

Memorandum

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To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 20, 2014

Reference No.: 2.1b.(2)
Information Item

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Subject: STIP AMENDMENT 12S-052

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested program amendment at the next scheduled Commission meeting following the notice period.

ISSUE:

The Department proposes to program \$12,100,000 of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Border Infrastructure Program (BIP) funds and revise the schedules for the Route 11 and Otay Mesa Port of Entry (POE) projects, Segments 2 and 3 (PPNOs 0999B and 0999C) in San Diego County.

BACKGROUND:

The Route 11 and Otay Mesa East POE project will construct a new four-lane highway to the Mexico border, freeway-to-freeway connectors and a POE. The project will increase capacity to the regional border crossing infrastructure and create a link between the United States regional highway system and the Mexico free-and-toll road system.

In January 2012, the overall project was split into three distinct segments to facilitate project delivery. Segment 1 (SR 11/SR 905 Freeway to Freeway Connector project - PPNO 0999A) is currently under construction and includes \$71.6 million in TCIF funding. Segment 2 (SR 11 and Commercial Vehicle Enforcement Facility – PPNO 0999B) and Segment 3 (East Otay Mesa Land POE – PPNO 0999C) are funded with SAFETEA-LU Border Infrastructure Program and local funds.

The overall project includes \$58,500,000 of SAFETEA-LU BIP funding. SAFETEA-LU, enacted in August 2005, authorizes funding through the BIP program to improve transportation at international Borders, ports of entry, and in trade corridors. This program replaced the TEA-21 Coordinated Border Infrastructure discretionary program which ended after 2005. The BIP has provided California apportionments of \$188 million. To date, \$155.2 million has been obligated to border region projects, with approximately \$32.8 million remaining in programming capacity.

These BIP funds are eligible in a border region, defined as any portion of a border State within 100 miles of an international land border with Canada or Mexico, for the following types of improvements to facilitate/expedite cross border motor vehicle and cargo movements:

- Improvements to existing transportation and supporting infrastructure.
- Construction of highways and related safety and safety enforcement facilities related to international trade.
- Operational improvements, including those related to electronic data interchange and use of telecommunications.
- Modifications to regulatory procedures.
- International coordination of transportation planning, programming, and border operations with Canada and Mexico.

Proposal

Senate Bill 1486 established SANDAG as the Toll Authority for Route 11. Local funds programmed on Segments 2 and 3 include funds from innovative financing methods, such as the sale of bonds backed by future toll revenues, loans, grants, and private sector sources. Right of Way (R/W) support for Segment 2 and design for Segment 3 are currently programmed with these future local sources.

An Investment Grade Traffic and Revenue Study (T&R study) is necessary to determine the financial leveraging power of this border project for the sale of bonds. Due to delays in completing the T&R study for the project, local funding is unavailable at this time.

In order to move forward with R/W support activities on Segment 2 (PPNO 0999B) and design of Segment 3 (PPNO 0999C), it is proposed to program \$2,100,000 of the available BIP to Segment 2 (PPNO 0999B) on the R/W support phase and \$10,000,000 of available BIP to Segment 3 (PPNO 0999C) on the design phase to offset the programmed local funding.

Project Costs

There are no cost changes to Segment 2. There is a \$4,400,000 decrease in cost for the design of Segment 3 as it is a design build project and portions of the design will be absorbed in the construction support phase. Any associated increase to construction support will be addressed once the T&R study is finalized.

Project Schedules

The design phase for the Port of Entry (Segment 3) has been delayed from November 2011 to July 2014. The complex connectivity between the exiting freeway facilities and the proposed POE, Commercial Vehicle Enforcement Facility and freeway to freeway connector ramps delayed the delivery of the environmental document by over a year, in turn delaying the design phase.

The R/W and construction schedules for both segments have also been delayed. The T&R study (needed to secure the programmed project funding) requires complex cross border modeling and complicated analysis. Unanticipated delays occurred in obtaining the expertise necessary to conduct this multi-faceted, bi-national study. If additional BIP funding is approved for these segments, R/W activities will begin by July 2014, with construction commencing in early 2016.

The proposed funding plan for Segments 2 and 3 are as follows:

REVISE: Route 11 and CVEF project (PPNO 0999B)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Diego	11	0999B	5633	CO	2013-14	0.0	2.8	11					
Implementing Agency: (by component)		PA&ED	Caltrans			PS&E	Caltrans						
		R/W	Caltrans			CON	Caltrans						
RTPA/CTC:		San Diego Association of Governments											
Project Title:		Route 11 and CVEF											
Location		In San Diego County near San Diego on Route 11 from 0.1 mile east of Sanyo Avenue undercrossing to 1.9 miles east of Sanyo Avenue undercrossing.											
Description:		Segment 2 includes construction of a new 4 lane highway and CVEF.											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Local Funds													
Existing	227,900	52,000		175,900	0	0		49,900	155,800			2,100	20,100
Change	(2,100)	(52,000)		(175,900)	49,900	175,900		0	0			(2,100)	0
Proposed	225,800	0		0	49,900	175,900		49,900	155,800			0	20,100
Federal Disc. - Coordinated Border Infrastructure Program (CBIP)													
Existing	17,500	17,500			0						17,500	0	
Change	2,100	0			2,100						0	2,100	
Proposed	19,600	17,500			2,100						17,500	2,100	
Total													
Existing	245,400	69,500		175,900	0	0		49,900	155,800		17,500	2,100	20,100
Change	0	(52,000)		(175,900)	52,000	175,900		0	0		0	0	0
Proposed	245,400	17,500		0	52,000	175,900		49,900	155,800		17,500	2,100	20,100

REVISE: East Otay Mesa Land Port of Entry project (PPNO 0999C)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Diego	11	0999C	5634	CO	2013-14	2.4	2.8	11					
Implementing Agency: (by component)		PA&ED	Caltrans			PS&E	SANDAG						
		R/W	SANDAG			CON	SANDAG						
RTPA/CTC:		San Diego Association of Governments											
Project Title:		East Otay Mesa Land Port of Entry											
Location		In San Diego County near San Diego on Route 11 from 2.4 miles east of Sanyo Avenue undercrossing to Mexico Border.											
Description:		Segment 3 includes construction of a Port of Entry at the border with Mexico.											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Local Funds													
Existing	341,300	56,300		285,000	0	0		41,900	285,000		14,400		
Change	(14,400)	(56,300)		(285,000)	41,900	285,000					(14,400)		
Proposed	326,900	0		0	41,900	285,000		41,900	285,000		0		
Federal Disc. - Coordinated Border Infrastructure Program (CBIP)													
Existing	0				0						0		
Change	10,000				10,000						10,000		
Proposed	10,000				10,000						10,000		
Total													
Existing	341,300	56,300		285,000	0	0		41,900	285,000		14,400		
Change	(4,400)	(56,300)		(285,000)	51,900	285,000		0	0		(4,400)		
Proposed	336,900	0		0	51,900	285,000		41,900	285,000		10,000		