

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 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 [redacted], "Adoption of Program of Projects for the Active Transportation Program", dated [redacted]
 - Resolution [redacted], "Adoption of Program of Projects for the Local Partnership Program", dated [redacted]
 - Resolution [redacted], "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated [redacted]
 - Resolution [redacted], "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated [redacted]
 - 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

Everett Townsend 10/02/2024
Date
for: Everett Townsend
District Director
California Department of Transportation

Tony Tavares 10/15/2024
Date
Tony Tavares
Director
California Department of Transportation

Tanisha Taylor 12/13/24
Date
Tanisha Taylor
Executive Director
California Transportation Commission

EXHIBIT A

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	09/25/2024 14:02:16	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> 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

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 <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

Project Outputs

Category	Outputs	Unit	Total
Other	Border Crossing Improvements	EA	0.1

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

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)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
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
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
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 TCEP funding is being split from parent EA 05634 (0999C): \$27.840 million-TCEP #3 State\$27840 CON voted 08/17/24
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			27,840					27,840	
TOTAL			27,840					27,840	

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
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	

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 \$47.160 million TCEP#3 Regional. Match requirements are met under 05641\$3051 CON voted 08/17/24
PS&E									
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 0999 (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	

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	09/18/2024 12:48:51	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> 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

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 <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> 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	
			# of Trailers	0	0	0	
	TCEP	Change in Rail Volume	# 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 (CO ₂)	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 (SO _x)	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 (NO _x)	Tons	6.72	15.4	-8.68	
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	22.1	20.8	1.3	
			Fatalities per 100 Million VMT	Number	0.95	0.96	-0.01
			Number of Serious Injuries	Number	810.3	761.7	48.6
			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

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)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
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
R/W SUP (CT)									estimated date June 2024.
CON SUP (CT)									Non-proportional spending will be
R/W									requested.
CON									\$24,840,000 (CON) of INFRA will
TOTAL									be the TCEP Cycle #3 Match

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 \$325 million including bonds, loans, and other local funds.
PS&E									
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)									CON CAP: \$57,960,000 (Regional) Non-proportional spending will be requested.
PS&E									
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	

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 Highways 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

**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-24-64
 (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	\$ 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	\$ 33,108	\$ -	\$ -	\$ 32,015	\$ -	\$ -	\$ 1,091	\$ 57,654
Clay Mesa East Port of Entry															
East-Chay-Mesa Land Port of Entry - Segment 3	Border	San Diego	San Diego Association of Governments/Caltrans	San Diego/Border	\$ 27,949	\$ 67,969	\$ 86,909	\$ -	\$ 86,909	\$ -	\$ 86,909	\$ -	\$ -	\$ -	\$ 52,154
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	\$ -	\$ -	\$ -	\$ 64,570
Olaj 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
CVEE 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 80 Cordella 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 151 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	\$ -	\$ 5,900	\$ -	\$ 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	\$ -	\$ -	\$ -	\$ 7,989
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	\$ -	\$ -	\$ -	\$ 18,302
Tulare SR Line and Page 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	\$ 2,848	\$ 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	\$ 1,428	\$ 2,139	\$ 3,585	\$ 284	\$ 3,271	\$ -	\$ 3,271	\$ 284	\$ -	\$ -	\$ 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	\$ -	\$ -	\$ -	\$ 53,280
SR 91 Operational and Multimodal Improvements	HWY	Orange	Caltrans/Orange County Transportation Commission/Caltrans	Los Angeles/Inland	\$ -	\$ 42,566	\$ 42,566	\$ 42,566	\$ -	\$ -	\$ 42,566	\$ -	\$ -	\$ -	\$ 107,670
RT 16 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	\$ 43,469	\$ 33,347
Southern California Hydrogen Fueling Stations - Phase 2	ZE	San Bernardino, Riverside, Los Angeles, San Diego	Caltrans	Los Angeles/Inland/San Diego/Border	\$ 10,900	\$ -	\$ 10,900	\$ 10,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,909	\$ 26,989
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	\$ 48,469	\$ 44,314
I-70 Integrated Corridor Management (ICM)	HWY	Los Angeles	Southern California Association of Governments/Los Angeles County Government/Seattle County Transportation Authority/Caltrans	Los Angeles/Inland	\$ 11,140	\$ 16,700	\$ 27,840	\$ -	\$ 27,840	\$ -	\$ 27,840	\$ -	\$ -	\$ -	\$ 40,150
I-5 Managed Lanes	HWY	Sacramento	Southern California Association of Governments/Los Angeles County Government/Seattle County Transportation Authority/Caltrans	Bay Area/Central Valley	\$ -	\$ 10,000	\$ 10,000	\$ 10,000	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ 383,360
Southbound 69 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	\$ -	\$ 15,600	\$ -	\$ 4,100	\$ -	\$ -	\$ -	\$ 112,000
SR 4 Waipori Trail Realignment	HWY	Calaveras	Calaveras Council of Governments	Other	\$ -	\$ 5,250	\$ 5,250	\$ -	\$ 5,250	\$ 5,250	\$ -	\$ -	\$ -	\$ -	\$ 56,000
Sacramento County WateV Innovative Freight Terminal	ZE	Sacramento	Sacramento County	Bay Area/Central Valley	\$ -	\$ 33,688	\$ 33,688	\$ 1,018	\$ 32,670	\$ -	\$ 32,670	\$ 1,018	\$ -	\$ -	\$ 67,850

**2022 Trade Corridor Enhancement Program
Program of Projects - Projects Recommended for Funding
Resolution G-24-64
(1,000s)**

Reference No.: 426
June 27-28, 2024
ATTACHMENT B

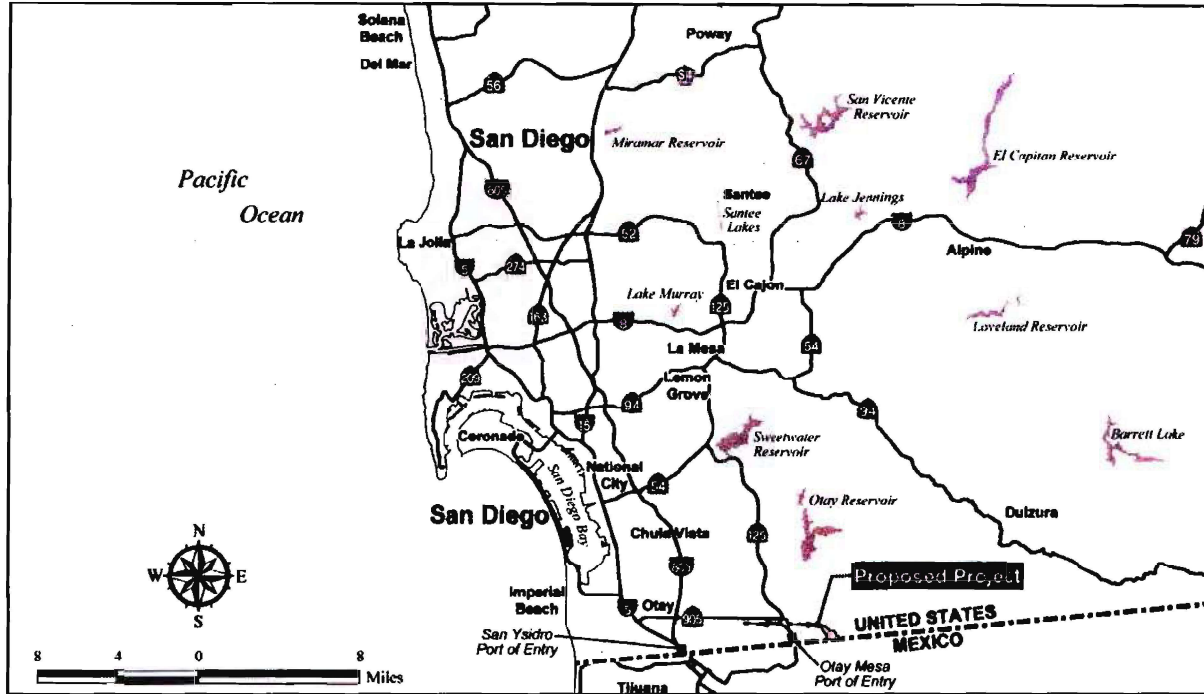
SR 60 Potrero Boulevard Interchange	HWY	Riverside	Southern California Association of Governments/City of Beaumont	Los Angeles/Inland	\$ -	\$ 33,500	\$ 33,500	\$ -	\$ 33,500	\$ -	\$ 33,500	\$ -	\$ -	\$ -	\$ -	\$ 50,000
TOWN Rail Safety Improvements	Rail	Alameda	Metropolitan Transportation Commission/City 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
US 395 Freight Mobility and Safety Project	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 Mainline	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 Multi-modal Transportation Network Enhancement Project	HWY	San Luis Obispo	San Luis Obispo Council of Governments	Central Coast	\$ 49,665	\$ 11,628	\$ 61,294	\$ -	\$ 61,294	\$ -	\$ 52,411	\$ -	\$ -	\$ -	\$ 8,883	\$ 81,094
Five Cities Multi-modal Transportation Network Enhancement Project	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
Shell Beach Road Shared Use Path Extension	HWY	San Luis Obispo	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
Grant Line Road Safety Freight Mobility	HWY	Sacramento			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total					\$ 457,728	\$ 656,120	\$ 1,115,848	\$ 383,938	\$ 731,910	\$ 65,347	\$ 914,049	\$ 42,446	\$ 36,152	\$ 77,579	\$ 3,508,019	

*Projects not funded by TCEP but part of the overall project

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
110000023
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
Janet Schaffer, DISTRICT DIVISION CHIEF-RIGHT OF WAY

APPROVAL RECOMMENDED BY:

Nicola Bernard
Nicola Bernard, DESIGN MANAGER

CONCURRED BY:

Jacqueline Appleton-Deane
Jacqueline Appleton-Deane, PROJECT MANAGER

APPROVED BY:

Mario Orso
Mario Orso, TCIF CORRIDOR PROJECT DIRECTOR

APPROVED BY:

Bruce April
Bruce April, DISTRICT DIVISION CHIEF-ENVIRONMENTAL

APPROVED BY:

Ross Cather
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): <input checked="" type="checkbox"/> Project proceeding to next major federal approval <input type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only) <input type="checkbox"/> 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.



Signature: Environmental Branch Chief

8/14/2024
Date



Signature: Project Manager/DLAE

8/14/2024
Date

NEPA/CEQA RE-VALIDATION FORM

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, Inland Empire and San Diego Association of Governments (ISEG), 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 Ikhata

Chief Executive Officer

Project Applicant




10/05/2023

Date

Hasan Ikhata

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

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






DD Delegation of Authority - Caridad Sanchez 10-1 thru 10-3-2024

Final Audit Report

2024-09-30

Created:	2024-09-26
By:	Administrative Assistant District 11 Director (aa.to.the.district.11.director@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAACzmzTCxOs-2H3MTvWgDQXylk_ulox7TZ

"DD Delegation of Authority - Caridad Sanchez 10-1 thru 10-3-2024" History

-  Document created by Administrative Assistant District 11 Director (aa.to.the.district.11.director@dot.ca.gov)
2024-09-26 - 10:29:57 PM GMT- IP address: 149.136.33.246
-  Document emailed to Everett Townsend (everett.townsend@dot.ca.gov) for signature
2024-09-26 - 10:30:40 PM GMT
-  Email viewed by Everett Townsend (everett.townsend@dot.ca.gov)
2024-09-30 - 9:40:31 PM GMT- IP address: 146.75.146.0
-  Document e-signed by Everett Townsend (everett.townsend@dot.ca.gov)
Signature Date: 2024-09-30 - 9:40:54 PM GMT - Time Source: server- IP address: 174.195.197.70
-  Agreement completed.
2024-09-30 - 9:40:54 PM GMT



Powered by
Adobe
Acrobat Sign









urgent OME POE Baseline Amendment Agreement

Final Audit Report

2024-10-02

Created:	2024-10-02
By:	Administrative Assistant District 11 Director (aa.to.the.district.11.director@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAA7VXs89DLcSWONtnmRPDIIMbl-7rhO-F9r

"*urgent* OME POE Baseline Amendment Agreement" History

-  Document created by Administrative Assistant District 11 Director (aa.to.the.district.11.director@dot.ca.gov)
2024-10-02 - 8:49:10 PM GMT- IP address: 149.136.33.253
-  Document emailed to Caridad Sanchez (caridad.sanchez@dot.ca.gov) for signature
2024-10-02 - 8:52:07 PM GMT
-  Email viewed by Caridad Sanchez (caridad.sanchez@dot.ca.gov)
2024-10-02 - 9:01:18 PM GMT- IP address: 149.136.33.247
-  Document e-signed by Caridad Sanchez (caridad.sanchez@dot.ca.gov)
Signature Date: 2024-10-02 - 9:02:05 PM GMT - Time Source: server- IP address: 149.136.33.247
-  Document emailed to Dawn Vettese (dawn.vettese@sandag.org) for signature
2024-10-02 - 9:02:11 PM GMT
-  Email viewed by Dawn Vettese (dawn.vettese@sandag.org)
2024-10-02 - 9:34:20 PM GMT- IP address: 67.207.222.182
-  Document e-signed by Dawn Vettese (dawn.vettese@sandag.org)
Signature Date: 2024-10-02 - 10:51:36 PM GMT - Time Source: server- IP address: 67.207.222.182
-  Agreement completed.
2024-10-02 - 10:51:36 PM GMT



Powered by
Adobe
Acrobat Sign