ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT AMENDMENT

Otay Mesa East Port of Entry

Amending Resolution TCEP-P-2627-01B Amending Resolution TCEP-P-2425-01BA
(to 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) effective on 10/15/2026 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Caltrans & San Diego Association of Government, and the Implementing Agency, SANDAG, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 6/28/2023 meeting the Commission approved the Trade Corridor Enhancement Program and included in this program of projects the Otay Mesa East Port of Entry, 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***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 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 _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- ■ Resolution G-23-46, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated 6/28/2023

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 Caltrans and SANDAG agrees to secure funds for any additional costs of the project.

4.6 Caltrans and SANDAG agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a 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 Caltrans and SANDAG 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 Caltrans and SANDAG agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 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 and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The 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 six 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 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

At its June 25-26, 2026 meeting, the Commission approved a program amendment to consolidate all unallocated Trade Corridor Enhancement Program funds and project savings for the Otay Mesa East Port of Entry Project into the Northbound Vehicle Processing and Tolling Package component. In the event that the San Diego Association of Governments cannot finance delivery of the remaining components that do not utilize Trade Corridor Enhancement Program funds, all programmed and allocated Trade Corridor Enhancement Program funds would be subject to be returned to the State.

At its October 2024 Meeting - The SB 1 Accountability and Transparency Guidelines require the Commission's approval of a baseline agreement amendment if a project receives additional SB 1 program funds, if there is a change in responsible parties, or at the discretion of the Commission. The baseline agreement amendment for the Otay Mesa East Port of Entry Project incorporates supplemental funding of $51,657,000 and amending programming details approved by the Commission on June 28, 2024, as well as amended programming details under concurrent consideration by the Commission at its October 17-18, 2024 meeting. The baseline agreement amendment will be the basis for project delivery and monitoring.

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT AMENDMENT

Project Name: Otay Mesa East Port of Entry

Amending Resolution: TCEP-P-2627-01B Amending Resolution TCEP-P-2425-01BA

(to be completed by CTC)

Grace Miño (Aug 21, 2026 11:08:06 PDT)

Aug 21, 2026

Date

Grace Miño for Mario Orso, CEO

San Diego Association of Governments

Project Applicant

Grace Miño (Aug 21, 2026 11:08:06 PDT)

Aug 21, 2026

Date

Grace Miño for Mario Orso, CEO

San Diego Association of Governments

Implementing Agency

Ann M. Fox

08/24/2026

Date

Ann Fox

District Director

California Department of Transportation

10/14/2026

Date

For Dina El-Tawansy

Director

California Department of Transportation

10/21/2026

Date

Tanisha Taylor

Executive Director

California Transportation Commission

Otay Mesa East Port of Entry: A Vision for Economic Growth, Sustainability, and Innovation

Caltrans District 11/San Diego Association of Governments (SANDAG)

Caltrans Contact: Nikki Tiongco, Corridor Project Director
(619) 909-6308 | Nikki.Tiongco@dot.ca.gov

SANDAG Contact: Maria Rodriguez Molina, Project Development Program Manager
(619) 699-1906 | Maria.RodriguezMolina@SANDAG.org



Project Location

County of San Diego | City of San Diego | State Route 11 (S.R. 11)

Project Scope

The growth of the California-Baja California binational economy is straining land ports of entry between the United States and Mexico, with typical border crossing wait times of two to four hours during peak periods. Border crossing delays and vehicle idling contribute to poor air quality, greenhouse gas emissions, and economic loss.

The $1.13 billion S.R. 11/Otay Mesa East Port of Entry Project will construct a new border crossing for personal and commercial vehicles. Variable toll rates will manage traffic with a goal to provide a reliable 20-minute average wait time.

This Trade Corridor Enhancement Program (T.C.E.P.) request for $140 million would fund the construction of facilities to ensure the safe and secure passage of commercial vehicles across the border.

Of this T.C.E.P. request, $85.8 million would be designated toward the construction of the commercial vehicle port of entry and conduit to support future commercial vehicle chargers. The remaining $54.2 million would fund the Commercial Vehicle Enforcement Facility used by California Highway Patrol and the Federal Motor Carrier Safety Association and include chargers for commercial vehicles, conduit, and solar panels for on-site power generation.

Project Cost

Total Project Cost: $ 1,134,600,000

Total T.C.E.P. Request for Construction Capital and Support: $ 140,000,000

Corridor Program Schedule

Project Approval and Environmental Document: Completed 2012	Conceptual Design: Completed 2021	Right of Way: Completed 2022	Site Preparation Groundbreaking: August 2022	Begin Vertical Construction: Q3 2023

Project Benefits

The Project will improve the reliable movement of essential goods by relieving traffic congestion at the international border. New technology and additional truck processing capacity will allow U.S. Customs and Border Patrol to screen vehicles efficiently and maintain a secure border. Shorter wait times and less idling will reduce congestion and greenhouse gas emissions at all the region’s existing land ports of entry, avoiding the emission of 395,596 tons of carbon dioxide emissions over the first 20 years of operation. Infrastructure for commercial vehicle charging and solar power generation will mitigate community impacts of additional freight traffic and support achievement of California’s sustainable freight and climate action goals by supporting zero-emission fleets.

Real-time information on traffic, tolls, and incidents will assist users with predicting their wait time. This will improve access to goods and services for border communities and address a top concern raised in stated preference surveys of people crossing the California-Baja California border. The Project will also improve safety by diverting trucks from local streets to highways. These improvements to reliability, accessibility, and safety will enhance transportation equity and health in surrounding environmental justice communities. A Community Benefits Agreement, Workforce Opportunities for Rising Careers Program, and Pre-Apprenticeship Program have been established to ensure benefits for disadvantaged communities.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0012 v8

Amendment (Existing Project) ☒ YES ☐ NO | Date 06/22/2026

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
11	05641	1124000360	0999I	Caltrans District 11	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
San Diego County	11	2.700	2.700		
				MPO	**Element**
				SANDAG	Capital Outlay
Project Manager/Contact			**Phone**	**Email Address**	
Maria Rodriguez Molina			619-699-1906	Maria.RodriguezMolina@sandag.org	

Project Title

Otay Mesa East Land Port of Entry - Northbound Vehicle Processing and Tolling Package (ATP #2)

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

Near San Diego on Route 11 at 1.9 miles east of Sanyo Avenue Undercrossing (Mexico border). Construct Port of Entry federal facility, Information Technology System (ITS), and tolling. The (ITS) are roadway technology (e.g. changeable message signs) that will be used by SANDAG and Caltrans for congestion management, to provide advanced traveler information, and measure border wait times. The tolling system will read vehicle transponders (or other toll read technology) and assign the dynamic toll to users of the facility.
This work package will facilitate the opening of Northbound Passenger Vehicle facilities to traffic.

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	San Diego Association of Governments
Right of Way	Caltrans District 11
Construction	San Diego Association of Governments

Legislative Districts

Assembly:	80	Senate:	40	Congressional:	51

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	05/30/2007	05/30/2007
Circulate Draft Environmental Document Document Type EIR	12/11/2010	12/11/2010
Draft Project Report	12/11/2010	12/11/2010
End Environmental Phase (PA&ED Milestone)	04/01/2012	04/01/2012
Begin Design (PS&E) Phase	03/01/2019	03/01/2019
End Design Phase (Ready to List for Advertisement Milestone)	07/31/2025	05/01/2026
Begin Right of Way Phase	04/01/2015	04/01/2015
End Right of Way Phase (Right of Way Certification Milestone)	12/15/2021	12/15/2021
Begin Construction Phase (Contract Award Milestone)	09/30/2025	07/15/2026
End Construction Phase (Construction Contract Acceptance Milestone)	09/25/2028	01/04/2029
Begin Closeout Phase	12/01/2028	01/05/2029
End Closeout Phase (Closeout Report)	12/30/2030	01/05/2032

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0012 v8

Date 06/22/2026

Purpose and Need

The U.S. and Mexico continue to improve existing border infrastructure but increasing demands on today's border crossings in the San Diego-Baja California region are impeding mobility. Insufficient capacity at these border crossings, coupled with average wait times of two hours, costs both countries billions of dollars annually in foregone economic output. To help solve this problem, the SR-11/OME POE will be the nation's first transformative land POE to integrate innovative technologies that will reduce border crossing wait times, traffic congestion, and vehicular emissions while enhancing cross-border travel and trade. Using variable tolls to provide a 20-minute average wait time goal, the POE will provide a new relief valve while managing traffic demand, resulting in decreased congestion and wait times at all the region's POEs. The new OME POE will improve regional security and safety, bolster the binational economy, improve mobility and efficiency, reduce greenhouse gas emissions, and foster innovative technology solutions, all while delivering a 10-to-1 return on investment for the San Diego region. Through managed operations and complete corridor integrations currently being implemented with the region's California Sustainable Freight Action Plan border pilot project, the new POE will be essential for a fully integrated regional transportation system.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Other	Border Crossing Improvements	EA	0.1
Other	Port Improvements	EA	0.1

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Date 06/22/2026

Additional Information

05641 (0999I) is one of two child EAs created from parent EA 05634 (0999C). EA 05645 (0999J – Tech Package), EA 05646 (0999K – OME POE Underground Utilities and Grading Work Package #1), and EA 05647 (0999L – OME POE Vertical Construction Work Package) were subsequently split from EA 05641 (0999I) to fund critical early components of the OME POE project.

The work package is for the Northbound Passenger Vehicle Facilities, which will require construction of related Federal Facilities, ITS implementation, and the tolling system to be brought online to open this specific component to traffic.

Performance Indicators & Measures and Outputs will be transferred to EA 05647 (0999L) under ATP #3. Although EA 05641 (0999I) was originally the parent project, the inclusion of STBGP (CBI) funding in its programmed year resulted in this project becoming ATP #2 for the allocation of the next work package. All current work packages/child EA projects are showing zero performance measures and 0.01 outputs, as the system requires entries in these fields to finalize the ePPR for processing.

We anticipate requesting non-proportional spending and a period of performance that exceeds 3 years at the time of allocation.

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Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0012 v8

District	County	Route	EA	Project ID	PPNO
11	San Diego County	11	05641	1124000360	0999I

Project Title

Otay Mesa East Land Port of Entry - Northbound Vehicle Processing and Tolling Package (ATP #2)

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 11
PS&E									San Diego Association of Governmen
R/W SUP (CT)									Caltrans District 11
CON SUP (CT)									San Diego Association of Governmen
R/W									Caltrans District 11
CON			342,029	71,000				413,029	San Diego Association of Governmen
TOTAL			342,029	71,000				413,029	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			156,598	105,500				262,098	
TOTAL			156,598	105,500				262,098	

Fund #1:	Federal Disc. - Infrastructure For Rebuilding America (INFRA)Grant (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.400.300
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									$36M will be transferred to a new EA 05645 (0999J) for the OME POE Technology Package. Remaining INFRA funds will be transferred to a new EA 05646 (0999K) for the OME POE Construction Package 1
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									
CON									
TOTAL									

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Fund #2:	Local Funds - Bonds - Local (Committed)								Program Code
	Existing Funding ($1,000s)								20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			285,913					285,913	
TOTAL			285,913					285,913	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									Transferring funds to EA 05647 (0999L)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #3:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
	Existing Funding ($1,000s)								20.XX.723.200
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									$49659 CON EXT. TO 06/30/26
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			49,659					49,659	
TOTAL			49,659					49,659	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									$49,659 million of regional TCEP funding and $3,051 million of TCEP regional savings from 05640 (0999H).
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			52,710					52,710	
TOTAL			52,710					52,710	

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Fund #4:	Federal Disc. - Corridor Border Infrastructure (Committed)								Program Code
	Existing Funding ($1,000s)								20.XX.400.300
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				71,000				71,000	
TOTAL				71,000				71,000	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									20.XX.400.301 $27.5M is advanced allotments of STBGP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				98,500				98,500	
TOTAL				98,500				98,500	

Fund #5:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
	Existing Funding ($1,000s)								20.XX.723.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									$20.4M of TCEP State will be transferred to a new EA 05645 (0999J) for the OME POE Technology Package. $15M of TCEP State will be transferred to a new EA 05646 (0999K) for OME POE CON Package #1$6457
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,457					6,457	
TOTAL			6,457					6,457	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									$6,457M remained on 05641. $64M of TCEP State is being transferred from 05638 (0999G). $13,031M TCEP State of savings from 05640 (0999H) & $20,400M TCEP state transferred from 05645 (0999J).
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			103,888					103,888	
TOTAL			103,888					103,888	

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0012 v8

Fund #6:	RSTP - STP Local (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									20.XX.400.232-$7 million RSTP funds SANDAG will provide RSTP funds, which will be obligated through COS
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				7,000				7,000	
TOTAL				7,000				7,000	

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0012 v8

Complete this page for amendments only Date 06/22/2026

District	County	Route	EA	Project ID	PPNO
11	San Diego County	11	05641	1124000360	0999I

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

All remaining TCEP and STBGP funding remaining are being combined from other components (EAs) for ATP #2 work package.

The STBGP funding is in its current programmed year (FY26). $27,500 million is advanced allotments of STBGP to fully fund this work package.

Reason for Proposed Change

Construction work package (ATP #2) is being programmed and consolidating funding onto 05641 (0999I).

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

All remaining TCEP and STBGP funding remaining are being combined from other components (EAs) for ATP #2 work package.

The STBGP funding is in its current programmed year (FY26). $27,500 million is advanced allotments of STBGP to fully fund this work package.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
Maria Rodgriguez Molina	Maria Rodriguez Molina	Director of Mega Projects, Border and Goods Movement	6/23/2026

SECTION 3 - All Projects

Attachments
1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0011 v2

Amendment (Existing Project) ☒ YES ☐ NO — Date: 06/22/2026

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
11	05640	1124000359	0999H	Caltrans District 11	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
San Diego County	11	0.600	2.700		
				MPO	**Element**
				SANDAG	Capital Outlay
Project Manager/Contact			**Phone**	**Email Address**	
Ryan Fallica			760-221-6789	ryan.fallica@dot.ca.gov	

Project Title

Otay Mesa East Land Port of Entry Early Work Package

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

In San Diego County near San Diego at 1.9 mile East of Sanyo Avenue Undercrossing. Otay Mesa East (OME) Port of Entry (POE) early work package. Install intelligent transportation system elements, construct drainage facilities, perform grading, and place new signing and striping.

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	Caltrans District 11
Right of Way	Caltrans District 11
Construction	Caltrans District 11

Legislative Districts

Assembly:	80	Senate:	40	Congressional:	51

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	12/11/2008	12/11/2008
Circulate Draft Environmental Document — Document Type EIR	12/11/2010	12/11/2010
Draft Project Report	12/11/2010	12/11/2010
End Environmental Phase (PA&ED Milestone)	04/01/2012	04/01/2012
Begin Design (PS&E) Phase	03/01/2019	03/01/2019
End Design Phase (Ready to List for Advertisement Milestone)	08/14/2024	08/14/2024
Begin Right of Way Phase	04/01/2015	04/01/2015
End Right of Way Phase (Right of Way Certification Milestone)	08/14/2024	08/14/2024
Begin Construction Phase (Contract Award Milestone)	12/14/2024	12/20/2024
End Construction Phase (Construction Contract Acceptance Milestone)	06/12/2025	10/24/2025
Begin Closeout Phase	06/13/2025	10/27/2025
End Closeout Phase (Closeout Report)	06/12/2026	04/16/2028

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0011 v2

Date 06/22/2026

Purpose and Need

This project is an early work package to allow for border crossings. The Government of Mexico (GoM) is scheduled to complete its new land POE at Otay Mesa East by September 2024. As project sponsor, SANDAG is working to complete the design for the proposed future construction on the U.S. side, pending resolution of known financial, legal, technical, and policy issues that are actively being discussed. Under the direction of the California Governor's Office, Caltrans was requested to evaluate and perform interim measures ahead of SANDAG's delivery of the permanent land POE (planned for late 2027). The opportunities to shorten border wait times, reduce greenhouse gas emissions, enhance regional mobility, fuel economic growth, strengthen border security and resiliency, and bolster binational trade will be delayed if the interim measures are not performed.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Other	Border Crossing Improvements	EA	0.1

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0011 v2

Date 06/22/2026

Additional Information

This project is a child EA being split from parent EA 05634 (0999C). TCEP Regional match for the project has been met.

This early work package will construct a portion of the project to finalize the preparation of the Otay Mesa East Port of Entry Site and stripe the completed State Route 11 between Enrico Fermi Drive and Siempre Viva Road. The project scope includes constructing drainage facilities, performing earthwork and paving, and installing ITS elements.

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Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	0	0
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	0	0	0
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	0	0	0
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	0	0	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	0	0	0

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Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	0	0	0

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0011 v2

District	County	Route	EA	Project ID	PPNO
11	San Diego County	11	05640	1124000359	0999H

Project Title

Otay Mesa East Land Port of Entry Early Work Package

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 11
PS&E									Caltrans District 11
R/W SUP (CT)									Caltrans District 11
CON SUP (CT)			5,250					5,250	Caltrans District 11
R/W									Caltrans District 11
CON			30,891					30,891	Caltrans District 11
TOTAL			36,141					36,141	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			5,250					5,250	
R/W									
CON			14,809					14,809	
TOTAL			20,059					20,059	

Fund #1:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.723.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									$800K of TCEP State moved to be federalized under NHFP for tapered funds request.$27840 CON voted 08/17/24
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			27,040					27,040	
TOTAL			27,040					27,040	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									$13,031 million of TCEP State savings on EWP are being transferred within the larger project to another critical component- Northbound Passenger Vehicle Work Package- 11-05641 (0999I).
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			14,009					14,009	
TOTAL			14,009					14,009	

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Fund #2:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
	Existing Funding ($1,000s)								20.XX.723.200
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									$200K of TCEP Regional moved to be federalized under NHFP for tapered funds request.$3051 CON voted 08/17/24
R/W SUP (CT)									
CON SUP (CT)			5,050					5,050	
R/W									
CON			3,051					3,051	
TOTAL			8,101					8,101	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									$3,051 million of TCEP Regional savings are being transferred within the larger project to another critical component- Northbound Passenger Vehicle Work Package- 11-05641 (0999I).
PS&E									
R/W SUP (CT)									
CON SUP (CT)			5,050					5,050	
R/W									
CON									
TOTAL			5,050					5,050	

Fund #3:	State SB1 TCEP - Federal Trusted Fund (Committed)								Program Code
	Existing Funding ($1,000s)								20.XX.723.200
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									$800K of TCEP State & $200K of TCEP Regional are being federalized for tapered funds request match with INFRA for 0999I (EA: 05641) CON of OME POE.
R/W SUP (CT)									
CON SUP (CT)			200					200	
R/W									
CON			800					800	
TOTAL			1,000					1,000	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			200					200	
R/W									
CON			800					800	
TOTAL			1,000					1,000	

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0011 v2

Complete this page for amendments only Date 06/22/2026

District	County	Route	EA	Project ID	PPNO
11	San Diego County	11	05640	1124000359	0999H

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

A de-allocation request has been submitted to the CTC to remove these savings. TCEP Regional and State savings are being transferred within the larger project to another critical component- Northbound Passenger Vehicle Work Package- 11-05641 (0999I).

Reason for Proposed Change

A de-allocation request has been submitted to the CTC to remove these savings. TCEP Regional and State savings are being transferred within the larger project to another critical component- Northbound Passenger Vehicle Work Package- 11-05641 (0999I).

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

A de-allocation request has been submitted to the CTC to remove these savings. TCEP Regional and State savings are being transferred within the larger project to another critical component- Northbound Passenger Vehicle Work Package- 11-05641 (0999I).

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
Ryan Fallica		Project Manager	06/23/26

SECTION 3 - All Projects

Attachments
1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0019 v1

Amendment (Existing Project) ☒ YES ☐ NO | Date 06/22/2026

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
11	05646	1125000254	0999K	Caltrans District 11	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
San Diego County	11	2.700	2.700		
				MPO	**Element**
				SANDAG	Capital Outlay
Project Manager/Contact			**Phone**	**Email Address**	
Maria Rodriguez Molina			619-699-1906	Maria.RodriguezMolina@sandag.org	

Project Title

Otay Mesa East Port of Entry Construction - Underground Utilities and Grading Work Package

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

Near San Diego on Route 11 at 1.9 miles east of Sanyo Avenue Undercrossing. Fine grading (including imported borrow), installation of site perimeter security fence, installation of wet and dry utilities pipe/conduits, and procurement of long lead items such as border fence, high mast site lighting, and inspection booths.

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	San Diego Association of Governments
Right of Way	Caltrans District 11
Construction	San Diego Association of Governments

Legislative Districts

Assembly:	80	Senate:	40	Congressional:	51

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	05/30/2007	05/30/2007
Circulate Draft Environmental Document Document Type EIR	12/11/2010	12/11/2010
Draft Project Report	12/11/2010	12/11/2010
End Environmental Phase (PA&ED Milestone)	04/01/2012	04/01/2012
Begin Design (PS&E) Phase	03/01/2019	03/01/2019
End Design Phase (Ready to List for Advertisement Milestone)	07/31/2025	07/31/2025
Begin Right of Way Phase	04/01/2015	04/01/2015
End Right of Way Phase (Right of Way Certification Milestone)	12/15/2021	12/15/2021
Begin Construction Phase (Contract Award Milestone)	09/30/2025	09/30/2025
End Construction Phase (Construction Contract Acceptance Milestone)	09/25/2028	09/25/2028
Begin Closeout Phase	12/01/2028	12/01/2028
End Closeout Phase (Closeout Report)	12/30/2030	12/30/2030

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0019 v1

Date 06/22/2026

Purpose and Need

The U.S. and Mexico continue to improve existing border infrastructure but increasing demands on today's border crossings in the San Diego-Baja California region are impeding mobility. Insufficient capacity at these border crossings, coupled with average wait times of two hours, costs both countries billions of dollars annually in foregone economic output. To help solve this problem, the SR-11/OME POE will be the nation's first transformative land POE to integrate innovative technologies that will reduce border crossing wait times, traffic congestion, and vehicular emissions while enhancing cross-border travel and trade. Using variable tolls to provide a 20-minute average wait time goal, the POE will provide a new relief valve while managing traffic demand, resulting in decreased congestion and wait times at all the region's POEs. The new OME POE will improve regional security and safety, bolster the binational economy, improve mobility and efficiency, reduce greenhouse gas emissions, and foster innovative technology solutions, all while delivering a 10-to-1 return on investment for the San Diego region. Through managed operations and complete corridor integrations currently being implemented with the region's California Sustainable Freight Action Plan border pilot project, the new POE will be essential for a fully integrated regional transportation system.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Other	Border Crossing Improvements	EA	0.01

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Date 06/22/2026

Additional Information

The performance measures of 05646 (0999K) are showing zero performance measures and .01 in outputs as the system requires a listing in order to finalize the ePPR for processing. These will be accomplished with the final work package of the OME POE construction packages. This construction (0999K) is the early construction work of the CMGC project. The output will overall be reflected and will be met when all the child projects are completed.

We anticipate requesting non-proportional spending and a period of performance that exceeds 3 years at the time of allocation.
TCEP & INFRA funds are providing matches to each other.
This is a child EAs split from parent EA 05641 (0999I).

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Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	0	0
			Hours per Capita	0	0	0

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0019 v1

District	County	Route	EA	Project ID	PPNO
11	San Diego County	11	05646	1125000254	0999K

Project Title

Otay Mesa East Port of Entry Construction - Underground Utilities and Grading Work Package

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 11
PS&E									San Diego Association of Governmen
R/W SUP (CT)									Caltrans District 11
CON SUP (CT)									San Diego Association of Governmen
R/W									Caltrans District 11
CON			15,000	114,000				129,000	San Diego Association of Governmen
TOTAL			15,000	114,000				129,000	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,000	122,000				137,000	
TOTAL			15,000	122,000				137,000	

Fund #1:	Other Fed - Infrastructure For Rebuilding America (INFRA)Grant (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.400.409
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									Remaining INFRA funds being transferred to this first construction package. $114000 CON voted 08/15/25
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				114,000				114,000	
TOTAL				114,000				114,000	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				114,000				114,000	
TOTAL				114,000				114,000	

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0019 v1

Fund #2:	SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.723.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									$15M TCEP State being transferred from 05641 (0999I).$15000 CON EXT. TO 06/30/26 $15000 CON voted 08/15/25
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,000					15,000	
TOTAL			15,000					15,000	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,000					15,000	
TOTAL			15,000					15,000	

Fund #3:	RSTP - STP Local (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									20.XX.400.232 -Adding $8 million of RSTP Additional funding is needed for Construction Change Orders. SANDAG will provide RSTP funds ($8M), which will be obligated through COS.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				8,000				8,000	
TOTAL				8,000				8,000	

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0019 v1

Complete this page for amendments only Date 06/22/2026

District	County	Route	EA	Project ID	PPNO
11	San Diego County	11	05646	1125000254	0999K

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

SANDAG is adding $8 million of RSTP funds. Additional funding is needed for Construction Change Orders. SANDAG will provide RSTP funds ($8M), which will be obligated through COS.

Reason for Proposed Change

SANDAG is adding $8 million of RSTP funds. Additional funding is needed for Construction Change Orders. SANDAG will provide RSTP funds ($8M), which will be obligated through COS.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SANDAG is adding $8 million of RSTP funds. Additional funding is needed for Construction Change Orders. SANDAG will provide RSTP funds ($8M), which will be obligated through COS.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
Maria Rodgriguez Molina	Maria Rodriguez Molina	Director of Mega Projects, Border and Goods Movement	6/23/2026

SECTION 3 - All Projects

Attachments
1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0022 v0

Amendment (Existing Project) ☐ YES ☒ NO				Date	06/22/2026
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other					
District	EA	Project ID	PPNO	Nominating Agency	
11	05647	1126000040	0999L	Caltrans District 11	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Diego County	11	2.700	2.700		
				MPO	Element
				SANDAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Andrea Hoff			619-595-1323	ahof@sandag.org	

Project Title

OME POE Vertical Construction Work Package

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

Near San Diego on Route 11 at 1.9 miles east of Sanyo Avenue Undercrossing (Mexico border). Construct Port of Entry federal facility, Information Technology System (ITS), and tolling. The (ITS) are roadway technology (e.g. changeable message signs) that will be used by SANDAG and Caltrans for congestion management, to provide advanced traveler information, and measure border wait times. The tolling system will read vehicle transponders (or other toll read technology) and assign the dynamic toll to users of the facility.

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	San Diego Association of Governments
Right of Way	Caltrans District 11
Construction	San Diego Association of Governments

Legislative Districts

Assembly:	80	Senate:	40	Congressional:	50

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		05/30/2007
Circulate Draft Environmental Document Document Type EIR		12/11/2010
Draft Project Report		12/11/2010
End Environmental Phase (PA&ED Milestone)		04/01/2012
Begin Design (PS&E) Phase		03/01/2019
End Design Phase (Ready to List for Advertisement Milestone)		01/17/2029
Begin Right of Way Phase		04/01/2015
End Right of Way Phase (Right of Way Certification Milestone)		12/15/2021
Begin Construction Phase (Contract Award Milestone)		04/16/2029
End Construction Phase (Construction Contract Acceptance Milestone)		04/16/2031
Begin Closeout Phase		04/17/2031
End Closeout Phase (Closeout Report)		10/17/2033

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0022 v0

Date 06/22/2026

Purpose and Need

The U.S. and Mexico continue to improve existing border infrastructure but increasing demands on today's border crossings in the San Diego-Baja California region are impeding mobility. Insufficient capacity at these border crossings, coupled with average wait times of two hours, costs both countries billions of dollars annually in foregone economic output. To help solve this problem, the SR-11/OME POE will be the nation's first transformative land POE to integrate innovative technologies that will reduce border crossing wait times, traffic congestion, and vehicular emissions while enhancing cross-border travel and trade. Using variable tolls to provide a 20-minute average wait time goal, the POE will provide a new relief valve while managing traffic demand, resulting in decreased congestion and wait times at all the region's POEs. The new OME POE will improve regional security and safety, bolster the binational economy, improve mobility and efficiency, reduce greenhouse gas emissions, and foster innovative technology solutions, all while delivering a 10-to-1 return on investment for the San Diego region. Through managed operations and complete corridor integrations currently being implemented with the region's California Sustainable Freight Action Plan border pilot project, the new POE will be essential for a fully integrated regional transportation system.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Other	Border Crossing Improvements	EA	1
Other	Port Improvements	EA	1

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Date 06/22/2026

Additional Information

The performance measures of 05647 (0999L) will now be that of the original parent EA 05641 (0999I) and will be met when all the child projects are completed.

0999L captures the future work necessary to open the remaining components of the port, namely Northbound Cargo as well as Southbound Passenger & Cargo. Like the Northbound Passenger Vehicle package (0999I- EA: 05641), opening these components will require further build-out of Federal facilities, additional ITS infrastructure and expansion of the tolling system integration.

All current work packages/ child EA projects are showing zero performance measures and .01 in outputs as the system requires a listing in order to finalize the ePPR for processing. These will be accomplished with the final work package of the OME POE construction packages.

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Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	175,292	366,636	-191,344
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	102,772	215,704	-112,932
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	0	0	0
	Optional	Per Capita and Total Person Hours of Delay per Year	Person Hours	63,981,659	133,822,118	-69,840,459
			Hours per Capita	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	3,430	8,949	-5,519
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	1,370,367	1,339,812	30,555
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	1,251,962	3,266,281	-2,014,319
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.39	0.83	-0.44
			PM 10 Tons	0.41	0.88	-0.47
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	65,408	138,989	-73,581
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	4.81	10.18	-5.37
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.65	1.38	-0.73
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	104.86	220.4	-115.54
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	6.72	15.4	-8.68
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	22.1	20.8	1.3
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.95	0.96	-0.01
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	810.3	761.7	48.6
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	34.97	35.1	-0.13
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	11,348	0	11,348
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	4.81	0	4.81

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Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	0	0	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	0	0	0
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	0	0	0
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0022 v0

District	County	Route	EA	Project ID	PPNO
11	San Diego County	11	05647	1126000040	0999L

Project Title

OME POE Vertical Construction Work Package

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 11
PS&E									San Diego Association of Governmen
R/W SUP (CT)									Caltrans District 11
CON SUP (CT)									San Diego Association of Governmen
R/W									Caltrans District 11
CON									San Diego Association of Governmen
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							268,510	268,510	
TOTAL							268,510	268,510	

Fund #1:	Local Funds - Bonds - Local (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Programming/transferring all local private funds and bonds from parent EA 05641 (0999l)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							268,510	268,510	
TOTAL							268,510	268,510	

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0004 v5

Amendment (Existing Project) ☒ YES ☐ NO						Date	06/22/2026
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other							
District	EA	Project ID	PPNO	Nominating Agency			
11	05638	1117000086	0999G	San Diego Association of Governments			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
San Diego County	11	2.700	2.700				
				MPO	Element		
				SANDAG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Ryan Fallica			760-221-6789	ryan.fallica@dot.ca.gov			

Project Title

CVEF Design- Segment 2C

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

In San Diego County Near San Diego at the Mexico Border Crossing. Design and Construct Commercial Vehicle Enforcement Facility (CVEF) (Segment 2C)

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	Caltrans District 11
Right of Way	Caltrans District 11
Construction	San Diego Association of Governments

Legislative Districts

Assembly:	80	Senate:	40	Congressional:	51

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	05/03/2007	05/03/2007
Circulate Draft Environmental Document Document Type EIR	12/11/2010	12/11/2010
Draft Project Report	12/11/2010	12/11/2010
End Environmental Phase (PA&ED Milestone)	04/02/2012	04/02/2012
Begin Design (PS&E) Phase	07/01/2020	07/01/2020
End Design Phase (Ready to List for Advertisement Milestone)	07/31/2024	01/17/2029
Begin Right of Way Phase	04/01/2015	04/01/2015
End Right of Way Phase (Right of Way Certification Milestone)	12/15/2021	12/15/2021
Begin Construction Phase (Contract Award Milestone)	11/28/2024	04/16/2029
End Construction Phase (Construction Contract Acceptance Milestone)	09/25/2027	04/16/2031
Begin Closeout Phase	12/01/2027	04/17/2031
End Closeout Phase (Closeout Report)	11/30/2029	10/17/2033

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0004 v5

Date 06/22/2026

Purpose and Need

This joint venture will create a 21st century Port of Entry (POE) that will enhance Border Efficiency, fuel economic growth, and reduce truck greenhouse gas emissions. Improvements will provide a fast, predictable and innovative border crossing by constructing a state-of the art California Highway Patrol Commercial Vehicle Enforcement Facility (CVEF). The purpose of CVEF is to ensure that the roads are not compromised by potentially overweight vehicles and to improve the safety and security of the traveling public.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Other	Port Improvements	EA	0.01

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Date 06/22/2026

Additional Information

The INFRA funding in the amount of $5 million is part of the Otay Mesa East Port of Entry Construction – Underground Utilities and Grading Work Package (EA: 05646; PPNO: 0999K). This project's $64 million of TCEP State funds are being re-programmed onto 05641 (0999I)- Northbound Passenger Vehicle Work Package. Adding $64 Million of local funds.

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Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	175,292	366,636	-191,344
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	102,772	215,704	-112,932
	Optional	Per Capita and Total Person Hours of Delay per Year	Person Hours	63,981,659	133,822,118	-69,840,459
			Hours per Capita	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	3,430	8,949	-5,519
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	1,370,367	1,339,812	30,555
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	1,251,962	3,266,281	-2,014,319
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.39	0.83	-0.44
			PM 10 Tons	0.41	0.88	-0.47
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	65,408	138,989	-73,581
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	4.81	10.18	-5.37
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.65	1.38	-0.73
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	104.86	220.4	-115.54
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	6.72	15.4	-8.68
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	22.1	20.8	1.3
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.95	0.96	-0.01
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	810.3	761.7	48.6
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	34.97	35.1	-0.13
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	11,348	0	11,348
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	4.81	0	4.81
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	0	0	0

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Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	0	0	0
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	0	0	0

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0004 v5

District	County	Route	EA	Project ID	PPNO
11	San Diego County	11	05638	1117000086	0999G

Project Title

CVEF Design- Segment 2C

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 11
PS&E	2,500							2,500	Caltrans District 11
R/W SUP (CT)									Caltrans District 11
CON SUP (CT)									San Diego Association of Governmen
R/W									Caltrans District 11
CON			69,000					69,000	San Diego Association of Governmen
TOTAL	2,500		69,000					71,500	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E	2,500							2,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							64,000	64,000	
TOTAL	2,500						64,000	66,500	

Fund #1:	Federal Disc. - Corridor Border Infrastructure (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.400.301
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	2,500							2,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,500							2,500	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E	2,500							2,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,500							2,500	

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Fund #2:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.723.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									$64000 CON EXT. TO 06/30/26
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			64,000					64,000	
TOTAL			64,000					64,000	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Funding being re-programmed onto 11-05641 (0999I) - Northbound Passenger Vehicle Work Package
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #3:	Federal Disc. - Infrastructure For Rebuilding America (INFRA)Grant (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.400.300
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,000					5,000	
TOTAL			5,000					5,000	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Funding was programmed onto 0999K construction work package #1 (05646).
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0004 v5

Fund #4:	Local Funds - Bonds - Local (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Bonds and local funding replacing TCEP State funds.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							64,000	64,000	
TOTAL							64,000	64,000	

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0004 v5

Complete this page for amendments only Date 06/22/2026

District	County	Route	EA	Project ID	PPNO
11	San Diego County	11	05638	1117000086	0999G

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

The INFRA funding in the amount of $5 million is part of the Otay Mesa East Port of Entry Construction - Underground Utilities and Grading Work Package (EA: 05646; PPNO: 0999K). This project's $64 million of TCEP State funds are being re-programmed onto 05641 (0999I)- Northbound Passenger Vehicle Work Package. Adding $64 million of local funds.

Reason for Proposed Change

The INFRA funding in the amount of $5 million is part of the Otay Mesa East Port of Entry Construction - Underground Utilities and Grading Work Package (EA: 05646; PPNO: 0999K). This project's $64 million of TCEP State funds are being re-programmed onto 05641 (0999I)- Northbound Passenger Vehicle Work Package. Adding $64 million of local funds.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

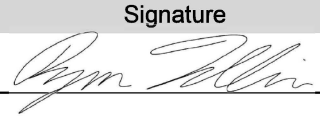
SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

The INFRA funding in the amount of $5 million is part of the Otay Mesa East Port of Entry Construction - Underground Utilities and Grading Work Package (EA: 05646; PPNO: 0999K). This project's $64 million of TCEP State funds are being re-programmed onto 05641 (0999I)- Northbound Passenger Vehicle Work Package. Adding $64 million of local funds.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
Ryan Fallica		Project Manager	06/23/26

SECTION 3 - All Projects

Attachments
1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0018 v1

Amendment (Existing Project) ☒ YES ☐ NO | Date 06/22/2026

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
11	05645	1125000253	0999J	Caltrans District 11	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
San Diego County	11	2.700	2.700		
				MPO	**Element**
				SANDAG	Capital Outlay
Project Manager/Contact			**Phone**	**Email Address**	
Maria Rodriguez Molina			619-699-1906	Maria.RodriguezMolina@sandag.org	

Project Title

Otay Mesa East Port of Entry Technology Package

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

Near San Diego on Route 11 at 1.9 miles east of Sanyo Avenue Undercrossing. Otay Mesa East technology package to enhance efficiency and throughput at the Port of Entry (POE) and Commercial Vehicle Enforcement Facility (CVEF). Non-Intrusive Inspection (NII) Technology will be used by Customs and Border Protection (CBP) to improve efficiency of processing vehicles and cargo.

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	San Diego Association of Governments
Right of Way	Caltrans District 11
Construction	San Diego Association of Governments

Legislative Districts

Assembly:	80	Senate:	40	Congressional:	51

Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase		05/30/2007	05/30/2007
Circulate Draft Environmental Document	Document Type	12/11/2010	12/11/2010
Draft Project Report		12/11/2010	12/11/2010
End Environmental Phase (PA&ED Milestone)		04/01/2012	04/01/2012
Begin Design (PS&E) Phase		03/01/2019	03/01/2019
End Design Phase (Ready to List for Advertisement Milestone)		03/30/2025	03/30/2025
Begin Right of Way Phase		04/01/2015	04/01/2015
End Right of Way Phase (Right of Way Certification Milestone)		12/15/2021	12/15/2021
Begin Construction Phase (Contract Award Milestone)		07/01/2025	04/15/2026
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2027	06/30/2029
Begin Closeout Phase		07/01/2032	07/01/2034
End Closeout Phase (Closeout Report)		06/30/2034	06/30/2036

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0018 v1

Date 06/22/2026

Purpose and Need

The U.S. and Mexico continue to improve existing border infrastructure but increasing demands on today's border crossings in the San Diego-Baja California region are impeding mobility. Insufficient capacity at these border crossings, coupled with average wait times of two hours, costs both countries billions of dollars annually in foregone economic output. To help solve this problem, the SR-11/OME POE will be the nation's first transformative land POE to integrate innovative technologies that will reduce border crossing wait times, traffic congestion, and vehicular emissions while enhancing cross-border travel and trade. Using variable tolls to provide a 20-minute average wait time goal, the POE will provide a new relief valve while managing traffic demand, resulting in decreased congestion and wait times at all the region's POEs. The new OME POE will improve regional security and safety, bolster the binational economy, improve mobility and efficiency, reduce greenhouse gas emissions, and foster innovative technology solutions, all while delivering a 10-to-1 return on investment for the San Diego region. Through managed operations and complete corridor integrations currently being implemented with the region's California Sustainable Freight Action Plan border pilot project, the new POE will be essential for a fully integrated regional transportation system. This project will procure the essential technology infrastructure to ensure operations of the port of entry.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Other	Border Crossing Improvements	EA	0.01

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Additional Information

The Infrastructure for Rebuilding America (INFRA) and State Trade Corridor Enhancement Program (TCEP) funding are for the procurement of the equipment for the Otay Mesa East Port of Entry to integrate cutting-edge technologies that will revolutionize border crossings. These technologies will reduce wait times, traffic congestion, and vehicular emissions while enhancing cross-border travel and trade. These funds will procure long-lead items critical to enhancing the efficiency of the OME POE project. This contract required procurement separate from the greater CMGC contract due to the work being highly technical and specialized. The nature of this work requires onboarding a contractor with the sole purpose of procuring, installing, and configuring this POE technology. Caltrans and SANDAG were co-applicants in the INFRA funding application.

As these funds will be utilized for a procurement contract the performance measures will be accomplished with the final work package of the OME POE construction packages.

Non-Intrusive Inspection (NII) Technology will be used by Customs and Border Protection (CBP) to improve efficiency of processing vehicles and cargo. NII increases security reduces the need for manual inspections. CBP has been mandated to increase their use of NII across all ports of entry.

We anticipate requesting non-proportional spending and a period of performance that exceeds 3 years at the time of allocation.
TCEP & INFRA funds are providing matches to each other.

05645 (0999J- Tech Pkg) is a child EA split from parent EA 05641 (0999I) for the construction only funding. The parent of 0999I was EA 05634 (0999C), which now reflects the PS&E and Right of Way phases only. Performance Indicators & Measures and Outputs will overall be reflected and will be met when all the child projects are completed. Currently, (05645) 0999J is showing zero performance measures and .01 in outputs as the system requires a listing in order to finalize the ePPR for processing.

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Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	0	0
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	0	0	0
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	0	0	0
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	0	0	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	0	0	0

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Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	0	0	0

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0018 v1

District	County	Route	EA	Project ID	PPNO
11	San Diego County	11	05645	1125000253	0999J

Project Title

Otay Mesa East Port of Entry Technology Package

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 11
PS&E									San Diego Association of Governmen
R/W SUP (CT)									Caltrans District 11
CON SUP (CT)									San Diego Association of Governmen
R/W									Caltrans District 11
CON			20,400	36,000				56,400	San Diego Association of Governmen
TOTAL			20,400	36,000				56,400	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				56,400				56,400	
TOTAL				56,400				56,400	

Fund #1:	Other Fed - Infrastructure For Rebuilding America (INFRA)Grant (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.400.409
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									$36M being transferred from 05641 (0999I) for technology package. $36000 CON voted 06/27/25
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				36,000				36,000	
TOTAL				36,000				36,000	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				36,000				36,000	
TOTAL				36,000				36,000	

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0018 v1

Fund #2:	SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
	Existing Funding ($1,000s)								20.XX.723.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									$20.4M TCEP State being transferred from 05641 (0999l) for technology package.$20400 CON voted 06/27/25
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			20,400					20,400	
TOTAL			20,400					20,400	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									$20.4M TCEP State being transferred to 11-05641 (0999l).
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #3:	Local Funds - Bonds - Local (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									Adding $20.40 Million of bonds and local funding
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				20,400				20,400	
TOTAL				20,400				20,400	

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0018 v1

Complete this page for amendments only Date 06/22/2026

District	County	Route	EA	Project ID	PPNO
11	San Diego County	11	05645	1125000253	0999J

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

A de-allocation request has been submitted to the CTC to transfer these TCEP funds. Replacing $20.4 million in TCEP State funds with $20.4 million in bond/local funding. The released TCEP State funds will be reprogrammed to fully fund ATP #2 (Project 11-05641, PPNO 0999I).

Reason for Proposed Change

A de-allocation request has been submitted to the CTC to transfer these TCEP funds. Replacing $20.4 million in TCEP State funds with $20.4 million in bond/local funding. The released TCEP State funds will be reprogrammed to fully fund ATP #2 (Project 11-05641, PPNO 0999I).

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

A de-allocation request has been submitted to the CTC to transfer these TCEP funds. Replacing $20.4 million in TCEP State funds with $20.4 million in bond/local funding. The released TCEP State funds will be reprogrammed to fully fund ATP #2 (Project 11-05641, PPNO 0999I).

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
Maria Rodgriguez Molina	Maria Rodriguez Molina	Director of Mega Projects, Border and Goods Movement	6/23/2026

SECTION 3 - All Projects

Attachments
1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map

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MEMO

SANDAG

Date: July 29, 2026

Memo to: Chief Financial Officer, Senior Directors, Directors

From: Mario Orso, Chief Executive Officer

Subject: **Delegation of Authority**

Pursuant to the authorities granted to the Executive Director by the Board of Directors under Board Policy No. 17 of the San Diego Association of Governments (SANDAG), which further provides the Executive Director with the authority to delegate functions he or she has been delegated by the Board to SANDAG staff, I hereby delegate to the following the authority to exercise such delegations during my absence from Tuesday, August 11 to Tuesday, September 1, 2026, and Sunday, September 6 to Wednesday, September 9, 2026.

- Grace Miño (August 11 - 22, 2026)
- Robyn Wapner (August 23 – September 1, 2026)
- Clint Peace (September 6 – 9, 2026)

MARIO ORSO
Chief Executive Officer

Memorandum

To: CHAIR AND COMMISSIONERS **CTC Meeting**: June 25-26, 2026

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.23, Action

Prepared By: Beverley Newman-Burckhard
Associate Deputy Director

Published Date: June 12, 2026

Subject: 2022 Trade Corridor Enhancement Program Amendment, Resolution G-26-56, Amending Resolution G-26-37

Recommendation:

Staff recommends the California Transportation Commission (Commission) approve an amendment to the 2022 Trade Corridor Enhancement Program, as reflected in Attachment B. If approved, the projects will be programmed as follows:

- **Otay Mesa East Port of Entry Project**
  - East Otay Mesa Land Port of Entry – Northbound Vehicle Work Package component (PPNO 0999I), programmed with $156,598,000 for the construction phase in Fiscal Year 2024-25.
  - Otay Mesa East Land Port of Entry – Early Work Package component (PPNO 0999H), programmed with $20,059,000 for the construction phase in Fiscal Year 2024-25.
  - Otay Mesa East Port of Entry – Underground Utilities and Grading Work Package component (PPNO 0999K), programmed with $15,000,000 for the construction phase in Fiscal Year 2024-25.
  - Otay Mesa East Port of Entry – Vertical Construction Work Package (PPNO 0999L). This component will be monitored and delivered with other funding sources along with the full project.
  - Commercial Vehicle Enforcement Facility (CVEF) Design and Construction – Segment 2C (PPNO 0999G). This component will be monitored and delivered with other funding sources along with the full project.
  - Otay Mesa East Port of Entry – Technology Package component (PPNO 0999J). This component will be monitored and delivered with other funding sources, along with the full project.

- **Port of Oakland Green Power Microgrid Project**
  - Green Power Microgrid Project – Seaport Terminals component (PPNO 2090T), programmed with $22,206,000 for the construction phase in Fiscal Year 2024-25.
  - Green Power Microgrid Project – Harbor Facilities component (PPNO 2090S) programmed with $12,875,000 for the construction phase in Fiscal Year 2024-25.
  - Green Power Microgrid Project – Substations/BESS Pre-Construction component (PPNO 2090L) programmed with $1,948,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24.
  - Green Power Microgrid – EV Chargers Pre-Construction component (PPNO 2090J) programmed with $680,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24.
  - Green Power Microgrid– Solar Pre-Construction component (PPNO 2090M) programmed with $294,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24.

Issue:

Commission staff recommends the Commission approve the changes described below for projects in the 2022 Trade Corridor Enhancement Program. If approved, a total of $3,632,000 will be returned to the Trade Corridor Enhancement Program for programming in a future cycle, as described below. The return of these funds will reduce the total funding programmed in the 2022 Trade Corridor Enhancement Program from $1,111,166,000 to $1,107,534,000.

Otay Mesa East Port of Entry Project

The Otay Mesa East Port of Entry Project, which was programmed in the 2022 Trade Corridor Enhancement Program, was jointly nominated by the California Department of Transportation (Caltrans) and the San Diego Association of Governments. The project was originally programmed with two components for a total programmed amount of $140,000,000. The project was initially programmed as follows:

1. East Otay Mesa Land Port of Entry – Segment 3 component programmed with $85,800,000 for the construction phase in Fiscal Year 2024-25.
2. Commercial Vehicle Enforcement Facility Design and Construction – Segment 2C component programmed with $54,200,000 for the construction phase in Fiscal Year 2024-25.

On June 28, 2024, the Commission approved a program amendment to create a third project component, named the Otay Mesa East Land Port of Entry – Early Work Package component, and to change the name of the East Otay Mesa Land Port of Entry – Segment 3 component to the East Otay Mesa Land Port of Entry – Construction component. Additionally, the Commission approved supplemental programming, requested by Caltrans, of $51,657,000 in Trade Corridor Enhancement Program funds, bringing the total programmed amount to $191,657,000. With the approval of these actions, the project was programmed as follows:

1. Otay Mesa East Land Port of Entry - Early Work Package component programmed with $75,000,000 for the construction phase in Fiscal Year 2024-25.
2. East Otay Mesa Land Port of Entry – Construction component programmed with $52,657,000 for the construction phase in Fiscal Year 2024-25.
3. Commercial Vehicle Enforcement Facility Design and Construction – Segment 2C component programmed with $64,000,000 for the construction phase in Fiscal Year 2024-25.

On August 16, 2024, the Commission made a partial allocation of $36,141,000 to the Otay Mesa East Land Port of Entry – Early Work Package component. Subsequently, on October 18, 2024, the Commission approved a program amendment to reprogram the remaining programmed balance of $38,859,000 and the associated scope of work from the Otay Mesa East Land Port of Entry – Early Work Package component to the East Otay Mesa Land Port of Entry – Construction component. With the approval of this action, the project was programmed as follows:

1. Otay Mesa East Land Port of Entry - Early Work Package component programmed with $36,141,000 for the construction phase in Fiscal Year 2024-25.
2. East Otay Mesa Land Port of Entry – Construction component programmed with $91,516,000 for the construction phase in Fiscal Year 2024-25.
3. Commercial Vehicle Enforcement Facility Design and Construction – Segment 2C programmed with $64,000,000 for the construction phase in Fiscal Year 2024-25.

On June 27, 2025, the Commission approved a program amendment to split the East Otay Mesa Land Port of Entry – Construction component into three separate components, bringing the total number of components programmed to five. With the approval of this action, the project was programmed as follows:

1. Otay Mesa East Land Port of Entry - Early Work Package component (PPNO 0999H), programmed with $36,141,000 for the construction phase in Fiscal Year 2024-25. As discussed above, the Commission approved the construction phase allocation for this component in August 2024. The component reached the construction contract acceptance milestone in November 2025.
2. Commercial Vehicle Enforcement Facility Design and Construction – Segment 2C (PPNO 0999G), programmed with $64,000,000 for the construction phase in Fiscal Year 2024-25. The Commission approved a 12-month construction phase allocation time extension for this component in May 2025, extending the allocation deadline to June 30, 2026.
3. East Otay Mesa Land Port of Entry – Construction component (PPNO 0999I), programmed with $56,116,000 for the construction phase in Fiscal Year 2024-25. The Commission approved a 12-month construction phase allocation time extension for this component in May 2025, extending the allocation deadline to June 30, 2026.
4. Otay Mesa East Port of Entry Technology Package component (PPNO 0999J), programmed with $20,400,000 for the construction phase in Fiscal Year 20240-25. The Commission approved the construction phase allocation for this component in June 2025. In December 2025, the Commission approved a six-month contract award time extension, extending the contract award deadline to June 30, 2026.
5. Otay Mesa East Port of Entry Construction – Underground Utilities and Grading Work Package component (0999K), programmed with $15,000,000 for the construction phase in Fiscal Year 2024-25. The Commission approved the construction phase allocation for this component in August 2025.

The Otay Mesa East Port of Entry Project's funding plan includes a mixture of state, federal, and local funding, along with bonds against future toll revenue. These bonds are issued by the San Diego Association of Governments and repaid over time using toll revenues from facility users of the border crossing. However, the project has faced challenges selling these bonds due to broader economic uncertainty, including tariffs and higher fuel costs, as well as lack of federal private activity bond capacity in the current federal fiscal year. Private activity bond

capacity is not expected to be available until late 2026 at the earliest. Therefore, Caltrans and the San Diego Association of Governments are requesting a program amendment to restructure the project so that Trade Corridor Enhancement Program funds can be used to construct the primary tolled facilities first to initiate toll revenue generation earlier in delivery. This strategy will improve the project's financial viability, allowing the San Diego Association of Governments to issue bonds to finance the remainder of the project's improvements. Specifically, the amendment would include the following actions:

- Rename the East Otay Mesa Land Port of Entry – Construction component (PPNO 0999I) to the East Otay Mesa Land Port of Entry – Northbound Vehicle Work Package component (PPNO 0999I). This is the primary tolled facility and will include existing and reprogrammed Trade Corridor Enhancement Program funds, Coordinated Border Infrastructure Program funds, and Regional Surface Transportation Program funds. Existing Infrastructure for Rebuilding America grant funds and bond funds will be transferred to other project components.
- Deprogram $16,082,000 in savings from the Otay Mesa East Land Port of Entry – Early Work Package component (PPNO 0999H) and program these funds to the East Otay Mesa Land Port of Entry – Northbound Vehicle Work Package component (PPNO 0999I). The Commission approved a deallocation of these savings at its May 14-15, 2026 meeting.
- Deprogram $20,400,000 from the Otay Mesa East Port of Entry Technology Package component (PPNO 0999J) and program these funds to East Otay Mesa Land Port of Entry – Northbound Vehicle Work Package component (PPNO 0999I). The Commission approved a deallocation of these savings at its May 14-15, 2026 meeting. Local funds will be used to backfill the deallocated funds on the Otay Mesa East Port of Entry Technology Package component (PPNO 0999J).
- Deprogram $64,000,000 from the Commercial Vehicle Enforcement Facility (CVEF) Design and Construction – Segment 2C component (PPNO 0999G) and program these funds to the East Otay Mesa Land Port of Entry – Northbound Vehicle Work Package component (PPNO 0999I). Bond funds and other local funds will be used to backfill the Trade Corridor Enhancement Program funds on the Commercial Vehicle Enforcement Facility Design and Construction – Segment 2C component (PPNO 0999G).
- Create a new component named the Otay Mesa East Port of Entry – Vertical Construction Work Package (PPNO 0999L). This component will be funded with bond funds and other local funds only.

The San Diego Association of Governments has developed two alternative funding plans in the event that it is unable to sell bonds, as follows:

- The San Diego Association of Governments will maximize the pursuit of federal discretionary funds and commit more local funding to the project. In this scenario, less local funding would be available for other priority projects in the region, and the project would experience schedule delays and cost impacts.
- Alternatively, the San Diego Association of Governments will use toll revenues from the northbound vehicle facility to fund the remainder of the project. This plan could be implemented through a "pay as you grow" strategy, or by combining the revenues with future bonds. Both strategies would result in schedule delays and cost impacts.

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

1. **East Otay Mesa Land Port of Entry – Northbound Vehicle Work Package component (PPNO 0999I), programmed with $156,598,000 for the construction phase in Fiscal Year 2024-25.** This component will construct the northbound vehicle facility, including the federal facility, information technology system, and tolling facilities. These improvements will directly support the future delivery of the northbound cargo facility.
2. **Otay Mesa East Land Port of Entry - Early Work Package component (PPNO 0999H), $20,059,000 for the construction phase in Fiscal Year 2024-25.** This component constructed an initial portion of the project with infrastructure to support inspections in the near term. The component scope also included constructing southbound passenger lanes and northbound commercial lanes for port-of-entry operations.
3. **Otay Mesa East Port of Entry Construction – Underground Utilities and Grading Work Package component (PPNO 0999K), programmed with $15,000,000 for the construction phase in Fiscal Year 2024-25.** This component will install a site security fence, complete fine grading, and install underground utilities.
4. **Otay Mesa East Port of Entry – Vertical Construction Work Package (PPNO 0999L). This component will be monitored and delivered with other funding sources along with the full project.** This component will construct the northbound cargo facility and the southbound cargo and passenger facilities, including the federal facility, information technology system, and tolling facilities.
5. **Commercial Vehicle Enforcement Facility Design and Construction – Segment 2C (PPNO 0999G). This component will be monitored and delivered with other funding sources along with the full project.** The component will construct the California Highway Patrol Commercial Vehicle Enforcement Facility located at the Otay Mesa East Port of Entry.
6. **Otay Mesa East Port of Entry Technology Package component (PPNO 0999J). This component will be monitored and delivered with other funding sources along with the full project.** This component will install non-intrusive inspection technology to improve the efficiency of processing vehicles and cargo.

In the event that the San Diego Association of Governments cannot finance delivery of the remaining components that do not utilize Trade Corridor Enhancement Program funds, all programmed and allocated Trade Corridor Enhancement Program funds would be subject to be returned to the State. The full scope of this project is included in an executed Baseline Agreement and therefore must be delivered.

If approved, this amendment will not impact the project's approved scope, which remains intact, nor will it affect the project's approved programming amount of $191,657,000.

Port of Oakland Green Power Microgrid Project

The Port of Oakland Green Power Microgrid Project, which was programmed in the 2022 Trade Corridor Enhancement Program, was jointly nominated by Caltrans and the Metropolitan Transportation Commission, with the Port of Oakland serving as the implementing agency. The project was originally programmed with three components for a total programmed amount of $41,635,000. The project was initially programmed as follows:

1. Green Power Microgrid – Substations/BESS component programmed with $1,948,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24 and $29,007,000 for the construction phase in Fiscal Year 2024-25.
2. Green Power Microgrid – EV Chargers component programmed with $680,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24 and $6,435,000 for the construction phase in Fiscal Year 2023-24.
3. Green Power Microgrid – Solar component programmed with $294,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24 and $3,271,000 for the construction phase in Fiscal Year 2024-25.

At its May 2025 meeting, the Commission approved a program amendment to create two new components for the construction phase based on the location of the improvements. With the approval of this action, the project was programmed as follows:

1. Green Power Microgrid – Seaport Terminals component (PPNO 2090T), programmed with $22,206,000 for the construction phase in Fiscal Year 2024-25. This component includes the installation of 115 zero-emission vehicle chargers across five project site locations.
2. Green Power Microgrid – Harbor Facilities component (PPNO 2090S) programmed with $16,507,000 for the construction phase in Fiscal Year 2024-25. This component includes the installation of solar power, battery energy storage systems, and 30 zero-emission vehicle chargers at the Harbor Facilities Center.
3. Green Power Microgrid – Substations/BESS Pre-Construction component (PPNO 2090L) programmed with $1,948,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24. This component includes the plans, specifications, and estimates phase for battery energy storage system substations.
4. Green Power Microgrid – EV Chargers Pre-Construction component (PPNO 2090J) programmed with $680,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24. This component includes the plans, specifications, and estimates phase for EV chargers.
5. Green Power Microgrid– Solar Pre-Construction component (PPNO 2090M) programmed with $294,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24. This component includes the plans, specifications, and estimates phase for the installation of solar power.

Due to tariffs and increased demand for zero-emission vehicle charging equipment, the total cost of the project has risen significantly. To address the funding shortfall, the Port increased its matching funds from approximately $17,800,000 to approximately $49,400,000. Additionally, the Port requested a scope amendment to remove the battery energy storage system and solar elements from the Harbor Facilities component, which the Commission approved at its May 2026 meeting.

The project now requires a program amendment to reflect a funding reduction commensurate with the loss in project benefits. Specifically, staff recommends reducing the Trade Corridor Enhancement Program funding for the Harbor Facilities component from $16,507,000 to $12,875,000 and returning the resulting $3,632,000 in savings to the program for future programming. If approved, the total Trade Corridor Enhancement Program funding programmed to all five project components would be reduced from $41,635,000 to $38,003,000.

If the Commission approves the proposed amendment, the project will be programmed as follows:

1. Green Power Microgrid – Seaport Terminals component (PPNO 2090T), programmed with $22,206,000 for the construction phase in Fiscal Year 2024-25. This component includes the installation of 115 zero-emission vehicle chargers across five project site locations.
2. Green Power Microgrid – Harbor Facilities component (PPNO 2090S) programmed with $12,875,000 for the construction phase in Fiscal Year 2024-25. This component includes the installation of solar power, battery energy storage systems, and 30 zero-emission vehicle chargers at the Harbor Facilities Center.
3. Green Power Microgrid – Substations/BESS Pre-Construction component (PPNO 2090L) programmed with $1,948,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24. This component includes the plans, specifications, and estimates phase for battery energy storage system substations.
4. Green Power Microgrid – EV Chargers Pre-Construction component (PPNO 2090J) programmed with $680,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24. This component includes the plans, specifications, and estimates phase for EV chargers.
5. Green Power Microgrid– Solar Pre-Construction component (PPNO 2090M) programmed with $294,000 for the plans, specifications, and estimates phase in Fiscal Year 2023-24. This component includes the plans, specifications, and estimates phase for the installation of solar power.

Background:

On June 28, 2023, the Commission adopted the 2022 Trade Corridor Enhancement Program, which included:

- $140,000,000 for the Otay Mesa East Port of Entry Project
- $41,635,000 for the Port of Oakland Green Power Microgrid Project

On June 28, 2024, the Commission approved a program amendment to the Otay Mesa East Port of Entry Project, which added supplemental programming of $51,657,000 in Trade Corridor Enhancement Program funds, bringing the total programmed amount to $191,657,000.

Prior to the adoption of the 2022 Trade Corridor Enhancement Program, Commission staff worked with Caltrans staff and implementing agencies to review project delivery details identified in the recommended projects' Project Programming Request for accuracy. Per the Trade Corridor Enhancement Guidelines, Commission staff can recommend additional changes to the program through program amendments as necessary.

Attachments:

- Attachment A: Resolution G-26-56, Amending Resolution G-26-37
- Attachment B: Amended 2022 Trade Corridor Enhancement Program of Projects

Reference No.: 4.23
June 25-26, 2026
Attachment A

CALIFORNIA TRANSPORTATION COMMISSION
2022 Trade Corridor Enhancement Program Amendment

RESOLUTION G-26-56
Amending Resolution G-26-37

1.1 **WHEREAS**, the California Transportation Commission (Commission) adopted the 2022 Trade Corridor Enhancement Program under Resolution G-23-46, on June 28, 2023; and

1.2 **WHEREAS**, the Commission approved Resolution G-23-71 at the December 6-7, 2023 Commission Meeting, amending Resolution G-23-46; and

1.3 **WHEREAS**, the Commission approved Resolution G-24-54 at the June 27-28, 2024 Commission Meeting, amending Resolution G-23-71; and

1.4 **WHEREAS,** the Commission approved Resolution G-24-73 at the October 17-18, 2024 Commission Meeting, amending Resolution G-24-54; and

1.5 **WHEREAS,** the Commission approved Resolution G-25-30 at the March 20-21, 2025 Commission Meeting, amending Resolution G-24-73; and

1.6 **WHEREAS,** the Commission approved Resolution G-25-37 at the May 15-16, 2025 Commission Meeting, amending Resolution G-25-30; and

1.7 **WHEREAS,** the Commission approved Resolution G-25-44 at the June 26-27, 2025 Commission Meeting, amending Resolution G-25-37; and

1.8 **WHEREAS,** the Commission approved Resolution G-26-37 at the March 19-20, 2026 meeting, amending Resolution G-25-44; and

1.9 **WHEREAS**, Resolution G-23-46 authorized Commission staff, in consultation with the California Department of Transportation and project sponsors, to make minor technical changes as needed to the 2022 Trade Corridor Enhancement Program to reflect the most current information, or to clarify the Commission's programming commitments, and to request Commission approval of any substantive changes; and

1.10 **WHEREAS**, the 2022 Trade Corridor Enhancement Program Guidelines allow Commission staff to bring recommended amendments to the Commission for action.

2.1 **NOW, THEREFORE, BE IT RESOLVED**, that the Commission approves the changes to amend the 2022 Trade Corridor Enhancement Program for the Otay Mesa East Port of Entry Project and the Port of Oakland Green Power Microgrid Project, as reflected in Attachment B; and

2.2 **BE IT FURTHER RESOLVED**, that all provisions stipulated in adopting Resolution G-23-46, as well as in previous amendments, including Resolutions G-23-71, G-24-54, G-24-73, G-25-30, G-25-37, G-25-44, and G-26-37 will remain in effect; and

2.3 **BE IT FURTHER RESOLVED**, that Resolution G-26-37 is hereby amended.

2022 Trade Corridor Enhancement Program
Amended Program of Projects
Resolution G-26-56, Amending Resolution G-26-37
(1,000s)

Project Title	Type	County	Nominating Agency	Region	State	Regional	Total TCEP	2023-24	2024-25	R/W	Const	PS&E	R/W Sup	Con Sup	Total Project Cost
America's Green Port Gateway															
America's Green Port Gateway: Pier B Early Rail Enhancements Project - East Expansion	Rail	Los Angeles	Southern California Association of Governments/Caltrans/City of Long Beach	Los Angeles/Inland Empire	$ 14,934	$ 22,401	$ 37,335	$ 37,336	$ -	$ -	$ 37,336	$ -	$ -	$ -	$ 40,380
America's Green Port Gateway: Pier B Early Rail Enhancements Project - Locomotive Facility	Rail	Los Angeles	Southern California Association of Governments/Caltrans/City of Long Beach	Los Angeles/Inland Empire	$ 13,243	$ 19,864	$ 33,107	$ 33,106	$ -	$ -	$ 33,106	$ -	$ -	$ -	$ 48,889
America's Green Port Gateway: Pier B Early Rail Enhancements Project - Rail Yard Access Improvements	Rail	Los Angeles	Southern California Association of Governments/Caltrans/City of Long Beach	Los Angeles/Inland Empire	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 37,748
Otay Mesa East Port of Entry															
East Otay Mesa Land Port of Entry - ~~Construction~~ Northbound Vehicle Work Package	Border	San Diego	San Diego Association of Governments/Caltrans	San Diego/Border	~~$6,457~~ $103,888	~~$49,650~~ $52,710	~~$56,118~~ $156,598	$ -	~~$56,118~~ $156,598	$ -	~~$56,118~~ $156,598	$ -	$ -	$ -	~~$413,926~~ $260,098
Otay Mesa East Port of Entry - Technology Package	Border	San Diego	San Diego Association of Governments/Caltrans	San Diego/Border	~~$20,400~~ $0	$ -	~~$20,400~~ $0	$ -	~~$20,400~~ $0	$ -	~~$20,400~~ $0	$ -	$ -	$ -	$ 56,400
Otay Mesa East Port of Entry - Underground Utilities and Grading Work Package	Border	San Diego	San Diego Association of Governments/Caltrans	San Diego/Border	$ 15,000	$ -	$ 15,000	$ -	$ 15,000	$ -	$ 15,000	$ -	$ -	$ -	$ 129,000
Otay Mesa East Port of Entry - Early Work Package	Border	San Diego	San Diego Association of Governments/Caltrans	San Diego/Border	~~$27,840~~ $14,809	~~$8,301~~ $5,250	~~$36,141~~ $20,059	$ -	~~$36,141~~ $20,059	$ -	~~$30,891~~ $14,809	$ -	$ -	$ 5,250	$ 36,141
CVEF Design and Construction - Segment 2C	Border	San Diego	San Diego Association of Governments/Caltrans	San Diego/Border	~~$64,000~~ $0	$ -	~~$64,000~~ $0	$ -	~~$64,000~~ $0	$ -	~~$64,000~~ $0	$ -	$ -	$ -	~~$71,500~~ $66,500
Otay Mesa East Port of Entry - Vertical Work Package *(New Component)*	**Border**	**San Diego**	**San Diego Association of Governments/Caltrans**	**San Diego/Border**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 268,510**
Westbound I80 Cordelia Commercial Vehicle Enforcement Facility	Border	Solano	Solano Transportation Authority/Caltrans	Bay Area/Central Valley	$ 51,600	$ 77,400	$ 129,000	$ -	$ 129,000	$ -	$ 109,000	$ -	$ -	$ 20,000	$ 243,270
I-5 Harbor Drive															
I-5/SR 15/Harbor Drive 2.0	HWY	San Diego	San Diego Association of Governments/Caltrans	San Diego/Border	$ 6,500	$ -	$ 6,500	$ 6,500	$ -	$ -	$ -	$ 6,500	$ -	$ -	$ 68,400
SR-15 Operational Improvements	HWY	San Diego	San Diego Association of Governments/Caltrans	San Diego/Border	$ 6,900	$ 5,100	$ 12,000	$ 12,000	$ -	$ 5,500	$ -	$ 6,500	$ -	$ -	$ 62,800
I-10 Corridor Freight and Managed Lane Project															
*I-10: I-15 to Pepper Avenue (Contract 2B)**	*HWY*	*San Bernardino*	*Southern California Association of Governments/San Bernardino County Transportation Authority*	*Los Angeles/Inland Empire*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*
I-10: I-15 to Pepper Avenue (Contract 2A)	HWY	San Bernardino	Southern California Association of Governments/San Bernardino County Transportation Authority	Los Angeles/Inland Empire	$ -	$ 75,000	$ 75,000	$ 75,000	$ -	$ -	$ 75,000	$ -	$ -	$ -	$ 425,158
*I-10: I-15 to Pepper Avenue Toll System Provider (TSP D/B Contract)**	*HWY*	*San Bernardino*	*Southern California Association of Governments/San Bernardino County Transportation Authority*	*Los Angeles/Inland Empire*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*
I-10: I-15 to Pepper Avenue Zero Emission Fueling Infrastructure A	ZEV	San Bernardino	Southern California Association of Governments/San Bernardino County Transportation Authority	Los Angeles/Inland Empire	$ -	$ 5,000	$ 5,000	$ -	$ 5,000	$ -	$ 5,000	$ -	$ -	$ -	$ 7,999
I-10: I-15 to Pepper Avenue Zero Emission Fueling Infrastructure B	ZEV	San Bernardino	Southern California Association of Governments/San Bernardino County Transportation Authority	Los Angeles/Inland Empire	$ -	$ 5,000	$ 5,000	$ -	$ 5,000	$ -	$ 5,000				$ 18,502
Tulare Six Lane and Paige Ave	HWY	Tulare	Tulare Association of Governments/Caltrans	Bay Area/Central Valley	$ 14,788	$ 22,181	$ 36,969	$ 36,969	$ -	$ 32,417	$ -	$ -	$ 4,552	$ -	$ 238,143
Port of Oakland Microgrid															
Green Power Microgrid Project - Seaport Terminals	ZE	Alameda	Caltrans/Metropolitan Transportation Commission	Bay Area/Central Valley	$ 8,882	$ 13,324	$ 22,206	$ -	$ 22,206	$ -	$ 22,206	$ -	$ -	$ -	$ 32,004
Green Power Microgrid Project - Harbor Facilities	ZE	Alameda	Caltrans/Metropolitan Transportation Commission	Bay Area/Central Valley	~~$8,693~~ $5,150	~~$9,994~~ $7,725	~~$18,507~~ $12,875	$ -	~~$18,507~~ $12,875	$ -	~~$18,507~~ $12,875	$ -	$ -	$ -	~~$33,701~~ $29,892
Green Power Microgrid Project - Substations/BESS Pre-Construction	ZE	Alameda	Caltrans/Metropolitan Transportation Commission	Bay Area/Central Valley	$ 779	$ 1,169	$ 1,948	$ 1,948	$ -	$ -	$ -	$ 1,948	$ -	$ -	$ 4,174
Green Power Microgrid - EV Chargers Pre-Construction	ZE	Alameda	Caltrans/Metropolitan Transportation Commission	Bay Area/Central Valley	$ 272	$ 408	$ 680	$ 680	$ -	$ -	$ -	$ 680	$ -	$ -	$ 1,522
Green Power Microgrid - Solar Pre-Construction	ZE	Alameda	Caltrans/Metropolitan Transportation Commission	Bay Area/Central Valley	$ 118	$ 176	$ 294	$ 294	$ -	$ -	$ -	$ 294	$ -	$ -	$ 551
Fresno UPRR Double Track	Rail	Stanislaus	San Joaquin Regional Rail Commission/Caltrans	Bay Area/Central Valley	$ 16,000	$ 24,000	$ 40,000	$ -	$ 40,000	$ -	$ 30,485	$ 2,865	$ -	$ 6,650	$ 133,400
I-605 Valley Boulevard Interchange Improvements	HWY	Los Angeles	Southern California Association of Governments/Los Angeles County Metropolitan Transportation Authority	Los Angeles/Inland Empire	$ -	$ 33,570	$ 33,570	$ 33,570	$ -	$ -	$ 33,570	$ -	$ -	$ -	$ 53,280
SR 91 Operational and Multimodal Improvements	HWY	Orange	Caltrans/Orange County Transportation Authority	Los Angeles/Inland Empire	$ -	$ 42,566	$ 42,566	$ 42,566	$ -	$ -	$ 42,566	$ -	$ -	$ -	$ 107,670
Rt 49 Corridor Improvement	HWY	Nevada	Nevada County Transportation Commission/Caltrans	Other	$ -	$ 14,615	$ 14,615	$ -	$ 14,615	$ -	$ 14,615	$ -	$ -	$ -	$ 33,100
EV Oasis South															
EV Oasis South A – Petro Ontario	ZE	San Bernardino	Caltrans/San Joaquin Valley Air Pollution Control District	Los Angeles/Inland Empire	$ 4,683	$ -	$ 4,683	$ -	$ 4,683	$ -	$ 4,683	$ -	$ -	$ -	$ 8,748
EV Oasis South A – TA Barstow	ZE	San Bernardino	Caltrans/San Joaquin Valley Air Pollution Control District	Los Angeles/Inland Empire	$ 4,682	$ -	$ 4,682	$ -	$ 4,682	$ -	$ 4,682	$ -	$ -	$ -	$ 7,953
EV Oasis South B – TA Wheeler Ridge	ZE	Kern	Caltrans/San Joaquin Valley Air Pollution Control District	Bay Area/Central Valley	$ 4,683	$ -	$ 4,683	$ -	$ 4,683	$ -	$ 4,683	$ -	$ -	$ -	$ 9,248
EV Oasis South B – Petro Wheeler Ridge	ZE	Kern	Caltrans/San Joaquin Valley Air Pollution Control District	Bay Area/Central Valley	$ 4,682	$ -	$ 4,682	$ -	$ 4,682	$ -	$ 4,682	$ -	$ -	$ -	$ 7,953
EV Oasis South B – TA Buttonwillow	ZE	Kern	Caltrans/San Joaquin Valley Air Pollution Control District	Bay Area/Central Valley	$ 4,683	$ -	$ 4,683	$ -	$ 4,683	$ -	$ 4,683	$ -	$ -	$ -	$ 6,931

2022 Trade Corridor Enhancement Program
Amended Program of Projects
Resolution G-26-56, Amending Resolution G-26-37
(1,000s)

Project Title	Type	County	Nominating Agency	Region	State	Regional	Total TCEP	2023-24	2024-25	R/W	Const	PS&E	R/W Sup	Con Sup	Total Project Cost
Southern California Hydrogen Fueling Facilities															
Southern California Hydrogen Fueling Stations - Phase 1 (Construction)	ZE	San Bernardino, Riverside, Los Angeles, San Diego	Caltrans	Los Angeles/Inland Empire/San Diego/Border	$ 1,125	$ -	$ 1,125	$ 1,125	$ -	$ -	$ 1,125	$ -	$ -	$ -	$ 10,750
Southern California Hydrogen Fueling Stations - Phase 1 A (Procurement)	ZE	San Bernardino, Riverside, Los Angeles, San Diego	Caltrans	Los Angeles/Inland Empire/San Diego/Border	$ 5,450	$ -	$ 5,450	$ 5,450	$ -	$ -	$ 5,450	$ -	$ -	$ -	$ 8,695
Southern California Hydrogen Fueling Stations - Phase 3 (Construction)	ZE	San Bernardino, Riverside, Los Angeles, San Diego	Caltrans	Los Angeles/Inland Empire/San Diego/Border	$ 7,595	$ -	$ 7,595	$ 7,595	$ -	$ -	$ 7,595	$ -	$ -	$ -	$ 15,021
Southern California Hydrogen Fueling Stations - Phase 3 A (Procurement)	ZE	San Bernardino, Riverside, Los Angeles, San Diego	Caltrans	Los Angeles/Inland Empire/San Diego/Border	$ 10,855	$ -	$ 10,855	$ 10,855	$ -	$ -	$ 10,855	$ -	$ -	$ -	$ 23,756
I-710 Integrated Corridor Management (ICM)	HWY	Los Angeles	Southern California Association of Governments/Los Angeles County	Los Angeles/Inland Empire	$ 11,140	$ 16,700	$ 27,840	$ -	$ 27,840	$ -	$ 27,840	$ -	$ -	$ -	$ 40,150
I-5 Managed Lanes	HWY	Sacramento	Sacramento Area Council of Governments/Sacramento Transportation	Bay Area/Central Valley	$ -	$ 10,000	$ 10,000	$ 10,000	$ -	$ -	$ -	$ 10,000	$ -	$ -	$ 383,360
Southbound 99 to Westbound 58 Connector	HWY	Kern	Kern Council of Governments/Caltrans	Bay Area/Central Valley	$ -	$ 9,380	$ 9,380	$ -	$ 9,380	$ 6,580	$ -	$ 1,750	$ -	$ 1,050	$ 13,400
Fix 5 Cascade Gateway	HWY	Shasta/Tehama	Shasta Regional Transportation Authority/Caltrans	Other	$ 53,912	$ 16,937	$ 70,849	$ 450	$ 70,399	$ -	$ 62,919	$ 450	$ -	$ 7,480	$ 82,611
I-80 San Pablo Dam Road Interchange Improvements	HWY	Contra Costa	Metropolitan Transportation Commission/Caltrans	Bay Area/Central Valley	$ 9,600	$ 10,100	$ 19,700	$ 19,700	$ -	$ 15,600	$ -	$ 4,100	$ -	$ -	$ 112,000
SR 4 Wagon Trail Realignment	HWY	Calaveras	Calaveras Council of Governments	Other	$ -	$ 5,250	$ 5,250	$ -	$ 5,250	$ 5,250	$ -	$ -	$ -	$ -	$ 56,000
Sacramento County WattEV Innovative Freight Terminal	ZE	Sacramento	Sacramento County	Bay Area/Central Valley	$ -	$ 33,688	$ 33,688	$ 1,018	$ 32,670	$ -	$ 32,670	$ 1,018	$ -	$ -	$ 61,850
SR 60 Potrero Boulevard Interchange	HWY	Riverside	Southern California Association of Governments/City of Beaumont	Los Angeles/Inland	$ -	$ 33,500	$ 33,500	$ -	$ 33,500	$ -	$ 33,500	$ -	$ -	$ -	$ 50,000
TOWN Rail Safety Improvements	Rail	Alameda	Metropolitan Transportation Commission/City of Oakland	Bay Area/Central Valley	$ -	$ 30,200	$ 30,200	$ 2,833	$ 27,367	$ -	$ 23,274	$ 2,833	$ -	$ 4,093	$ 59,005
Maritime Support Facility Access – Terminal Island	HWY	Los Angeles	Southern California Association of Governments/Port of Los Angeles	Los Angeles/Inland Empire	$ 5,974	$ 8,962	$ 14,936	$ -	$ 14,936	$ -	$ 13,044	$ -	$ -	$ 1,892	$ 39,670
U.S. 395 Freight Mobility and Safety Project															
US 395 – Phase 2 Freight Mobility and Safety Project-CON Mainline	HWY	San Bernardino	Southern California Association of Governments/San Bernardino County Transportation Authority	Los Angeles/Inland Empire	$ -	$ 30,000	$ 30,000	$ 30,000	$ -	$ -	$ 30,000	$ -	$ -	$ -	$ 74,583
US 395 – Phase 2 Freight Mobility and Safety Project - Zero Emission Construction	HWY	San Bernardino	Southern California Association of Governments/San Bernardino County Transportation Authority	Los Angeles/Inland Empire	$ -	$ 1,250	$ 1,250	$ 1,250	$ -	$ -	$ 1,250	$ -	$ -	$ -	$ 1,625
US 395 – Phase 2 Freight Mobility and Safety Project - Zero Emission Procurement	HWY	San Bernardino	Southern California Association of Governments/San Bernardino County Transportation Authority	Los Angeles/Inland Empire	$ -	$ 3,750	$ 3,750	$ 3,750	$ -	$ -	$ 3,750	$ -	$ -	$ -	$ 4,875
Five Cities Multimodal Transportation Network Enhancement Project															
Five Cities Multimodal Transportation Network Enhancement Project	HWY	San Luis Obispo	San Luis Obispo Council of Governments	Central Coast	$ 49,666	$ 11,628	$ 61,294	$ -	$ 61,294	$ -	$ 52,411	$ -	$ -	$ 8,883	$ 81,094
Shell Beach Road Shared Use Path Extension	HWY	San Luis Obispo	San Luis Obispo Council of Governments	Central Coast	$ -	$ 4,137	$ 4,137	$ 508	$ 3,629	$ -	$ 2,268	$ 508	$ -	$ 1,361	$ 4,355
Grant Line Road Safety Freight Mobility	HWY	Sacramento	Sacramento Area Council of Governments/Capital SouthEast Connector Joint Powers Authority	Bay Area/Central Valley	$ -	$ 3,000	$ 3,000	$ 3,000	$ -	$ -	$ -	$ 3,000	$ -	$ -	$ 47,859
Projects not funded by TCEP but part of the overall project				Total	**$ 451,593**	**$ 655,961**	**$ 1,107,534**	**$ 377,503**	**$ 730,031**	**$ 65,347**	**$ 938,530**	**$ 42,446**	**$ 4,552**	**$ 56,659**	**$ 3,615,023**

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Otay Mesa East Port of Entry

Resolution TCEP-P-2324-02B
(to 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) effective on 12/7/2023 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, ns and San Diego Association of Governments (SAN, and the Implementing Agency, SANDAG, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 6/28/2023 meeting the Commission approved the Trade Corridor Enhancement Program and included in this program of projects the Otay Mesa East Port of Entry, 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***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 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 ____, "Adoption of Program of Projects for the Active Transportation Program", dated ____
- ☐ Resolution ____, "Adoption of Program of Projects for the Local Partnership Program", dated ____
- ☐ Resolution ____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated ____
- ☐ Resolution ____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated ____
- ■ Resolution G-23-46, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated 6/28/2023

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 Caltrans and SANDAG agrees to secure funds for any additional costs of the project.

4.6 Caltrans and SANDAG agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a 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 Caltrans and SANDAG 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 Caltrans and SANDAG agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 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 and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The 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 six 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 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

In the event of a cost overrun, at the discretion of the department on a case-by-case basis, the state will cover a share proportionate to the state contribution of the TCEP funding identified in the Project Programming Request (PPR) submitted with the project application. (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).

The East Otay Mesa/Port of Entry has received Cycle #1 (0999F) & Cycle #2 (0999C & 0999F) SB1 funding. This baseline agreement does not supersede those SB 1 and SB 2 cycle baseline agreements and guidelines. SB1 funds are subject to the guidelines for the cycles in which they were programmed, and the baseline agreement provisions for the cycle of funding.

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: Otay Mesa East Port of Entry

Resolution: TCEP-P-2324-02B
(to be completed by CTC)

10/05/2023
Date

Hasan Ikhrata

Chief Executive Officer

Project Applicant

10/05/2023
Date

Hasan Ikhrata

Chief Executive Officer

Implementing Agency

Gustavo Dallarda

10/05/2023
Date

District Director
California Department of Transportation

Michael Keever (Dec 1, 2023 17:50 PST)

12/01/2023
Date

Tony Tavares
Director
California Department of Transportation

03/19/2024
Date

Tanisha Taylor

Executive Director
California Transportation Commission

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Otay Mesa East Port of Entry

Resolution TCEP-P-2425-01BA
(to 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) effective on October 18, 2024 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Caltrans and San Diego Association of Governm, and the Implementing Agency, SANDAG, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 6/28/2023 meeting the Commission approved the Trade Corridor Enhancement Program and included in this program of projects the Otay Mesa East Port of Entry, 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***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 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 _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- ☑ Resolution 23- 46, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated 6/28/2023

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 Caltrans and SANDAG agrees to secure funds for any additional costs of the project.

4.6 Caltrans and SANDAG agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a 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 Caltrans and SANDAG 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 Caltrans and SANDAG agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 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 and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The 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 six 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 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

The SB 1 Accountability and Transparency Guidelines require the Commission's approval of a baseline agreement amendment if a project receives additional SB 1 program funds, if there is a change in responsible parties, or at the discretion of the Commission. The baseline agreement amendment for the Otay Mesa East Port of Entry Project incorporates supplemental funding of $51,657,000 and amending programming details approved by the Commission on June 28, 2024, as well as amended programming details under concurrent consideration by the Commission at its October 17-18, 2024 meeting. The baseline agreement amendment will be the basis for project delivery and monitoring.

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: Otay Mesa East Port of Entry

Resolution: TCEP-P-2425-01BA

(to be completed by CTC)

Dawn Vettese — 10/02/2024

Date

Dawn Vettese

Chief Financial Officer

Project Applicant

Dawn Vettese — 10/02/2024

Date

Dawn Vettese

Chief Financial Officer

Implementing Agency

for: — 10/02/2024

Date

Everett Townsend

District Director

California Department of Transportation

10/15/2024

Date

Tony Tavares

Director

California Department of Transportation

12/13/24

Date

Tanisha Taylor

Executive Director

California Transportation Commission

EXHIBIT A

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0011 v1

Amendment (Existing Project) ☒ YES ☐ NO | Date: 09/25/2024 14:02:16

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
11	05640	1124000359	0999H	Caltrans District 11	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
San Diego County	11	0.600	2.700		
				MPO	**Element**
				SANDAG	Capital Outlay
Project Manager/Contact			**Phone**	**Email Address**	
Ryan Fallica			760-221-6789	ryan.fallica@dot.ca.gov	

Project Title

Otay Mesa East Land Port of Entry Early Work Package

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

In San Diego County near San Diego at 1.9 mile East of Sanyo Avenue Undercrossing. Otay Mesa East (OME) Port of Entry (POE) early work package. Install intelligent transportation system elements, construct drainage facilities, perform grading, and place new signing and striping.

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	Caltrans District 11
Right of Way	Caltrans District 11
Construction	Caltrans District 11

Legislative Districts

Assembly:	80	Senate:	40	Congressional:	51

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	12/11/2008	12/11/2008
Circulate Draft Environmental Document Document Type EIR	12/11/2010	12/11/2010
Draft Project Report	12/11/2010	12/11/2010
End Environmental Phase (PA&ED Milestone)	04/01/2012	04/01/2012
Begin Design (PS&E) Phase	03/01/2019	03/01/2019
End Design Phase (Ready to List for Advertisement Milestone)	06/14/2024	08/14/2024
Begin Right of Way Phase	04/01/2015	04/01/2015
End Right of Way Phase (Right of Way Certification Milestone)	06/14/2024	08/14/2024
Begin Construction Phase (Contract Award Milestone)	07/01/2024	12/14/2024
End Construction Phase (Construction Contract Acceptance Milestone)	04/30/2025	06/12/2025
Begin Closeout Phase	05/01/2025	06/13/2025
End Closeout Phase (Closeout Report)	02/27/2026	06/12/2026

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0011 v1

Date 09/25/2024 14:02:16

Purpose and Need

This project is an early work package to allow for border crossings. The Government of Mexico (GoM) is scheduled to complete its new land POE at Otay Mesa East by September 2024. As project sponsor, SANDAG is working to complete the design for the proposed future construction on the U.S. side, pending resolution of known financial, legal, technical, and policy issues that are actively being discussed. Under the direction of the California Governor's Office, Caltrans was requested to evaluate and perform interim measures ahead of SANDAG's delivery of the permanent land POE (planned for late 2027). The opportunities to shorten border wait times, reduce greenhouse gas emissions, enhance regional mobility, fuel economic growth, strengthen border security and resiliency, and bolster binational trade will be delayed if the interim measures are not performed.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Other	Border Crossing Improvements	EA	0.1

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0011 v1

Date 09/25/2024 14:02:16

Additional Information

This project is a child EA being split from parent EA 05634 (0999C). TCEP Regional match for the project has been met.

This early work package will construct a portion of the project to finalize the preparation of the Otay Mesa East Port of Entry Site and stripe the completed State Route 11 between Enrico Fermi Drive and Siempre Viva Road. The project scope includes constructing drainage facilities, performing earthwork and paving, and installing ITS elements.

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**

Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	0	0
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	0	0	0
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	0	0	0
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	0	0	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	0	0	0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	0	0	0

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0011 v1

District	County	Route	EA	Project ID	PPNO
11	San Diego County	11	05640	1124000359	0999H

Project Title

Otay Mesa East Land Port of Entry Early Work Package

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 11
PS&E									Caltrans District 11
R/W SUP (CT)									Caltrans District 11
CON SUP (CT)			5,250					5,250	Caltrans District 11
R/W									Caltrans District 11
CON			30,891					30,891	Caltrans District 11
TOTAL			36,141					36,141	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			5,250					5,250	
R/W									
CON			30,891					30,891	
TOTAL			36,141					36,141	

Fund #1:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.723.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									TCEP funding is being split from parent EA 05634 (0999C): $27.840 million-TCEP #3 State$27840 CON voted 08/17/24
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			27,840					27,840	
TOTAL			27,840					27,840	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									$800K of TCEP State moved to be federalized under NHFP for tapered funds request.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			27,040					27,040	
TOTAL			27,040					27,040	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0011 v1

Fund #2:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.723.200
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									$47.160 million TCEP#3 Regional. Match requirements are met under 05641$3051 CON voted 08/17/24
R/W SUP (CT)									
CON SUP (CT)			5,250					5,250	
R/W									
CON			3,051					3,051	
TOTAL			8,301					8,301	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									$200K of TCEP Regional moved to be federalized under NHFP for tapered funds request.
PS&E									
R/W SUP (CT)									
CON SUP (CT)			5,050					5,050	
R/W									
CON			3,051					3,051	
TOTAL			8,101					8,101	
Fund #3:	State SB1 TCEP - National Highway Freight Program (NHFP) (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									$800K of TCEP State & $200K of TCEP Regional are being federalized for tapered funds request match with INFRA for 0999I (EA: 05641) CON of OME POE.
PS&E									
R/W SUP (CT)									
CON SUP (CT)			200					200	
R/W									
CON			800					800	
TOTAL			1,000					1,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0011 v1

Complete this page for amendments only Date 09/25/2024 14:02:16

District	County	Route	EA	Project ID	PPNO
11	San Diego County	11	05640	1124000359	0999H

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Reason for Proposed Change

Reduced scope is focused on key critical path elements. Construction of the lanes and temporary facilities have been removed. All lanes & building improvements are to be completed under EA: 05641.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

A portion of the TCEP funds will be federalized ($1 million) for the tapered funds match with the INFRA Grant for the construction of the OME POE (0999I- EA 05641)

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Reduced scope is focused on key critical path elements. Construction of the lanes and temporary facilities have been removed. All lanes & building improvements are to be completed under EA: 05641.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
Ryan Fallica		Project Manager	9/25/2024

SECTION 3 - All Projects

Attachments
1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0012 v3

Amendment (Existing Project) ☐ YES ☒ NO				Date	09/18/2024 12:48:51
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other					
District	EA	Project ID	PPNO	Nominating Agency	
11	05641	1124000360	0999I	Caltrans District 11	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Diego County	11	2.700	2.700		
				MPO	Element
				SANDAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Maria Rodriguez Molina			619-699-1906	Maria.RodriguezMolina@sandag.org	

Project Title

East Otay Mesa Land Port of Entry - Construction

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

Near San Diego on Route 11 at 1.9 miles east of Sanyo Avenue Undercrossing (Mexico border). Construct Port of Entry federal facility, Information Technology System (ITS), and tolling.

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	San Diego Association of Governments
Right of Way	Caltrans District 11
Construction	San Diego Association of Governments

Legislative Districts					
Assembly:	80	Senate:	40	Congressional:	51

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	05/30/2007	05/30/2007
Circulate Draft Environmental Document Document Type EIR	12/11/2010	12/11/2010
Draft Project Report	12/11/2010	12/11/2010
End Environmental Phase (PA&ED Milestone)	04/01/2012	04/01/2012
Begin Design (PS&E) Phase	03/01/2019	03/01/2019
End Design Phase (Ready to List for Advertisement Milestone)	07/31/2024	07/31/2024
Begin Right of Way Phase	04/01/2015	04/01/2015
End Right of Way Phase (Right of Way Certification Milestone)	12/15/2021	12/15/2021
Begin Construction Phase (Contract Award Milestone)	09/29/2024	09/29/2024
End Construction Phase (Construction Contract Acceptance Milestone)	09/25/2027	09/25/2027
Begin Closeout Phase	12/01/2027	12/01/2027
End Closeout Phase (Closeout Report)	11/30/2029	11/30/2029

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0012 v3

Date 09/18/2024 12:48:51

Purpose and Need

The U.S. and Mexico continue to improve existing border infrastructure but increasing demands on today's border crossings in the San Diego-Baja California region are impeding mobility. Insufficient capacity at these border crossings, coupled with average wait times of two hours, costs both countries billions of dollars annually in foregone economic output.

To help solve this problem, the SR-11/OME POE will be the nation's first transformative land POE to integrate innovative technologies that will reduce border crossing wait times, traffic congestion, and vehicular emissions while enhancing cross-border travel and trade. Using variable tolls to provide a 20-minute average wait time goal, the POE will provide a new relief valve while managing traffic demand, resulting in decreased congestion and wait times at all the region's POEs. The new OME POE will improve regional security and safety, bolster the binational economy, improve mobility and efficiency, reduce greenhouse gas emissions, and foster innovative technology solutions, all while delivering a 10-to-1 return on investment for the San Diego region. Through managed operations and complete corridor integrations currently being implemented with the region's California Sustainable Freight Action Plan border pilot project, the new POE will be essential for a fully integrated regional transportation system.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Other	Port Improvements	EA	1

Date 09/18/2024 12:48:51

Additional Information

Performance metrics for the CVEF (0999G) and Port of Entry (0999C) are the same.

We anticipate requesting non-proportional spending and a period of performance that exceeds 3 years at the time of allocation.

TCEP & INFRA funds are providing matches to each other.

This is one of 2 child EAs split from parent EA 05634 (0999C).

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	175,292	366,636	-191,344
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	102,772	215,704	-112,932
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	0	0	0
	Optional	Per Capita and Total Person Hours of Delay per Year	Person Hours	63,981,659	133,822,118	-69,840,459
			Hours per Capita	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	3,430	8,949	-5,519
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	1,370,367	1,339,812	30,555
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	1,251,962	3,266,281	-2,014,319
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.39	0.83	-0.44
			PM 10 Tons	0.41	0.88	-0.47
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	65,408	138,989	-73,581
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	4.81	10.18	-5.37
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.65	1.38	-0.73
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	104.86	220.4	-115.54
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	6.72	15.4	-8.68
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	22.1	20.8	1.3
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.95	0.96	-0.01
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	810.3	761.7	48.6
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	34.97	35.1	-0.13
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	11,348	0	11,348
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	4.81	0	4.81

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	0	0	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	0	0	0
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	0	0	0

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0012 v3

District	County	Route	EA	Project ID	PPNO
11	San Diego County	11	05641	1124000360	0999I

Project Title

East Otay Mesa Land Port of Entry - Construction

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 11
PS&E									San Diego Association of Governmen
R/W SUP (CT)									Caltrans District 11
CON SUP (CT)									San Diego Association of Governmen
R/W									Caltrans District 11
CON									San Diego Association of Governmen
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			522,429	71,000				593,429	
TOTAL			522,429	71,000				593,429	

Fund #1:	Federal Disc. - Infrastructure For Rebuilding America (INFRA)Grant (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.400.300
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									INFRA Grant Award- Allocation estimated date June 2024. Non-proportional spending will be requested. $24,840,000 (CON) of INFRA will be the TCEP Cycle #3 Match
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									$15 million of CON Cap is to construct the Information Technology System (ITS). $1 million of TCEP funds on 0999H (05640) will be federalized for the tapered funds match with the INFRA Grant.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			145,000					145,000	
TOTAL			145,000					145,000	

Fund #2:	Local Funds - Bonds - Local (Committed)								Program Code
Existing Funding ($1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									$325 million including bonds, loans, and other local funds.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Includes bonds, loans, and other local funds.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			285,913					285,913	
TOTAL			285,913					285,913	

Fund #3:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.723.200
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									CON CAP: $57,960,000 (Regional) Non-proportional spending will be requested.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									$8,301 million of TCEP Cycle 3 (regional) from parent EA 05634 is being split to child EA 05640. TCEP regional match requirement being met.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			49,659					49,659	
TOTAL			49,659					49,659	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D11-2023-0012 v3

Fund #4:	Federal Disc. - Corridor Border Infrastructure (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Current capacity ($7 mil) plus advance commitment of future FYs of STBGP (CBI) funds for a total of $71 million
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				71,000				71,000	
TOTAL				71,000				71,000	

Fund #5:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Programming an additional $41.857 million of TCEP State
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			41,857					41,857	
TOTAL			41,857					41,857	

Memorandum

To: CHAIR AND COMMISSIONERS **CTC Meeting**: June 27-28, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.26, Action

Prepared By: Kenneth Lopez
Research Data Specialist

Published Date: June 14, 2024

Subject: 2022 Trade Corridor Enhancement Program Amendment, Resolution G-24-54, Amending Resolution G-23-71

Recommendation:

Staff recommends the California Transportation Commission (Commission) approve an amendment to the 2022 Trade Corridor Enhancement Program, as reflected in the updated Program of Projects (Attachment B) and described in the "Issue" section below. If approved, the projects will be programmed as follows:

- **Otay Mesa East Port of Entry**
  - Otay Mesa East Land Port of Entry - Early Work Package component programmed with $75,000,000.
  - East Otay Mesa Land Port of Entry – Construction component programmed with $52,657,000.
  - Commercial Vehicle Enforcement Facility Design and Construction – Segment 2C component programmed with $64,000,000.
- **Southern California Hydrogen Fueling Stations**
  - Southern California Hydrogen Fueling Stations – Phase 1 component programmed with $6,575,000.
  - Southern California Hydrogen Fueling Stations – Phase 3 component programmed with $18,450,000.
- **EV Oasis South**
  - EV Oasis South A component programmed with $14,047,000.
  - EV Oasis South B component programmed with $14,048,000.

Issue:

Commission staff recommend approving the changes described below for three projects in the 2022 Trade Corridor Enhancement Program:

Otay Mesa East Port of Entry

The Otay Mesa East Port of Entry Project, which was jointly nominated by the California Department of Transportation (Caltrans) and the San Diego Association of Governments, was originally programmed with two components:

1. East Otay Mesa Land Port of Entry – Segment 3 component programmed with $85,800,000 in Trade Corridor Enhancement Program funds; and
2. Commercial Vehicle Enforcement Facility Design and Construction – Segment 2C component programmed with $54,200,000 in Trade Corridor Enhancement Program funds.

This program amendment would create a third component, the Otay Mesa Trade Corridor Enhancement Program East Land Port of Entry - Early Work Package component. This new component will be programmed with $75,000,000 in existing Trade Corridor Enhancement Program funds from the originally programmed Otay Mesa East Land Port of Entry – Segment 3 component. The program amendment renames the Otay Mesa East Land Port of Entry – Segment 3 component the East Otay Mesa Land Port of Entry – Construction component.

Additionally, $51,657,000 in supplemental Trade Corridor Enhancement Program funds will be added to the project from the Trade Corridor Enhancement Program Statewide Target. Known as the Statewide Target, Streets and Hiqhways Code, Section 2192, stipulates that Caltrans receives 40 percent of the total Trade Corridor Enhancement Program funding available. Caltrans has opted to program available and future statewide funds to supplement cost increases on this project. These funds will be added to both the East Otay Mesa Land Port of Entry – Construction component and the Commercial Vehicle Enforcement Facility Design and Construction – Segment 2C component. See project summary below for the funding breakdown between project components.

The new total programmed to the Otay Mesa East Port of Entry Project will be $191,657,000 in Trade Corridor Enhancement Program funds.

A description of each component is included here:

1. **Otay Mesa East Land Port of Entry - Early Work Package – PPNO 0999H - $75,000,000 in Construction (New Component)**
   If approved, this early work package will construct an initial portion of the project with infrastructure to support inspections in the near term. The project scope includes constructing southbound passenger lanes and northbound commercial lanes for Port of Entry operations. Additionally, the project will construct drainage facilities, performing earthwork and paving, and build temporary federal and state facilities.

2. **East Otay Mesa Land Port of Entry – Construction – PPNO 0999I - $52,657,000 in Construction (Renamed Component)**
   This component will construct the federal Port of Entry, Information Technology System, and tolling system and infrastructure. After approval of this program amendment, this component will be funded with $10,800,000 in existing programmed funds, and

$41,857,000 in supplemental statewide target funding.

3. **Commercial Vehicle Enforcement Facility Design and Construction – Segment 2C – PPNO 0999G - $64,000,000 in Construction (Existing Component)**
   This component will construct the California Highway Patrol Commercial Vehicle Enforcement Facility located at the Otay Mesa East Port of Entry. If approved, this component will be funded with $54,200,000 in existing programmed funds, and $9,800,000 in supplemental statewide target funding.

Southern California Hydrogen Fueling Stations

The Southern California Hydrogen Fueling Stations Project, which was nominated by Caltrans, was originally programmed with three components for a total programmed amount of $41,900,000. The originally programmed scope was to construct six hydrogen refueling stations to support medium- and heavy-duty vehicles throughout Southern California and to initiate the installation of a hydrogen fuel network.

The project's private partner, the Nikola Corporation, was unable to adequately secure right-of-way at two sites covered under two of the project's components, the Southern California Hydrogen Fueling Stations – Phase 1 and 2. For this reason, Caltrans has requested a project amendment (under Reference numbers 2.1s(1) and 2.1s(2) on this agenda) to reduce the scope of the overall project by removing one refueling site location from the Phase 1 component, and removing the Phase 2 component entirely, returning a total of $16,875,000 to the Trade Corridor Enhancement Program. The reduction in scope and benefits is commensurate with the amount of Trade Corridor Enhancement Program funds being returned to the program.

The remaining two components, Southern California Hydrogen Fueling Stations Project Phases 1 and 3, will maintain programmed with $6,575,000 and $18,450,000, respectively, and will deliver four hydrogen refueling stations including the original project benefits for each. The total Trade Corridor Enhancement Program funds programmed to this project will become $25,025,000.

EV Oasis South

The EV Oasis South Project, nominated by Caltrans, was originally programmed with one component containing seven site locations for the installation of medium- and heavy-duty electric chargers and associated infrastructure for a total programmed amount of $28,095,000.

The project's private partner, bp Products North America, is requesting to consolidate two site locations into one, increasing the number of chargers and output at that location. Additionally, the project will be split into two components, the EV Oasis South A and EV Oasis South B components, respectively. Splitting the project into two components will allow the contracts to be separated based on the location of the remaining six site locations for the electric charging infrastructure.

Additionally, Caltrans has requested a project amendment (under Reference number 2.1s(4) on this agenda) to address the consolidation of two site locations into one, as well as the changes in scope and benefits associated with that consolidation.

Background:

On June 28, 2023, the Commission adopted the 2022 Trade Corridor Enhancement Program which includes:

- $140,000,000 for the Otay Mesa East Port of Entry Project
- $41,900,000 for the Southern California Hydrogen Fueling Stations Project
- $28,095,000 million for the EV Oasis South Project

Prior to the adoption of the 2022 Trade Corridor Enhancement Program, Commission staff worked with Caltrans staff and implementing agencies to review project delivery details identified in the recommended projects' Project Programming Request for accuracy. Per the Trade Corridor Enhancement Guidelines, Commission staff can recommend additional changes to the program through program amendments.

Attachments:

- Attachment A: Resolution G-24-54, Amending Resolution G-23-71
- Attachment B: Updated Trade Corridor Enhancement Program of Projects

Reference No.: 4.26
June 27-28, 2024
Attachment A

CALIFORNIA TRANSPORTATION COMMISSION
2022 TRADE CORRIDOR ENHANCEMENT PROGRAM AMENDMENT

RESOLUTION G-24-54
AMENDING RESOLUTION G-23-71

1.1 **WHEREAS,** the California Transportation Commission (Commission) adopted the 2022 Trade Corridor Enhancement Program, Resolution G-23-46, on June 28, 2023; and

1.2 **WHEREAS,** the Commission approved Resolution G-23-71 at the December 6-7, 2023 Commission Meeting, amending Resolution G-23-46; and

1.3 **WHEREAS,** Resolution G-23-46 authorized Commission staff, in consultation with the California Department of Transportation and project sponsors, to make minor technical changes as needed to the 2022 Trade Corridor Enhancement Program to reflect the most current information, or to clarify the Commission's programming commitments, and to request Commission approval of any substantive changes; and

1.4 **WHEREAS,** the 2022 Trade Corridor Enhancement Program Guidelines allow Commission staff to bring recommended amendments to the Commission for action.

2.1 **NOW, THEREFORE BE IT RESOLVED,** that the Commission approves the changes to amend the 2022 Trade Corridor Enhancement Program for the Otay Mesa East Port of Entry, Southern California Hydrogen Fueling Stations, and EV Oasis South projects, as reflected in Attachment B; and

2.2 **BE IT FURTHER RESOLVED,** that all provisions stipulated in previous amendments, including Resolution G-23-71, will remain in effect; and

2.3 **BE IT FURTHER RESOLVED,** that Resolution G-23-71 is hereby amended.

2022 Trade Corridor Enhancement Program
Program of Projects - Projects Recommended for Funding
Resolution G-24-54
(1,000s)

Reference No.: 4.26
June 27-28, 2024
ATTACHMENT B

Project Title	Type	County	Nominating Agency	Region	State	Regional	Total TCEP	2023-24	2024-25	R/W	Const	PS&E	R/W Sup	Con Sup	Total Project Cost
America's Green Port Gateway															
America's Green Port Gateway: Pier B Early Rail Enhancements Project - East Expansion	Rail	Los Angeles	Southern California Association of Governments/Caltrans/City of Long Beach	Los Angeles/Inland	$ 14,934	$ 22,401	$ 37,335	$ 37,336	$ -	$ -	$ 35,407	$ -	$ -	$ 1,929	$ 69,363
America's Green Port Gateway: Pier B Early Rail Enhancements Project - Locomotive	Rail	Los Angeles	Southern California Association of Governments/Caltrans/City of Long Beach	Los Angeles/Inland	$ 13,243	$ 19,864	$ 33,107	$ 33,106	$ -	$ -	$ 32,015	$ -	$ -	$ 1,091	$ 57,654
Otay Mesa East Port of Entry															
~~East Otay Mesa Land Port of Entry - Segment 3~~	~~Border~~	~~San Diego~~	~~San Diego Association of Governments/Caltrans~~	~~San Diego/Border~~	~~$ 27,840~~	~~$ 57,960~~	~~$ 85,800~~	~~$ -~~	~~$ 85,800~~	~~$ -~~	~~$ 85,800~~	~~$ -~~	~~$ -~~	~~$ -~~	~~$ 532,154~~
East Otay Mesa Land Port of Entry - Construction	**Border**	**San Diego**	**San Diego Association of Governments/Caltrans**	**San Diego/Border**	**$ 41,857**	**$ 10,800**	**$ 52,657**	**$ -**	**$ 52,657**	**$ -**	**$ 52,657**	**$ -**	**$ -**	**$ -**	**$ 554,570**
Otay Mesa East Land Port of Entry - Early Work Package	**Border**	**San Diego**	**San Diego Association of Governments/Caltrans**	**San Diego/Border**	**$ 27,840**	**$ 47,160**	**$ 75,000**	**$ -**	**$ 75,000**	**$ -**	**$ 65,000**	**$ -**	**$ -**	**$ 10,000**	**$ 75,000**
CVEF Design and Construction - Segment 2C	**Border**	**San Diego**	**San Diego Association of Governments/Caltrans**	**San Diego/Border**	**$ 64,000**	**$ -**	**$ 64,000**	**$ -**	**$ 64,000**	**$ -**	**$ 64,000**	**$ -**	**$ -**	**$ -**	**$ 71,500**
Westbound I80 Cordelia Commercial vehicle Enforcement Facility	Border	Solano	Solano Transportation Authority/Caltrans	Bay Area/Central Valley	$ 51,600	$ 77,400	$ 129,000	$ -	$ 129,000	$ -	$ 109,000	$ -	$ -	$ 20,000	$ 243,270
I-5 Harbor Drive															
I-5/SR 15/Harbor Drive 2.0	HWY	San Diego	San Diego Association of Governments/Caltrans	San Diego/Border	$ 6,500	$ -	$ 6,500	$ 6,500	$ -	$ -	$ -	$ 6,500	$ -	$ -	$ 68,400
SR-15 Operational Improvements	HWY	San Diego	San Diego Association of Governments/Caltrans	San Diego/Border	$ 6,900	$ 5,100	$ 12,000	$ 12,000	$ -	$ 5,500	$ -	$ 6,500	$ -	$ -	$ 62,800
I-10 Corridor Freight and Managed Lane Project															
*I-10: 1-15 to Pepper Avenue (Contract 2B)**	*HWY*	*San Bernardino*		*Los Angeles/Inland*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*
I-10: 1-15 to Pepper Avenue (Contract 2A)	HWY	San Bernardino		Los Angeles/Inland	$ -	$ 75,000	$ 75,000	$ 75,000	$ -	$ -	$ 75,000	$ -	$ -	$ -	$ 425,158
*I-10: 1-15 to Pepper Avenue Toll System Provider (TSP D/B Contract)**	*HWY*	*San Bernardino*		*Los Angeles/Inland*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*
I-10: 1-15 to Pepper Avenue Zero Emission Fueling Infrastructure A	ZEV	San Bernardino		Los Angeles/Inland	$ -	$ 5,000	$ 5,000	$ -	$ 5,000	$ -	$ 5,000	$ -	$ -	$ -	$ 7,999
I-10: 1-15 to Pepper Avenue Zero Emission Fueling Infrastructure B	ZEV	San Bernardino		Los Angeles/Inland	$ -	$ 5,000	$ 5,000	$ -	$ 5,000	$ -	$ 5,000				$ 18,502
Tulare Six Lane and Paige Ave	HWY	Tulare	Tulare Association of Governments/Caltrans	Bay Area/Central Valley	$ 14,788	$ 22,181	$ 36,969	$ 36,969	$ -	$ 32,417	$ -	$ -	$ 4,552	$ -	$ 238,143
Port of Oakland Microgrid							$ -								
Green Power Microgrid Project - Substations/BESS	ZE	Alameda	Caltrans/Metropolitan Transportation Commission	Bay Area/Central Valley	$ 12,382	$ 18,573	$ 30,955	$ 1,948	$ 29,007	$ -	$ 29,007	$ 1,948	$ -	$ -	$ 44,221
Green Power Microgrid - EV Chargers	ZE	Alameda	Caltrans/Metropolitan Transportation Commission	Bay Area/Central Valley	$ 2,846	$ 4,269	$ 7,115	$ 7,115	$ -	$ -	$ 6,435	$ 680	$ -	$ -	$ 10,163
Green Power Microgrid - Solar	ZE	Alameda	Caltrans/Metropolitan Transportation Commission	Bay Area/Central Valley	$ 1,426	$ 2,139	$ 3,565	$ 294	$ 3,271	$ -	$ 3,271	$ 294	$ -	$ -	$ 5,092
Fresno UPRR Double Track	Rail	Stanislaus	San Joaquin Regional Rail Commission/Caltrans	Bay Area/Central Valley	$ 16,000	$ 24,000	$ 40,000	$ -	$ 40,000	$ -	$ 30,485	$ 2,865	$ -	$ 6,650	$ 133,400
I-605 Valley Boulevard Interchange Improvements	HWY	Los Angeles	Southern California Association of Governments/Los Angeles County Metropolitan Transportation Authority	Los Angeles/Inland	$ -	$ 33,570	$ 33,570	$ 33,570	$ -	$ -	$ 33,570	$ -	$ -	$ -	$ 53,280
SR 91 Operational and Multimodal Improvements	HWY	Orange	Caltrans/Orange County Transportation Authority	Los Angeles/Inland	$ -	$ 42,566	$ 42,566	$ 42,566	$ -	$ -	$ 42,566	$ -	$ -	$ -	$ 107,670
Rt 49 Corridor Improvement	HWY	Nevada	Nevada County Transportation Commission/Caltrans	Other	$ -	$ 14,615	$ 14,615	$ -	$ 14,615	$ -	$ 14,615	$ -	$ -	$ -	$ 33,100
EV Oasis South A	**ZE**	**Kern, San Bernardino, Riverside**	**Caltrans/San Joaquin Valley Air Pollution Control District**	**Los Angeles/Inland/Bay Area Central Valley**	**$ 14,047**	**$ -**	**$ 14,047**	**$ -**	**$ 14,047**	**$ -**	**$ 14,047**	**$ -**	**$ -**	**$ -**	**$ 20,068**
EV Oasis South B	**ZE**	**Kern, San Bernardino, Riverside**	**Caltrans/San Joaquin Valley Air Pollution Control District**	**Los Angeles/Inland/Bay Area Central Valley**	**$ 14,048**	**$ -**	**$ 14,048**	**$ -**	**$ 14,048**	**$ -**	**$ 14,048**	**$ -**	**$ -**	**$ -**	**$ 20,068**
Southern California Hydrogen Fueling Facilities															
Southern California Hydrogen Fueling Stations - Phase 1	ZE	San Bernardino, Riverside, Los Angeles, San Diego	Caltrans	Los Angeles/Inland/San Diego/Border	**$ 6,575**	$ -	**$ 6,575**	**$ 6,575**	$ -	$ -	$ -	$ -	**$ 13,150**	~~$ 13,150~~	**$ 33,347**
~~Southern California Hydrogen Fueling Stations - Phase 2~~	~~ZE~~	~~San Bernardino, Riverside, Los Angeles, San Diego~~	~~Caltrans~~	~~Los Angeles/Inland/San Diego/Border~~	~~$ 10,300~~	~~$ -~~	~~$ 10,300~~	~~$ 10,300~~	~~$ -~~	~~$ -~~	~~$ -~~	~~$ -~~	~~$ 18,450~~	~~$ 18,450~~	~~$ 26,889~~
Southern California Hydrogen Fueling Stations - Phase 3	ZE	San Bernardino, Riverside, Los Angeles, San Diego	Caltrans	Los Angeles/Inland/San Diego/Border	$ 18,450	$ -	$ 18,450	$ 18,450	$ -	$ -	$ -	$ -	**$ 18,450**	~~$ 18,450~~	$ 44,314
I-710 Integrated Corridor Management (ICM)	HWY	Los Angeles	Southern California Association of Governments/Los Angeles County	Los Angeles/Inland	$ 11,140	$ 16,700	$ 27,840	$ -	$ 27,840	$ -	$ 27,840	$ -	$ -	$ -	$ 40,150
I-5 Managed Lanes	HWY	Sacramento	Sacramento Area Council of Governments/Sacramento Transportation	Bay Area/Central Valley	$ -	$ 10,000	$ 10,000	$ 10,000	$ -	$ -	$ -	$ 10,000	$ -	$ -	$ 383,360
Southbound 99 to Westbound 58 Connector	HWY	Kern	Kern Council of Governments/Caltrans	Bay Area/Central Valley	$ -	$ 9,380	$ 9,380	$ -	$ 9,380	$ 6,580	$ -	$ 1,750	$ -	$ 1,050	$ 13,400
Fix 5 Cascade Gateway	HWY	Shasta/Tehama	Shasta Regional Transportation Authority/Caltrans	Other	$ 53,912	$ 16,937	$ 70,849	$ 450	$ 70,399	$ -	$ 62,919	$ 450	$ -	$ 7,480	$ 82,611
I-80 San Pablo Dam Road Interchange Improvements	HWY	Contra Costa	Metropolitan Transportation Commission/Caltrans	Bay Area/Central Valley	$ 9,600	$ 10,100	$ 19,700	$ 19,700	$ -	$ 15,600	$ -	$ 4,100	$ -	$ -	$ 112,000
SR 4 Wagon Trail Realignment	HWY	Calaveras	Calaveras Council of Governments	Other	$ -	$ 5,250	$ 5,250	$ -	$ 5,250	$ 5,250	$ -	$ -	$ -	$ -	$ 56,000
Sacramento County WattEV Innovative Freight Terminal	ZE	Sacramento	Sacramento County	Bay Area/Central Valley	$ -	$ 33,688	$ 33,688	$ 1,018	$ 32,670	$ -	$ 32,670	$ 1,018	$ -	$ -	$ 61,850

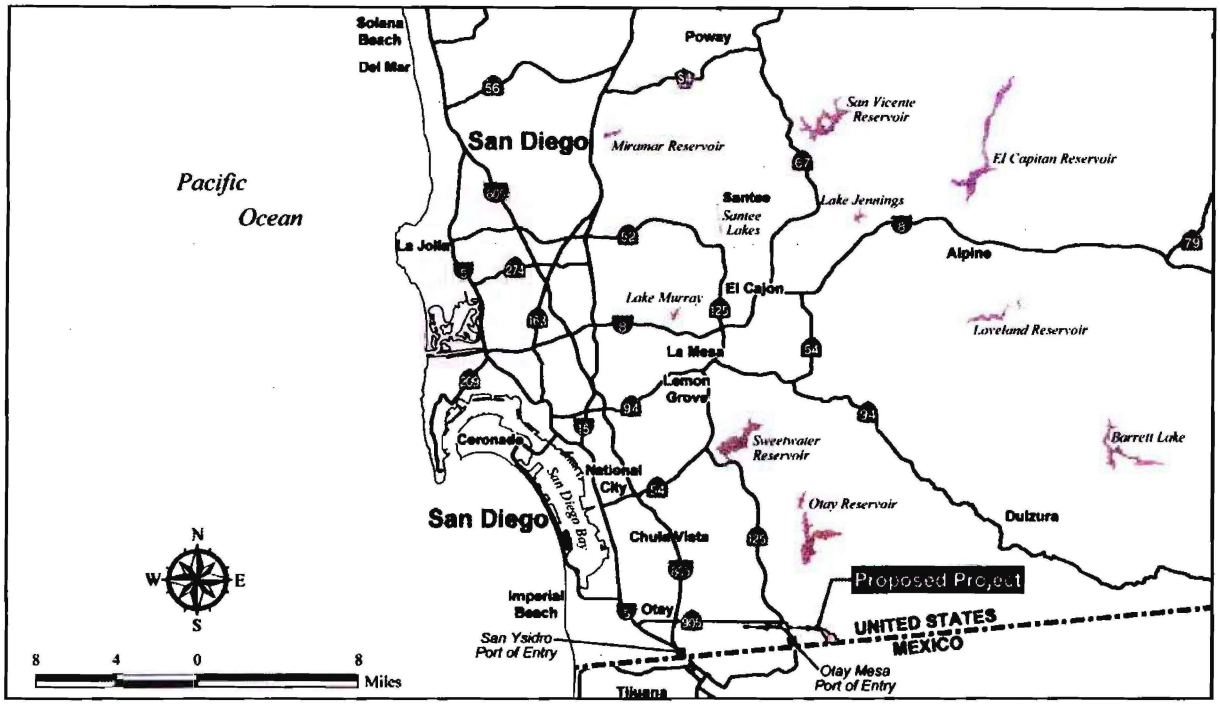
2022 Trade Corridor Enhancement Program
Program of Projects - Projects Recommended for Funding
Resolution G-24-54
(1,000s)

SR 60 Potrero Boulevard Interchange	HWY	Riverside	Southern California Association of Governments/City of Beaumont	Los Angeles/Inland	$ -	$ 33,500	$ 33,500	$ -	$ 33,500	$ -	$ 33,500	$ -	$ -	$ -	$ 50,000
TOWN Rail Safety Improvements	Rail	Alameda	Metropolitan Transportation Commission/City of Oakland	Bay Area/Central Valley	$ -	$ 30,200	$ 30,200	$ 2,833	$ 27,367	$ -	$ 23,274	$ 2,833	$ -	$ 4,093	$ 59,005
Maritime Support Facility Access – Terminal Island	HWY	Los Angeles	Southern California Association of Governments/Port of Los Angeles	Los Angeles/Inland	$ 5,974	$ 8,962	$ 14,936	$ -	$ 14,936	$ -	$ 13,044	$ -	$ -	$ 1,892	$ 39,670
U.S. 395 Freight Mobility and Safety Project							$ -								
US 395 – Phase 2 Freight Mobility and Safety Project-CON Mainline	HWY	San Bernardino	Southern California Association of Governments/San Bernardino County Transportation Authority	Los Angeles/Inland	$ -	$ 30,000	$ 30,000	$ 30,000	$ -	$ -	$ 30,000	$ -	$ -	$ -	$ 74,583
US 395 – Phase 2 Freight Mobility and Safety Project- CON Zero Emission	HWY	San Bernardino	Southern California Association of Governments/San Bernardino County Transportation Authority	Los Angeles/Inland	$ -	$ 5,000	$ 5,000	$ 5,000	$ -	$ -	$ 5,000	$ -	$ -	$ -	$ 5,000
Five Cities Multimodal Transportation Network Enhancement Project															
Five Cities Multimodal Transportation Network Enhancement Project	HWY	San Luis Obispo	San Luis Obispo Council of Governments	Central Coast	$ 49,666	$ 11,628	$ 61,294	$ -	$ 61,294	$ -	$ 52,411	$ -	$ -	$ 8,883	$ 81,094
Shell Beach Road Shared Use Path Extension	HWY	San Luis Obispo	San Luis Obispo Council of Governments	Central Coast	$ -	$ 4,137	$ 4,137	$ 508	$ 3,629	$ -	$ 2,268	$ 508	$ -	$ 1,361	$ 4,355
Grant Line Road Safety Freight Mobility	HWY	Sacramento	Sacramento Area Council of Governments/Capital SouthEast Connector Joint Powers Authority	Bay Area/Central Valley	$ -	$ 3,000	$ 3,000	$ 3,000	$ -	$ -	$ -	$ 3,000	$ -	$ -	$ 47,859
**Projects not funded by TCEP but part of the overall project*				**Total**	**$ 457,728**	**$ 658,120**	**$1,115,848**	**$ 383,938**	**$ 731,910**	**$ 65,347**	**$ 914,049**	**$ 42,446**	**$ 36,152**	**$ 77,579**	**$ 3,508,019**

EXHIBIT B

11-D-11
P.M. 0.0/2.8
11-SD-905
P.M. R8.4/10.1
11-SD-125
P.M. 0.5
1100000023
EA 056310
March 2012

ROUTE 11 PROJECT REPORT



CONSTRUCTION OF A NEW STATE ROUTE AND PORT OF ENTRY IN SAN DIEGO COUNTY IN AND NEAR SAN DIEGO ON ROUTE 11 FROM ROUTE 905/11 SEPARATION TO MEXICO, AND ON ROUTE 125 FROM 0.8 MILES NORTH OF ROUTE 905/11 SEPARATION TO ROUTE 905/11 SEPARATION, AND ON ROUTE 905 FROM 0.1 MILE WEST OF BRITANNIA BOULEVARD OVERCROSSING TO ROUTE 905/11 SEPARATION.

I have reviewed the right-of-way information contained in this Project Report and the Right-of-Way Data Sheets attached hereto, and find the data to be complete, current and accurate:

Janet Schaffer, DISTRICT DIVISION CHIEF-RIGHT OF WAY

APPROVAL RECOMMENDED BY:

Nicola Bernard, DESIGN MANAGER

CONCURRED BY:

Jacqueline Appleton-Deane, PROJECT MANAGER

APPROVED BY:

Mario Orso, TCIF CORRIDOR PROJECT DIRECTOR

APPROVED BY:

Bruce April, DISTRICT DIVISION CHIEF-ENVIRONMENTAL

APPROVED BY:

Ross Cather, DEPUTY DISTRICT DIRECTOR PROJECT MANAGEMENT

This Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Brooke V. Emery 03/27/12

Brooke V. Emery–REGISTERED CIVIL ENGINEER, CA C77620 *DATE*



NEPA/CEQA RE-VALIDATION FORM (rev. 03/2024)

DIST-CO-RTE: 11-SD-11
PM/PM: 0.6/2.7
EA or Fed-Aid Project No.: 11-05640 (split from 11-05631)
Other Project No. (specify): 1124000359
Project Title: SR-11 Port of Entry Early Work Package
Environmental Approval Type: SR-11 EIR/EIS
Date Approved: 3/29/2012
Reason for Consultation (23 CFR 771.129): ☒ Project proceeding to next major federal approval ☐ Change in scope, setting, effects, mitigation measures, requirements ☐ 3-year timeline (EIS only) ☐ **N/A** (Re-Validation for CEQA only)
Description of Changed Conditions: Child Project under EA 11-05640. All work is within previously cleared Caltrans Right of Way of original EIR/EIS. Environmental Commitments Record has been updated.

NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information: (*Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.*

☒ **The original environmental document or CE remains valid. No further documentation will be prepared.**

☐ **The original environmental document or CE is in need of updating; further documentation has been prepared and ☐ is included on the continuation sheet(s) or ☐ is attached. With this additional documentation, the original ED or CE remains valid.**
Additional public review is warranted (23 CFR 771.111(h)(3)) ☐ Yes ☐ No

☐ **The original environmental document or CE is no longer valid.**
Additional public review is warranted (23 CFR 771.111(h)(3)) ☐ Yes ☐ No
Supplemental environmental document is needed. ☐ Yes ☐ No
New environmental document is needed. ☐ Yes ☐ No (If "Yes," specify type:)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

Shawn E. Oliver
Signature: Federal Highway Administration

8-14-24
Date

N/A
Signature: Project Manager/DLAE

N/A
Date

NEPA/CEQA RE-VALIDATION FORM

CEQA CONCLUSION (Only mandated for projects on the State Highway System.)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (*Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.*)

☒ **Original document remains valid. No further documentation is necessary.**

☐ **Only minor technical changes or additions to the previous document are necessary.**
☐ **An addendum has been or will be prepared and is ☐ included on the continuation sheets or ☐ will be attached. It need not be circulated for public review (CEQA Guidelines, §15164). The addendum must include a brief explanation of why the decision was made to not prepare a subsequent or supplemental environmental document as well as a summary statement explaining the changes to the project.**

☐ **Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review (CEQA Guidelines, §15163).**

☐ **Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review (CEQA Guidelines, §15162).**
(Specify type of subsequent document, e.g., Subsequent FEIR):

☐ **The CE is no longer valid. New CE is needed. ☐ Yes ☐ No**

CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.

_____	8/14/2024
Signature: Environmental Branch Chief	Date
_____	8/14/2024
Signature: Project Manager/DLAE	Date

CONTINUATION SHEET(S)

Address only changes or new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

Environmental Commitments Record has been updated for updated Environmental Engineering nSSPs.

EXHIBIT D

TCEP Baseline Agreement

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Otay Mesa East Port of Entry

Resolution TCEP-P-2324-02B
(to 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) effective on 12/7/2023 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, ns and San Diego Association of Governments (SAN, and the Implementing Agency, SANDAG, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 6/28/2023 meeting the Commission approved the Trade Corridor Enhancement Program and included in this program of projects the Otay Mesa East Port of Entry, 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***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 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 ____, "Adoption of Program of Projects for the Active Transportation Program", dated ____
- ☐ Resolution ____, "Adoption of Program of Projects for the Local Partnership Program", dated ____
- ☐ Resolution ____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated ____
- ☐ Resolution ____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated ____
- ■ Resolution G-23-46, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated 6/28/2023

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 Caltrans and SANDAG agrees to secure funds for any additional costs of the project.

4.6 Caltrans and SANDAG agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a 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 Caltrans and SANDAG 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 Caltrans and SANDAG agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 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 and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The 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 six 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 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

In the event of a cost overrun, at the discretion of the department on a case-by-case basis, the state will cover a share proportionate to the state contribution of the TCEP funding identified in the Project Programming Request (PPR) submitted with the project application. (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).

The East Otay Mesa/Port of Entry has received Cycle #1 (0999F) & Cycle #2 (0999C & 0999F) SB1 funding. This baseline agreement does not supersede those SB 1 and SB 2 cycle baseline agreements and guidelines. SB1 funds are subject to the guidelines for the cycles in which they were programmed, and the baseline agreement provisions for the cycle of funding.

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: Otay Mesa East Port of Entry

Resolution: TCEP-P-2324-02B
(to be completed by CTC)

10/05/2023
Date

Hasan Ikhrata

Chief Executive Officer

Project Applicant

10/05/2023
Date

Hasan Ikhrata

Chief Executive Officer

Implementing Agency

10/05/2023
Date

District Director
California Department of Transportation

Michael Keever (Dec 1, 2023 17:50 PST)

12/01/2023
Date

Tony Tavares
Director
California Department of Transportation

03/19/2024
Date

Tanisha Taylor

Executive Director
California Transportation Commission

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

To: DEPUTY DISTRICT DIRECTORS
DISTRICT DIVISION CHIEFS
CORRIDOR PROJECT DIRECTORS

Date: September 27, 2024

From: EVERETT TOWNSEND
Acting District 11 Director

Subject: **DELEGATION OF AUTHORITY**

Pursuant to the authority vested upon me by the Director of the California Department of Transportation, Caridad Sanchez is hereby delegated my full authority during my absence on Tuesday, October 1st through Thursday, October 3, 2024 to sign documents on my behalf in District 11.

EVERETT TOWNSEND
Acting District 11 Director

c: Allan Kosup, Acting Chief Deputy District Director, Capital Program
Sam Amen, District Division Chief, Design
Roy Abboud, Acting Deputy District Director, Planning & Local Assistance
Caridad Sanchez, Deputy District Director, External Affairs
Chris Schmidt, Deputy District Director, Right of Way
Marvin Cantón, Acting District Division Chief, Program/Project Management
Harwell Ontoy, District Division Chief, Maintenance Engineering & Asset Management
Denella Morgan, Deputy District Director, Administration
Erwin Gojuangco, District Division Chief, Traffic Safety & Operations
Gerard Chadergian, Acting Chief Deputy District Director, Maintenance & Operations
Karen Jewel, Corridor Project Director, Central Corridors
Margie Perez, District Division Chief, Construction
May Alsheikh, District Safety Programs Chief
Michael Hank, District Division Chief, Land Surveys
Nikki Tiongco, Corridor Project Director, South County & Trade Corridors
Rajpreet Khangura, District Division Chief, Traffic Operations, TMC
Shawn Rizzutto, District Division Chief, Maintenance
Tracey D'Aoust Roberts, Acting Deputy District Director, Environmental
Victor Mercado, Acting Corridor Project Director, North County Corridors