Operation and Protection Program  
☒ Trade Corridor Enhancement Program

**2. PARTIES AND DATE**

- 2.1 This Project Baseline Agreement (Agreement) for the *La Media Road Additional Lanes*, effective on, December - , 2021 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *City of San Diego*, and the Implementing Agency, *City of San Diego*, sometimes collectively referred to as the "Parties".

**3. RECITAL**

- 3.2 Whereas at its December 3, 2020 meeting the Commission approved the and included in this program of projects the *La Media Road Additional Lanes*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

**4. GENERAL PROVISIONS**

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☒ Resolution TCEP-G-20-77, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated 12/03/2020

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The City of San Diego agrees to secure funds for any additional costs of the project.
- 4.6 The City of San Diego agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The City of San Diego agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

## **5. SPECIFIC PROVISIONS AND CONDITIONS**

### **5.1 Project Schedule and Cost**

See Project Programming Request Form, attached as Exhibit A.

### **5.2 Project Scope**

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

### **5.3 Other Project Specific Provisions and Conditions**

- a. In the event of a cost overrun the state will cover a share proportionate to the state contribution of the TCEP funding identified in the Project Programming Request (PPR) submitted with this baseline agreement. (For example, if the state/regional TCEP funding share was a 40/60 ratio, the state may fund no more than 40% of the cost overrun.)

## **Attachments:**

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE  
TO  
PROJECT BASELINE AGREEMENT


La Media Road Additional Lanes

Resolution TCEP-P-2122-01B

  
\_\_\_\_\_  
George Gazallo  
Date 5/18/21


Project Manager

Project Applicant

  
\_\_\_\_\_  
Alia Khouri  
Date 05/27/2021

Deputy Chief Operating Officer

Implementing Agency

  
\_\_\_\_\_  
Gustavo Dallarda  
Date 8-9-2021

District Director

California Department of Transportation

\_\_\_\_\_  
Toks Omishakin  
Date

Director

California Department of Transportation

\_\_\_\_\_  
Mitchell Weiss  
Date

Executive Director

California Transportation Commission

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	06/03/2021 12:36:09
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input checked="" type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
11		1121000186	1435	City of San Diego	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Diego					
				MPO	Element
				SANDAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
George Gazallo			619-533-3183	ggazallo@sandiego.gov	

Project Title

La Media Road Improvements-TCEPSB1L 5004(212)

Location (Project Limits), Description (Scope of Work)

Located in the City of San Diego. South of State Route 905 (SR-905), north of Siempre Viva Road, east of Britannia Road and west of Otay Mesa border crossing. Improving La Media Road into a six-lane primary arterial between SR-905 and Airway Road and five-lane major road between Airway Road and Siempre Viva Road with three southbound lanes and two northbound lanes.

Component	Implementing Agency
PA&ED	City of San Diego
PS&E	City of San Diego
Right of Way	City of San Diego
Construction	City of San Diego

Legislative Districts

Assembly:	80	Senate:	40	Congressional:	51
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	01/01/2018	01/01/2018
Circulate Draft Environmental Document Document Type EIR	02/28/2021	02/28/2021
Draft Project Report	03/31/2021	03/31/2021
End Environmental Phase (PA&ED Milestone)	06/01/2021	06/01/2021
Begin Design (PS&E) Phase	01/01/2018	01/01/2018
End Design Phase (Ready to List for Advertisement Milestone)	12/01/2021	12/01/2021
Begin Right of Way Phase	07/01/2020	07/01/2020
End Right of Way Phase (Right of Way Certification Milestone)	11/01/2021	11/01/2021
Begin Construction Phase (Contract Award Milestone)	07/01/2022	07/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)	12/01/2023	12/01/2023
Begin Closeout Phase	12/31/2023	12/31/2023
End Closeout Phase (Closeout Report)	12/31/2024	12/31/2024

Date 06/03/2021 12:36:09

Purpose and Need

This project will address the increased volume on La Media Rd due to the Otay Mesa Truck Border Crossing. Trucks currently queue up on local street. The truck queueing impedes local vehicular circulation, blocking private businesses driveways and their curb visibility, hindering local commercial and public mobility, increasing the local accident rates, and interfering with operations of the U.S. Customs and Border Patrol, emergency vehicles, law enforcement activities. These traffic issues will be addressed by the improvements on La Media Rd.

This project will also address drainage issues at the intersection of La Media Road and Airway Road by raising the intersection and installing properly sized culverts. Currently, La Media Rd is flooded during heavy rain event which cause congestion along the truck route.

Overall, this project will increase economic competitiveness by promoting sustained export activity, address environmental sustainability by reducing truck idling; and eliminating congestion caused by trucks on local streets.

NHS Improvements ☐ YES ☒ NO

Roadway Class 2

Reversible Lane Analysis ☒ YES ☐ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - reconstructed	Miles	0.9
ADA Improvements	New sidewalk	LF	10,910
ADA Improvements	Modify driveway	LF	316
Drainage	Culverts	LF	1,322
Operational Improvement	Intersection / Signal improvements	EA	3
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	250

Date 06/03/2021 12:36:09

Additional Information

Regional TCEP funding

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	15	30	-15
System Reliability	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	3,770	6,764	-2,994
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	13.4	22.8	-9.4
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	16	28	-12
Safety	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	1	-1
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	0	12	-12
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	470	0	470
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	3.87	0	3.87

District	County	Route	EA	Project ID	PPNO
11	San Diego			1121000186	1435
Project Title					
La Media Road Improvements-TCEPSB1L 5004(212)					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,245							1,245	
PS&E	1,850							1,850	
R/W SUP (CT)									
CON SUP (CT)									
R/W	4,273	727						5,000	
CON			34,605					34,605	
TOTAL	7,368	727	34,605					42,700	

Fund #1:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.210.320
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Regional
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			22,700					22,700	
TOTAL			22,700					22,700	



Fund #2:	Local Funds - Developer Fees (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,245							1,245	
PS&E	1,850							1,850	
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,860	727						4,587	
CON			7,700					7,700	
TOTAL	6,955	727	7,700					15,382	
Fund #3:	Local Funds - TRANSNET (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	413							413	
CON			4,205					4,205	
TOTAL	413		4,205					4,618	



Project Report  
La Media Road Improvements



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## Project Narrative

### I. Project Title and Brief Description

The City of San Diego (“City”) has identified the La Media Road Improvements Project as eligible for the Trade Corridor Enhancement Grant (TCEP). The project is estimated to cost \$42,700,000 with \$22,700,000 being requested from the TCEP Grant.

The La Media Road Improvements Project proposes to improve La Media Road from SR-905 to Siempre Viva Road. The ultimate facility will be designed as a six-lane primary arterial between SR-905 and Airway Road and a five-lane major road between Airway Road and Siempre Viva Road, with three southbound lanes and two northbound lanes. The proposed improvements enhance safety, provide congestion relief, reduce chance of flooding and provide an improved access road for freight trucks to Otay Mesa Port of Entry.

### II. Project Background and Purpose

The Otay Mesa Border Crossing is the largest commercial crossing on the California-Mexico border and handles the third highest dollar amount of trade among all U.S.-Mexico border crossings. According to the San Diego Association of Governments (SANDAG), in 2018, California exported \$30.7 billion worth of goods to Mexico. In addition, this project will support the nearly 2 million trucks that carried nearly \$47 billion in goods through the Otay Mesa Port of Entry in 2018. Virtually all of the trade through the Otay Mesa crossing is transported by truck. Commercial truck traffic is expected to double to over 2.8 million annual truck crossings by the year 2025. The export business is very important to the economy of San Diego County, the State of California and the United States. For sustained export activity, it is important to provide, maintain and upgrade the infrastructure and at the same time, provide acceptable access to the Otay Mesa industrial and commercial area.

In 2002, the Southbound Truck Export Road (SB-TER) was fully established, providing a dedicated entry pathway to border checkpoints exclusively for large commercial vehicles separated from smaller, non-commercial vehicles. The SB-TER allowed trucks to queue in line off of local streets as they wait for inspection. However, over the years the volumes of trucks have steadily increased while the inspection times have remained the same. As a result, incoming trucks on a regular basis now fill the entire SB-TER queuing route to capacity. With the route full and nowhere else to go, incoming trucks queue to the local streets of Otay Mesa and impede the local vehicular circulation congesting the local streets, blocking private businesses driveways and their curb visibility, hindering local commercial and public mobility, increasing the local accident rates, and interfering with operations of the U.S. Customs and Border Patrol, emergency vehicles (such as ambulances), law enforcement activities and other Federal agencies.

The La Media Road Improvements Project proposes to improve La Media Road from SR-905 to Siempre Viva Road. The ultimate facility will be designed as a six-lane primary arterial between SR-905 and Airway Road and a five-lane major road between Airway Road and Siempre Viva Road with three southbound lanes and two northbound lanes. The proposed improvements enhance safety, provide congestion relief, reduce chance of flooding and provide an improved access road for freight trucks to Otay Mesa Port of Entry.

### **III. Description of Project Scope and Anticipated Benefits**

#### **Improve Local Operations of Custom's Port of Entry:**

The Otay Mesa Port of Entry is the busiest commercial border crossing in California. According to estimates from San Diego Association of Governments (SANDAG), approximately 3,000 commercial vehicles a day cross the border southbound. With this volume, trucks need to be processed efficiently through the border inspections. However, under current conditions, trucks regularly fill the existing storage queue to capacity and spill out onto local streets. Outside the control of the SB-TER queue, trucks compete against each other trying to get to the queue line. They fill narrow community streets, block single and even multiple lanes, congest intersections, use dangerous and unexpected maneuvers trying to cut into waiting lines, etc. This leads to fights, obstructions, traffic accidents, pedestrian mobility and safety issues, and other delays that affect the border efficiency. Any one of these problems can choke the entry into the SB-TER route and cause blockage, delays, detours, etc.

The Project would provide a defined haul route for laden and un-laden trucks travelling to the SB-TER. Along with the increase queuing capacity, this project is expected to provide a fair and organized method for trucks wishing to enter the queue and eliminate the problem of trucks backing-up into local traffic.

Large commercial trucks will now enter the SB-TER more reliably and with less delay, allowing the Port to process trucks as efficiently as possible. Reversible lanes were considered but ultimately this project was not able to incorporate this scenario.

#### **Increase Storage Volume of Southbound Freight Trucks:**

The proposed expansion and widening of the SB-TER would approximately double the queuing capacity of both laden and un-laden trucks.

#### **Eliminate Source of Traffic Congestion on Local Streets:**

Commercial truck volume has been progressively increasing year after year. Currently, the typically queue in the SB-TER truck route extends back from the Custom's gate to the intersection of La Media and Siempre Viva Road. In cases when truck volume is high or there is a delay in processing at the border, trucks can completely fill the existing truck export road system and spill onto the local streets interfering with important local circulation in this commercial area. Commercial trucks are the primary reason for local congestion, which negatively impacts the community. The proposed expansion and widening of the SB-TER will double the queuing capacity and minimize the potential of trucks interfering with local street traffic circulation.

**Enhance Local Safety and Security:**

Truck congestion on the local streets hinders U.S. Customs and Border Patrol, emergency vehicles (such as ambulances), police and law enforcement activities, and other Federal agencies. In addition, the use of the Border Frontage Road's extra wide shoulder by the un-laden trucks prevents the use of the shoulder as it was originally intended, which was for emergency vehicles, the US Border Patrol and other Federal agencies.

The proposed improvements to the Border Frontage Road truck route will dedicate paved lanes for both the un-laden and laden trucks, as well as provide a widened shoulder dedicated for emergency vehicles, the US Border Patrol and other Federal agencies. In addition, the congestion caused by trucks on the local streets would be eliminated, allowing for emergency vehicles, the US Border Patrol and other Federal agencies to travel freely. This Project would enhance and improve local safety and security and increase response time of emergency substantially.

**Decrease the local accident rates:**

Local streets around the Otay Mesa Port of Entry are very congested with commercial trucks lining up to enter the SB-TER queue. This congestion negatively impacts local traffic resulting in high accidents rates at intersections, driveways, and along the local streets. These accidents (see Table 1 below), including a recent pedestrian fatality, were caused directly by the numerous trucks in the streets, while many more automobile accidents were indirectly related to these trucks.

This project will provide benefits to local roadways by reducing or eliminating the queuing of trucks on local roadways as they wait to proceed southbound into Mexico at the Otay Mesa Border crossing. The proposed improvements will dedicate mandatory haul travel routes to reach the SB-TER entrance via Britannia Blvd for laden trucks and La Media Road for un-laden trucks. Trucks wishing to exit SR-905 at Siempre Viva Road to access the SB-TER will be discouraged as this will directly add to congestion on local streets.

By defining the exact routes that trucks must take to utilize the SB-TER, as well as increasing the queuing capacity of the Route, the negative impact on local street congestion will be reduced dramatically. In addition, local automobiles and pedestrians will be more aware that on Britannia Blvd and La Media Road trucks will be utilizing these streets in higher volumes and is expected to increase their awareness.

It is expected that after project implementation, local street congestion will be significantly reduced. Combined with dedicated truck routes and increased public awareness, it is anticipated that accident rates involving truck traffic, both directly and indirectly, will be reduced.

TRUCK RELATED ACCIDENTS 06/15 TO 6/20 TABLE 1

LOCATION	ACCIDENT PATTERN	PARTY 1	PARTY 2	PARTY 3	INJURY	FATAL	PRIMARY CAUSE	SURFACE	WEATHER	LIGHT	ROAD CONDITION	TIME
Airway Rd 315' East of La Media	Broadside	Semi-tractor	Motorcycle		1	0	Auto R/W Violation	Wet	Fair	Dark	Commercial Area	18:08
Airway Rd 348' West of Piper Ranch Rd	Broadside	Passenger Vehicle	Semi-tractor	Pick-up Truck	2	0	Unsafe Speed	Dry	Fair	Dark	Commercial Area	530
Airway Rd 809' East of La Media Rd	Rear End	Semi-tractor	Passenger Vehicle		0	0	Following Too Closely	Dry	Fair	Daylight	Commercial Area	1206
Britannia Blvd @ SR-905 WB on RA	Right Angle	Semi-tractor	Motorcycle		1	0	Auto R/W Violation	Dry	Fair	Daylight	Center Median	1326
Otay Mesa Rd 35' West Piper Ranch Rd	Broadside	Semi-tractor	Passenger Vehicle		1	0	Auto R/W Violation	Dry	Fair	Daylight	Center Median	1625
Siempre Viva Rd 14' North Drucker Ln	Head-on	Passenger Vehicle	Semi-tractor		1	0	Hazardous Movement	Dry	Fair	Daylight	Center Median	1640
Airway Rd @ Britannia Blvd	Rear End	Semi-tractor	Passenger Vehicle				Hazardous Movement	Dry	Clear	Daylight	Commercial Area	12:44
La Media 38.9' South of SR-905 off Ramp	Vehicle-Pedestrian	Semi-tractor	Pedestrian			1	Improper Turning	Dry	Clear	Daylight	Commercial Area	17:29
Otay Mesa Rd 10' West 125 Southbound off Ramp	Broadside	Passenger Vehicle	Semi-tractor		1		Hazardous Movement	Dry	Clear	Daylight	Commercial Area	17:05
Siempre Viva Rd 264' East Drucker Ln	Side Swipe	Semi-tractor	Semi-tractor				Improper Turning	Dry	Clear	Daylight	Commercial Area	13:30
Siempre Viva Rd @ Otay Center Dr	Other	Bicycle	Semi-tractor				Auto R/W Violation	Dry	Clear	Daylight	Commercial Area	16:42
Otay Mesa Rd 30' SR-125 SB OFF RA	Other	Semi-tractor						Dry	Clear	Dark	Commercial Area	0:08
Otay Mesa Rd @ Piper Ranch Rd	Rear End	Semi-tractor	Semi-tractor				Unsafe Speed	Dry	Clear	Daylight	Commercial Area	14:23
Avda De La Fuente @ La Media	Other	Semi-tractor	Pedestrian		1					Daylight	Commercial Area	11:05
La Media Rd 4' North Siempre Viva Rd		Bicycle	Semi-tractor		1		Unsafe Speed	Dry	Clear	Daylight	Commercial Area	15:37
Britannia Blvd 30' North Airway Rd	Rear End	Semi-tractor	Pickup Truck		3			Dry	Clear	Daylight	Commercial Area	14:40
Britannia Blvd 50' North Airway Rd	Rear End	Passenger Vehicle	Semi-tractor				Unsafe Starting or Backing	Dry	Clear	Daylight	Commercial Area	10:33
TOTAL INJURIES:					12							
TOTAL FATALITIES:					1							

### State of Good Repair:

Potholes, cracking and crumbling edges occur throughout the current laden and un-laden SB-TER. The existing street paving was not designed for the constant wear and tear by the ever-increasing volume of commercial trucks and City maintenance regularly has to repair the road. This Project will provide a state of good repair by upgrading existing crumbling roads and replacing existing dirt roads with structurally sufficient and sustainable surfaces, reducing long-term maintenance and repair

### Optimize Operations on Local Streets:

The proposed expansion and widening of the SB-TER would approximately double the queuing capacity and minimize the potential of trucks interfering with local street traffic circulation. By removing the primary reason for local congestion, it is expected that the most impacted and congested areas will improve.

### Decrease the Travel Times and Increase Mobility:

Local residents, business traffic and pedestrian in Otay Mesa have come to expect traffic delays, unsafe situations and inconveniences brought on by the commercial truck congestion. The proposed project would alleviate this truck congestion in the area and confine the majority of the truck traffic to dedicated haul routes. This would improve safety, decrease travel times, lessen traffic delays, and increase the mobility of both pedestrian and vehicles in the local area.



Improvements to La Media Road will reduce the bottleneck current trucker face when they use La Media Road as the primary access route for the Otay Mesa Port of Entry. It will create a more efficient and safer environment not only for trade but also for the local business in the area.

#### **Decrease Emissions.**

The project does not increase the percentage of vehicles operating in cold start mode. The proposed project does not involve development of housing, employment centers, or other attractions, and, thus, would not itself generate trips operating in the cold start mode. The percentage of vehicles operating in cold start mode in the region would be similar for the proposed project as compared to the percentage for the No Build Alternative. Having a more efficient route to the Otay Mesa Port of Entry will slightly decrease emissions future truck traffic will create in future project forecast.

One of the main strategies in Caltrans's Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. City of San Diego's Climate Action Plan's main purpose is to protect the environment for the next generation, as it sets a target to achieve an 80 percent GHG emissions reduction by 2050.

The proposed project is a capacity increasing project. However, the project itself would not generate additional traffic, but is intended to accommodate projected regional growth and allow for acceptable roadway operations. Thus, the project would not result in an increase in long-term GHG emissions. Therefore, the project is not expected to have an impact related to climate change.

#### **Enhance the Livability of the Area:**

Safer streets, a lessening of traffic delays, and an increase in the mobility in the local area, brought on by this project, directly correlates to a higher quality of livability of both residents and business owners in the local area.

#### **Drainage:**

During the rainy season the intersection of La Media Rd and Airway Rd experiences flooding due to its vicinity to drainage basins and channels. Therefore, the project will be designed to meet City of San Diego Green streets requirements. The design will incorporate water quality features including swales and rock gardens which will also provide detention storage. This project also consists of the replacement of 2 existing culvert crossings under La Media Rd and Airway Road.

#### **Avoiding Greenfield Development**

To conserve existing natural areas, the project will avoid construction on greenfield and not previously developed lands



#### **IV. Stimulate Economic Activity, Enhance Trade Value, and Create jobs.**

The export business is very important to the economy San Diego County, the State of California and the United States. As the bi-national region continues to grow, forecasts suggest that both passenger and commercial vehicle crossings will more than double for all point of entries along the California border by 2020. The need for new or improved transportation facilities becomes ever more important.

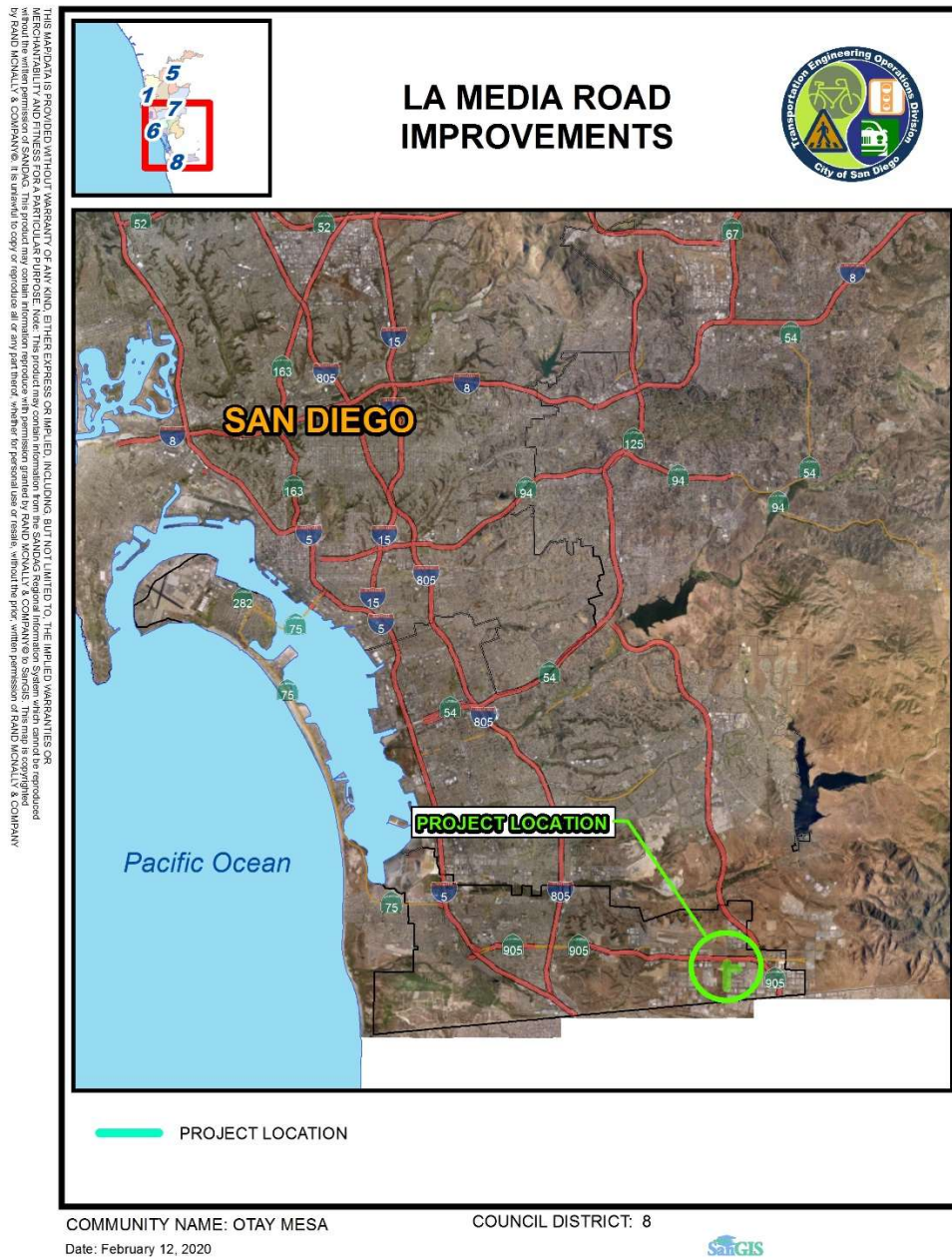
The proposed project will improve the queuing capacity of the SB-TER and would establish a fair and organized method for trucks wishing to enter the queue. This could lessen wait times; relieve frustration and potentially increase the efficiency of the Port. In turn, this would improve crossing time (southbound), promote trading, increase profitability and encourage growth of both imports and exports on both sides of the border. This would provide a sustainable bi-national economic benefit.

The freight sector has one of the well-paying employment opportunities, the salary is reliable as it is necessary for businesses and operations to succeed. Increasing productivity for domestic businesses will drive economic growth, improving the local economy. The improvement to the truck route would reduce the likelihood of commercial trucks blocking local businesses entrances. The trucks also block local storefront street visibility and their advertisement, all of which negatively impact sales. Better SB-TER access and improved visibility of store fronts and signage lead to more successful local businesses, an increase in productivity, and provide a sustainable local economic benefit.

The Otay Mesa Truck Route expansion of the SB-TER will provide sustainable commercial economic benefits for San Diego County, the State of California, the United States, as well as bi-nationally with Mexico. An estimated 470 jobs (directly and indirectly) will added based on the assumption that 11 jobs per 1 million dollars invested into the improvements project.

## V. Project Location Map

### VICINITY MAP



Located in the City of San Diego. South of State Route 905 (SR-905), north of Siempre Viva Road, east of Britannia Road and west of the Otay Mesa border crossing.



## VI. Project Priority

The La Media Improvements Project is the only project being submitted by the City of San Diego for the Trade Corridor Enhancement Program Grant.

## VII. Using advanced, clean or innovative technologies to support the freight transport system.

Local, State, and Federal interests, along with the Otay Mesa Chamber of Commerce, all wanted a better solution to the current truck queuing issues. Many options were considered such as improving the existing border crossing and relocating or redirecting truck traffic to different crossing locations, etc. The idea to expand and widen the original design of the La Media road was deemed the best solution due to its limited land acquisition, minimal environmental impact, ease of construction, low expected costs, and overall positive community support.



## **VIII. Cooperation between the nominating agency and local agencies.**

Although the City of San Diego is the sole agency involved in the construction of this project, local agencies such as SANDAG and Caltrans agree that this project is beneficial to the region and support its construction.

There is general consensus between the Federal Government Agencies, US Customs and Border Patrol, Caltrans and the City, as well as local community leaders and the businesses of Otay Mesa, that the La Media Improvements Project is the best solution to reduce or eliminate the current truck congestion problem on local streets. Through numerous meeting and correspondences, local agencies have been working together to create temporary solutions and ideas that would help alleviate congestion in the area. All agencies see the need for a better more efficient truck route and fully support the La Media Road Improvements Project.

The La Media Road Improvements Project is recommended by the Mayor of the City of San Diego Kevin Faulkner, the City Council of San Diego and the community planners and Business Owners of the Otay Mesa Community. The San Diego Association of Governments (SANDAG) is in close communication with the City of San Diego regarding transportation and freight related projects.

There is general consensus between the Federal Government Agencies, US Customs and Border Patrol, Caltrans and the City, as well as local community leaders and the businesses of Otay Mesa, that the La Media Improvements Project is the best solution to reduce or eliminate the current truck congestion problem on local streets. Through numerous meeting and correspondences, local agencies have been working together to create temporary solutions and ideas that would help alleviate congestion in the area. All agencies see the need for a better more efficient truck route and fully support the La Media Road Improvements Project.

The La Media Widening Project has Mayoral and Council Member approval from the City of San Diego, the Otay Mesa Chamber of Commerce and local businesses within the project area.  
Appendix G - Letters of Support

## **IX. Meeting Regional Transportation Plan (RTP)**

The La Media Improvements Project is mentioned in SANDAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SANDAG continues to oversee and fund the regions freight projects through various grants and financing strategies. Appendix H - Regional Transportation Plan (RTP).

## X. Project Delivery Method

This project will utilize a design-bid-build process for construction. Currently this project is in the Design stage. Funding is being sought out to aid in funding the construction portion of this improvement project.

It is important to identify the risks at the very beginning of the project and be prepared for them, in order to avoid delaying the project and increasing the project cost. Some of the risks include unforeseen weather conditions, an increase in the project cost and community involvement issues.

Fortunately, San Diego has a pleasant climate for the majority of the year, and the average weather is usually sunny with clear skies. We also have the ability to absorb any increase in cost from our funding sources, such as Caltrans, and still deliver the proposed project as planned. In addition, the local community is onboard with the project and agree that it is the best solution to reduce or eliminate the current truck congestion problem in the area

## XI. Funding and Deliverability

### A. Previously incurred expenses.

This project is a top priority for the City of San Diego and the City has invested \$1,199,269 thus far for Design.

### B. Cost breakdown

Design Costs	
Design Admin, Engr, and Envir *	\$3,095,000
Total	\$3,095,000
Construction Costs	
Constr Engr and Constr Admin Support (soft cost)	\$4,205,000
Construction (hard cost) **	\$30,400,000
Right of Way	\$5,000,000
Land Acquisition ***	
Total	\$42,700,000

Trade Corridor enhancement Program (TCEP) funds requested	\$22,700,000
% Funded by Infrastructure For Rebuilding America	53%

Funding Breakdown	
TRANSNET	\$9,033,541
Otay Mesa EIFD	\$369,048
Otay Mesa FBA	\$5,504,000
Otay Mesa East	\$4,450,308
Otay Mesa-Eastern DIF	\$643,103
Committed Funds	\$20,000,000
TCEP	\$22,700,000
TOTAL	\$31,733,541
MATCHING FUNDS	\$20,000,000
TOTAL FEDERAL FUND	\$22,700,000
% FEDERAL FUND	53%
% LOCAL MATCH	47%

\* Includes Consultant procurement, Project Management, Design & Environmental Studies  
 Environmental Processing for NEPA, Real Estate Asset Services, and Advertising and Award  
 \*\*Includes Construction Contract and Construction Contingency  
 \*\*\* Includes Wetland Mitigation land

### C. For all funds to be used for future eligible project costs

Currently, this project will rely on the Otay Mesa East Fiscal Benefit Assessment Fund (FBA), Otay Mesa West Fiscal Benefit Assessment Fund (FBA) and TransNet as the primary source of funding. Additional funding is always being sought through various applicable grants and bundling of adjacent projects if it were available.

### D. For Non-Federal funds to be used for future eligible projects costs

Potential sources of funding include developer funds, Otay Mesa FBA and TransNet funds. Local match for this project is expected to be \$20,000,000.

### E. For Federal funds to be used for future eligible projects costs

If awarded, grant dollars from this cycle of TCEP in the amount of the requested \$27,000,000 will aid in the design and construction portions.

### F. A budget showing how each source of funds will be spent

The Otay Mesa FBA and TransNet funds will fund most of the design, construction, and land acquisition costs. TCEP will fund most of the hard construction cost.

### G. Information showing that the applicant has budgeted enough contingency amounts to cover unanticipated cost increases.

Aside from the Otay Mesa FBA Fund, TransNet Fund allocations will be used to fund the local match for this project. Escalated costs were not calculated for build year, but the estimated project cost include contingency estimates.

### H. Schedule

Baseline Schedule			
Stage	Length	Start	End
Design & Administration	48 months *	1/2018	12/2021
Adv/Award	6 months	1/2022	6/2022
Construction	18 months	7/2022	12/2023
* Includes consultant procurement and design & environmental studies.			

## **I. Studies**

Technical studies are currently being gathered for the project area. A list of completed studies can be found in the attached Appendices.

## **XII. Project meets the Freight Investment Theme**

The highway connection will help to support freight transportation between different state, and the region's economic vitality and quality of life. The La Media Improvements Project will meet the Freight Investment Theme. It will promote an efficient network between California and Mexico for much needed trade. Improving La Media Road will improve cross border access, help make California competitive with the world's national markets, increase travel reliability, reduce congestion, as well as enable more volume and value of goods to be efficiently process between California and Mexico.

### **A. Improving Port Access Reliability**

San Diego's freight network must be reliable and efficient in order to ensure continued competitiveness and economic growth. With the implementation of this project, freight movement will be more efficient and reliable and have less delays.

### **B. Border Efficiency**

Cross-border trade between California and Mexico forms the backbone of economic growth in this nation, and any kind of disruption in any supply chain can significantly impact on the others, so it is important to increase the border efficiency, and focus on projects such as this one, to keep the economy grow and prosper.

### **C. Interregional Freight Movement and Resiliency**

A resilient freight network in California is important to the economic health of the State, and improving the interregional freight network is a crucial component to increase the state's economic growth and competitiveness. It is important to have a Statewide Freight Resiliency Plan to ensure the resilience of the strategic freight system in San Diego if an unforeseen event, such as climate change related, limits the freight mobility

### **D. Sustainability and Innovations**

Studying sustainable technologies in the freight industry and looking for innovative ways to enhance the freight movement, will enhance the sustainable development goals in California and San Diego.

### **XIII. Environmental and Community Impact**

The CEQA environmental process has been budgeted and is expected to be completed by June 2021. Environmental studies are currently being gathered for the project area. A list of completed studies can be found in the attached Appendices.

#### **A. Local Community Engagement**

This project is a top priority for the City of San Diego and the City has invested \$1,200,000 thus far for Design. There have been community meetings held between business owners, area stakeholders, US Border Patrol and local government officials. All parties agree that the La Media Improvement Projects are important not only for safety but for the transportation of goods between countries

#### **B. Address Community Needs**

There is general consensus between the Federal Government Agencies, US Customs and Border Patrol, Caltrans and the City, as well as local community leaders and the businesses of Otay Mesa, that the best solution to reduce or eliminate the current truck congestion problem on local streets the La Media Road Improvement plan as described in this Application. Through numerous meeting and correspondences, local agencies have been working together to create temporary solutions and ideas that would help alleviate

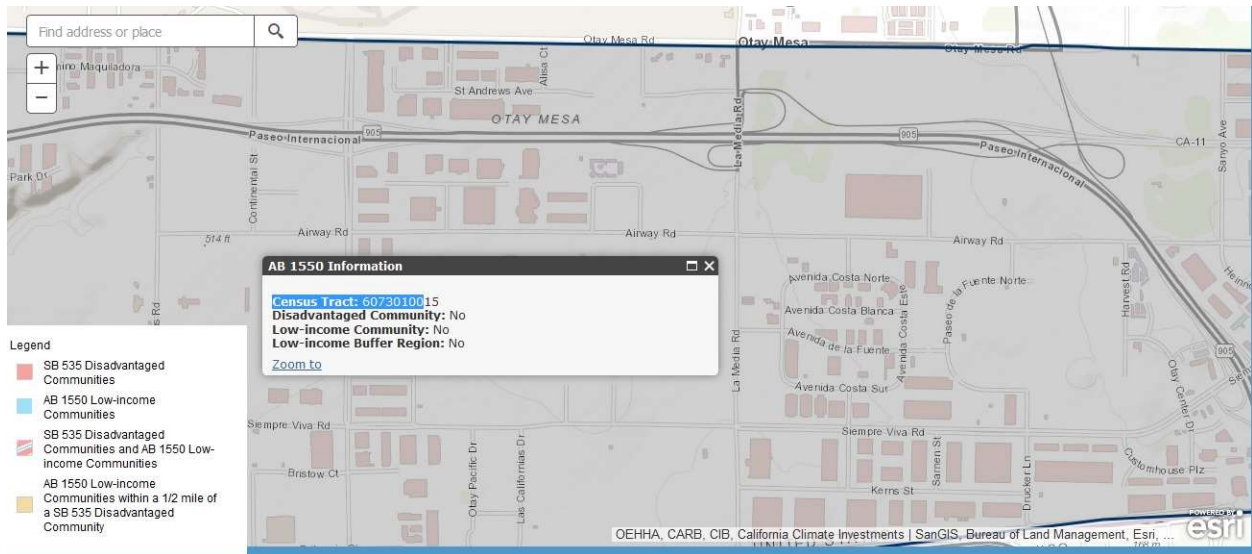
#### **C. Description of any negative impacts**

Commercial trucks are the primary reason for local congestion, which negatively impacts the community. Currently, the typically queue in the SB-TER truck route extends back from the Custom's gate to the intersection of La Media and Siempre Viva Road. In cases when truck volume is high or there is a delay in processing at the border, trucks can completely fill the existing truck export road system and spill onto the local streets interfering with important local circulation in this commercial area

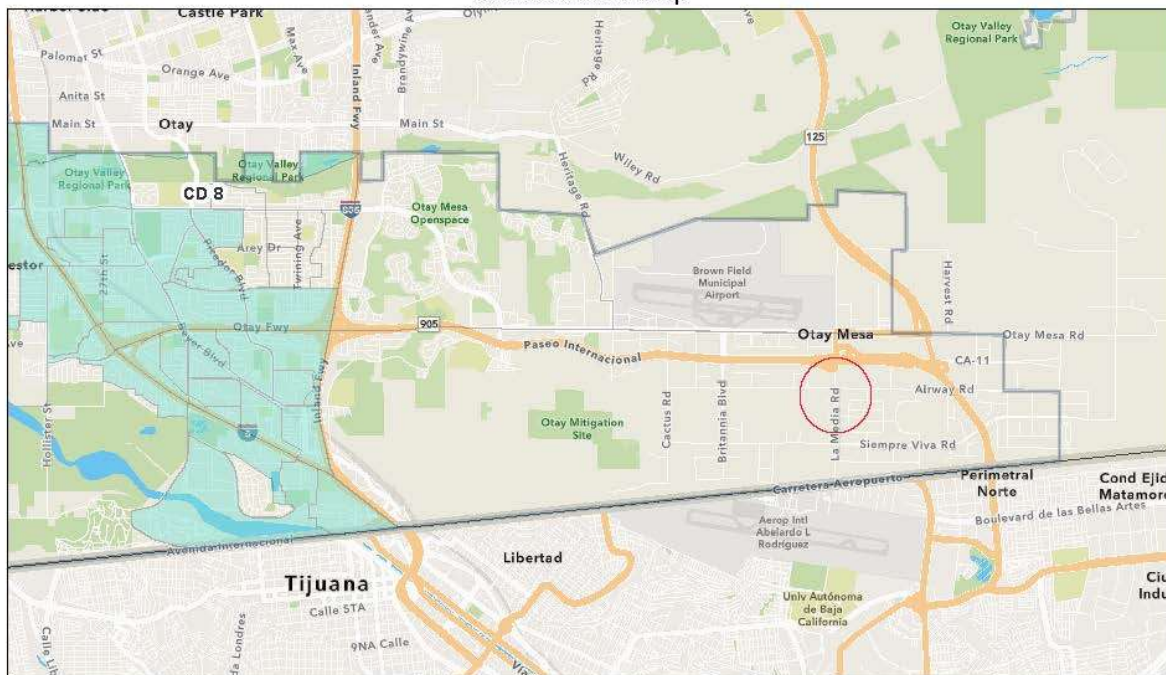
#### **D. Disadvantaged and Low-Income Community**

This Project is located in the Otay Mesa community in the eastern regions of The of San Diego. This region is mostly industrial and commercial therefore data for Disadvantaged and Low-income is limited. The western portion of Otay Mesa is in a Low and Moderate Income Census tract Block.





## ArcGIS Web Map



## E. Stakeholder feedback and engagement

Engaging stakeholders during project implementation process help build involvement, reduce future project risks, and increase the success of a project. There have been community meetings held between business owners, area stakeholders, US Border Patrol and local government officials. The participation and involvement of the stakeholders during the community meetings helped uncover potential project risks, as they shared the project's constraints, based on historical information and their insight in the industry. All parties agree that the La Media Improvement Projects are important not only for safety but for the transportation of goods between countries.

## XIV. Benefit to Cost

This project is expected to provide benefits to local roadways by reducing or eliminating the queuing of trucks on local roadways as they wait to proceed southbound into Mexico at the Otay Mesa Border crossing. Based on the traffic analysis, it is expected that after the project is implemented, the queuing of cross border truck traffic during typical weekday operations will be shifted to the newly constructed truck route and away from local roadways by estimate of 75%. Using this information along with accident data, we computed a benefit-cost (B/C) ratio. Since this project focuses on rerouting the truck traffic on local roads, only accident data was analyzed for the BCA.

Other benefits, such as business usage and access, are predicted to improve from the trucks being rerouted, but no statistical data exist. Therefore, we did not include this in our B/C ratio. Appendix F shows all the accidents in the project area with a breakdown for pedestrians, trucks and severity. Only data pertaining to trucks were used to calculate the B/C ratio. In Table 7 of Appendix F, it is predicted that this project will reduce overall pedestrian accidents by 25 % per year.

In preparing the cost/benefit ratio, data and information was used from the "Guidance on Treatment of the Economic Value of a Statistical Life in U.S. Department of Transportation Analyses (2016)" published by the U.S. Department of Transportation. Five years accident data was broken down into annual truck related accidents. Using the suggested 7% discount rate, the estimated 20-year total benefit came out to be \$165,038,544. The estimated BCA of the project is **3.87**. This was calculated by dividing the benefit by total project cost of \$42,700,000. Please see Appendix F for a further breakdown of the BCA.

## **XV. Summary of Narrative for Trade Corridor Enhancement Program Goals and Guiding Principles, California Freight Mobility Plan Goals and Objectives, and California Freight Mobility Plan Critical Freight Investment Themes.**

**California Freight Mobility Plan:** This Project will further the goals of the California Freight Mobility Plan by reducing congestion by creating a more efficient route that lets freight traffic access the international border service hub. This increase in capacity will reduce congestion within the surrounding business community but will not increase the generation of emissions. This Project will enhance the trade corridor in the state by adding portions of La Media Road into the National Highway Freight Network and be designated as a Critical Urban Freight.

### **1. Multimodal Mobility**

This Project will enhance the trade corridor in the state by adding portions of La Media Road into the National Highway Freight Network and be designated as a Critical Urban Freight

#### **a. Invest strategically to improve travel time reliability**

Local residents, business traffic and pedestrian in Otay Mesa have come to expect traffic delays, unsafe situations and inconveniences brought on by the commercial truck congestion. The proposed project would alleviate this truck congestion in the area and confine the majority of the truck traffic to dedicated haul routes. This would improve safety, decrease travel times, lessen traffic delays, and increase the mobility of both pedestrian and vehicles in the local area.

#### **b. Achieve sustainable congestion reduction on key bottlenecks on primary trade**

Commercial truck volume has been progressively increasing year after year. Currently, the typically queue in the SB-TER truck route extends back from the Custom's gate to the intersection of La Media and Siempre Viva Road. In cases when truck volume is high or there is a delay in processing at the border, trucks can completely fill the existing truck export road system and spill onto the local streets interfering with important local circulation in this commercial area. Commercial trucks are the primary reason for local congestion, which negatively impacts the community. The proposed expansion and widening of the SB-TER will double the queuing capacity and minimize the potential of trucks interfering with local street traffic circulation.

#### **c. Support local and regional efforts to improve trade facilities and corridors**

Improvements to La Media Road will reduce the bottleneck current trucker face when they use La Media Road as the primary access route for the Otay Mesa Port of Entry. It will create a more efficient and safer environment not only for trade but also for the local business in the area.

Local residents, business traffic and pedestrian in Otay Mesa have come to expect traffic delays, unsafe situations and inconveniences brought on by the commercial truck congestion. The

proposed project would alleviate this truck congestion in the area and confine the majority of the truck traffic to dedicated haul routes. This would improve safety, decrease travel times, lessen traffic delays, and increase the mobility of both pedestrian and vehicles in the local area.

d. **Improve the year-round reliability of freight transportation**

Local, State, and Federal interests, along with the Otay Mesa Chamber of Commerce, all wanted a better solution to the current truck queuing issues. Many options were considered such as improving the existing border crossing and relocating or redirecting truck traffic to different crossing locations, etc.

e. **Increase productivity, particularly for domestic industries and businesses that create high value jobs**

Increasing productivity for domestic businesses will drive economic growth, improving the local economy. The improvement to the truck route would reduce the likelihood of commercial trucks blocking local businesses entrances. The trucks also block local storefront street visibility and their advertisement, all of which negatively impact sales. Better SB-TER access and improved visibility of store fronts and signage lead to more successful local businesses, an increase in productivity, and provide a sustainable local economic benefit.

f. **Improve State flexibility to support multi-State corridor planning and address highway freight connectivity.**

The highway connection will help to support freight transportation between different state, and the region's economic vitality and quality of life. The La Media Improvements Project will meet the Freight Investment Theme. It will promote an efficient network between California and Mexico for much needed trade. Improving La Media Road will improve cross border access, help make California competitive with the world's national markets, increase travel reliability, reduce congestion, as well as enable more volume and value of goods to be efficiently process between California and Mexico.

2. **Economic Prosperity**

a. **Grow the economic competitiveness of California's freight sector / strengthen the contribution of the NHFN to the economic**

The export business is very important to the economy San Diego County, the State of California and the United States. As the bi-national region continues to grow, forecasts suggest that both passenger and commercial vehicle crossings will more than double for all point of entries along the California border by 2020. The need for new or improved transportation facilities becomes ever more important.

The proposed project will improve the queuing capacity of the SB-TER and would establish a fair and organized method for trucks wishing to enter the queue. This could lessen wait times; relieve frustration and potentially increase the efficiency of the Port. In turn, this would improve crossing time (southbound), promote trading, increase profitability and encourage growth of both

imports and exports on both sides of the border. This would provide a sustainable bi-national economic benefit.

Additionally, the improvement to the truck route would reduce the likelihood of commercial trucks blocking local businesses entrances. The trucks also block local storefront street visibility and their advertisement, all of which negatively impact sales. Better SB-TER access and improved visibility of store fronts and signage lead to more successful local businesses, an increase in productivity, and provide a sustainable local economic benefit.

The Otay Mesa Truck Route expansion of the SB-TER will provide sustainable commercial economic benefits for San Diego County, the State of California, the United States, as well as bi-nationally with Mexico.

**b. Grow the number of well-paying employment opportunities in the freight sector.**

The freight sector has one of the well-paying employment opportunities, the salary is reliable as it is necessary for businesses and operations to succeed.

**3. Environmental Stewardship**

**a. Accelerate the transition to zero and near-zero emission equipment powered by renewable energy sources / Reduce the environmental impacts of freight movement on the NHFN.**

**GHC emissions and global warming:**

One of the main strategies in Caltrans's Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. City of San Diego's Climate Action Plan's main purpose is to protect the environment for the next generation, as it sets a target to achieve an 80 percent GHG emissions reduction by 2050.

The proposed project is a capacity increasing project. However, the project itself would not generate additional traffic, but is intended to accommodate projected regional growth and allow for acceptable roadway operations. Thus, the project would not result in an increase in long-term GHG emissions. Therefore, the project is not expected to have an impact related to climate change.

**b. Apply innovative and green technology**

During the rainy season the intersection of La Media Rd and Airway Rd experiences flooding due it's vicinity to drainage basins and channels. Therefore, the project will be designed to meet City of San Diego Green streets requirements. The design will incorporate water quality features including swales and rock gardens which will also provide detention storage. This project also consists of the replacement of 2 existing culvert crossings under La Media Rd and Airway Road.

**c. Site freight projects to avoid greenfield development**



To conserve existing natural areas, the project will avoid construction on greenfield and not previously developed lands

d. Use innovation and advanced technology to improve the safety, efficiency, and reliability of the NHFN

Local, State, and Federal interests, along with the Otay Mesa Chamber of Commerce, all wanted a better solution to the current truck queuing issues. Many options were considered such as improving the existing border crossing and relocating or redirecting truck traffic to different crossing locations, etc.

The idea to expand and widen the original design of the La Media road was deemed the best solution due to its limited land acquisition, minimal environmental impact, ease of construction, low expected costs, and overall positive community support.

4. Healthy Communities

Truck congestion on the local streets hinders U.S. Customs and Border Patrol, emergency vehicles (such as ambulances), police and law enforcement activities, and other Federal agencies. In addition, the use of the Border Frontage Road's extra wide shoulder by the un-laden trucks prevents the use of the shoulder as it was originally intended, which was for emergency vehicles, the US Border Patrol and other Federal agencies.

The proposed improvements to the Border Frontage Road truck route will dedicate paved lanes for both the un-laden and laden trucks, as well as provide a widened shoulder dedicated for emergency vehicles, the US Border Patrol and other Federal agencies. In addition, the congestion caused by trucks on the local streets would be eliminated, allowing for emergency vehicles, the US Border Patrol and other Federal agencies to travel freely.

This Project would enhance and improve local safety and security and increase response time of emergency substantially.

5. Safety and Resiliency

Local streets around the Otay Mesa Port of Entry are very congested with commercial trucks lining up to enter the SB-TER queue. This congestion negatively impacts local traffic resulting in high accidents rates at intersections, driveways, and along the local streets. These accidents, including a recent pedestrian fatality, were caused directly by the numerous trucks in the streets (see Table 1), while many more automobile accidents were indirectly related to these trucks.

This project will provide benefits to local roadways by reducing or eliminating the queuing of trucks on local roadways as they wait to proceed southbound into Mexico at the Otay Mesa Border crossing. The proposed improvements will dedicate mandatory haul travel routes to reach the SB-TER entrance via Britannia Blvd for laden trucks and La Media Road for un-laden

trucks. Trucks wishing to exit SR-905 at Siempre Viva Road to access the SB-TER will be discouraged as this will directly add to congestion on local streets.

By defining the exact routes that trucks must take to utilize the SB-TER, as well as increasing the queuing capacity of the Route, the negative impact on local street congestion will be reduced dramatically. In addition, local automobiles and pedestrians will be more aware that on Britannia Blvd and La Media Road trucks will be utilizing these streets in higher volumes and is expected to increase their awareness.

It is expected that after project implementation, local street congestion will be significantly reduced. Combined with dedicated truck routes and increased public awareness, it is anticipated that accident rates involving truck traffic, both directly and indirectly, will be reduced.

## 6. Asset Management

### **State of Good Repair:**

Potholes, cracking and crumbling edges occur throughout the current laden and un-laden SB-TER. The existing street paving was not designed for the constant wear and tear by the ever-increasing volume of commercial trucks and City maintenance regularly has to repair the road. This Project will provide a state of good repair by upgrading existing crumbling roads and replacing existing dirt roads with structurally sufficient and sustainable surfaces, reducing long-term maintenance and repair.

## 7. Connectivity and Accessibility

The proposed expansion and widening of the SB-TER would approximately double the queuing capacity and minimize the potential of trucks interfering with local street traffic circulation. By removing the primary reason for local congestion, it is expected that the most impacted and congested areas will improve.

Although the City of San Diego is the sole agency involved in the construction of this project, local agencies such as SANDAG and Caltrans agree that this project is beneficial to the region and support its construction.

There is general consensus between the Federal Government Agencies, US Customs and Border Patrol, Caltrans and the City, as well as local community leaders and the businesses of Otay Mesa, that the La Media Improvements Project is the best solution to reduce or eliminate the current truck congestion problem on local streets. Through numerous meeting and correspondences, local agencies have been working together to create temporary solutions and ideas that would help alleviate congestion in the area. All agencies see the need for a better more efficient truck route and fully support the La Media Road Improvements Project.

The La Media Road Improvements Project is recommended by the Mayor of the City of San Diego Kevin Faulkner, the City Council of San Diego and the community planners and Business

Owners of the Otay Mesa Community. The San Diego Association of Governments (SANDAG) is in close communication with the City of San Diego regarding transportation and freight related projects.

## **California Freight Mobility Plan Critical Freight Investment Themes**

### **1. Improve Port Access Reliability**

San Diego's freight network must be reliable and efficient in order to ensure continued competitiveness and economic growth. With the focus on reliability at ports, freight movement will be more efficient and have less delays.

The Project would provide a defined haul route for laden and un-laden trucks travelling to the SB-TER. Along with the increase queuing capacity, this project is expected to provide a fair and organized method for trucks wishing to enter the queue and eliminate the problem of trucks backing-up into local traffic.

Large commercial trucks will now enter the SB-TER more reliably and with less delay, allowing the Port to process trucks as efficiently as possible.

### **2. Border Efficiency**

Cross-border trade between California and Mexico forms the backbone of economic growth in this nation, and any kind of disruption in any supply chain can significantly impact on the others, so it is important to increase the border efficiency to keep the economy grow and prosper.

Commercial truck volume has been progressively increasing year after year. Currently, the typically queue in the SB-TER truck route extends back from the Custom's gate to the intersection of La Media and Siempre Viva Road. In cases when truck volume is high or there is a delay in processing at the border, trucks can completely fill the existing truck export road system and spill onto the local streets interfering with important local circulation in this commercial area. Commercial trucks are the primary reason for local congestion, which negatively impacts the community. The proposed expansion and widening of the SB-TER will double the queuing capacity and minimize the potential of trucks interfering with local street traffic circulation.

### **3. Interregional Freight Movement and Resiliency**

A resilient freight network in California is important to the economic health of the State, and improving the interregional freight network is a crucial component to increase the state's economic growth and competitiveness. It is important to have a Statewide Freight Resiliency Plan to ensure the resilience of the strategic freight system in San Diego if an unforeseen event, such as climate change related, limits the freight mobility.

### **4. Sustainability and Innovations**



Studying sustainable technologies in the freight industry and looking for innovative ways to enhance the freight movement, will enhance the sustainable development goals in California and San Diego.

Local, State, and Federal interests, along with the Otay Mesa Chamber of Commerce, all wanted a better solution to the current truck queuing issues. Many options were considered such as improving the existing border crossing and relocating or redirecting truck traffic to different crossing locations, etc.

The Otay Mesa Truck Route expansion of the SB-TER will provide sustainable commercial economic benefits for San Diego County, the State of California, the United States, as well as bi-nationally with Mexico.

## **XVI. Conclusion**

This Project will improve operations on the Southbound Truck Export Road (SB-TER) by widening and expanding the existing queuing freight truck route which is directly associated with operations of the Otay Mesa Border Crossing, the largest commercial crossing on the California-Mexico which handles the third highest dollar amount of trade among all U.S.-Mexico border crossings.

This project will also provide additional benefits such as: optimize the operations on nearby local streets, relieve congestion, lower the vehicular accident rates, resolve drainage issues, increase safety, decrease maintenance costs, and allow for easier access and shorter travel times of emergency vehicles, the US Border Patrol and other Federal agencies.

The Project will be ready to utilize Trade Corridor Enhancement Program (TCEP) funding as soon as federal funding is authorized. The Project will obtain all environmental permits required. The Mayor of San Diego Kevin Faulconer, Members of the Otay Mesa Chamber of commerce, and local Otay Mesa businesses have all expressed their support for this project.