

1. Name and Contact Information

Mark Baza, Executive Director
Imperial County Transportation Commission
markbaza@imperialctc.org
760-592-4494

2. Descriptive Project Title

Calexico East Commercial Vehicle Port of Entry Expansion Project

3. Location of Project

State Route 7, Imperial County, Port of Calexico East, 1699 East Carr, Rd., Calexico, CA 92231. Longitude 32.6755° N Latitude 115.3887° W (See attached Vicinity Map, page 9)

4. Executive Summary of Project

The total cost of improvements and Homeland Security infrastructure are estimated at \$64.7 million. Our request for public funds is for \$30 million for the construction costs of the freight elements of the project: bridge expansion, commercial vehicle primary inspection booths and road construction. This will eliminate bottlenecks for goods movement, increase capacity for commercial vehicles, reduce idling times and delay, and improve air quality emissions. The remaining elements of the project include: six new auto inspection lanes, booths and pavement; and, nearly 3,000 feet of covered (shaded) pedestrian pathway. This will provide additional capacity for autos, reduce delay and improve air quality as well as encourage more pedestrian crossings and transit access at the Calexico East POE. The project will also implement Intelligent Transportation System (ITS) and air quality monitoring technologies to help meet project goals of eliminating peak period delays and idling vehicles of up to three hours to 30 minutes or less with the POE expansion and additional CBP staffing. See attached Design Illustration on page 10.

The project is a proposed public-private partnership sponsored by the Imperial County Transportation Commission (ICTC), the Regional Transportation Planning and Transit Agency for Imperial County. ICTC, the County of Imperial and Safer Community Foundation, Inc. (a non-profit entity) will implement the project in partnership with the U.S. Customs and Border Protection (CBP) and U.S. General Services Administration (GSA). ICTC proposes to finance the project with a combination of public funds and toll revenues for construction and for CBP's Homeland Security operations and maintenance of facilities when completed. A contribution of public funds will help to minimize the daily toll fee costs for commercial trucks and autos. ICTC, County of Imperial and Safer Community Foundation have assembled a team of contractors to complete the Design-Build construction, the final Traffic and Revenue Analysis and the administration and operation of the toll collection operations.

5. Detailed description of how the pilot project idea components will incorporate advanced technologies, alternative fuels, freight and fuel infrastructure, and local economic development; and advance goals of improving freight efficiency, transitioning to zero emission technologies, and increasing competitiveness of California's freight system

Intelligent transportation systems (ITS) technologies will be put into place including air quality monitoring stations, loop and speed detection, changeable message signs, blue tooth technology to continuously monitor truck and auto delays, and other state of the art technologies which will enable and streamline the measurement of the success of this project. By utilizing these technologies, reporting can be enabled to gauge the impacts of these improvements.

This project will also use automated toll payment and RFID (Radio Frequency Identification) technologies for crossing through the Calexico East POE utilizing the most advanced wireless transponders available. The new commercial vehicle lanes and auto lanes will be outfitted with the pre-clearance technology which allows those companies and individuals in autos that have been pre-screened and approved to cross into the U.S. with expedited and minimal inspections (e.g., "Free and Secure Trade" or FAST for Trucks, and Secure Electronic Network for Travelers' Rapid Inspection or SENTRI for autos).

By widening the bridge over the All American Canal from the existing two lanes to six, the bottleneck that currently exists will be eliminated. This will improve freight efficiency and enhance California's goods movement network as well as increase the competitiveness of the local economy.

The economic development of this severely depressed area will improve the safe movement of goods through the border, resulting in less delay to truckers, brokers, manufacturers, warehousing and supply chain logistics. The project emphasizes the three "E's" of freight targets (efficiency, environment & economic) by providing congestion relief and targeting associated improvements in air quality, reducing the health impact on the disadvantaged communities of Calexico and Imperial County, California and providing for a capital investment which will drive a stimulation in trade. Expert estimates have concluded that traffic delays and economic losses are expected to double in ten years (source: *HDR: 2012 Economic Impacts Due to Cross - Border Delays*). By providing an improved infrastructure, delays and losses can be reduced. The economic development of this severely depressed area will improve the safe movement of goods through the border, resulting in less delay to truckers, brokers, manufacturers, warehousing and supply chain logistics.

6. Estimated cost for implementation and existing funding commitments (include any funding limitations or constraints) by stakeholder and amount

Preliminary Studies

Preliminary Engineering, and Traffic and Revenue Study	=	\$ 1,000,000
--	---	--------------

Site

Bridge Expansion - Six Lanes	=	\$ 28,000,000
New Roadways/Pavement	=	\$ 19,255,000
Covered Pedestrian Walkways	=	\$ 2,035,000
Proposed Barrier Control	=	\$ 75,000
ITS Equipment and Installation: Lighting, Changeable Message/Directional Signs, loop detectors, blue tooth technology, etc.)	=	\$ 1,500,000

Buildings

Primary Inspection Canopies	=	\$ 2,080,000
Primary Inspection Stations	=	\$ 1,000,000
Tolling Booths & ATPM's*	=	\$ 760,000
Operations Building	=	\$ 240,000
Misc. Items (Surveying, Grading, Utility Installation, etc.)	=	\$ 300,000
SUBTOTAL	=	\$ 56,245,000
CONTINGENCY 15%	=	\$ 8,436,750

TOTAL CONSTRUCTION COST = \$ 64,681,750

* Automatic Toll Payment Machines (ATPM's)

The total cost of improvements and Homeland Security operations are estimated at \$64.7 million. Our request for public funds is for \$30 million for the construction costs of the bridge expansion for added truck lanes, the commercial vehicle primary inspection booths and road construction including asphalt paving of the new lanes from the bridge expansion, concrete curb and gutter. The remaining costs for the six new auto inspection facilities, pedestrian pathway improvements – including shaded sidewalks, and toll collection administration and operations will be financed with the toll revenues. There are additional costs associated with the expansion that are required for CBP enforcement officers and facility maintenance staffing that is estimated at \$1.3 million annually. The staffing costs will also be financed through the toll revenues.

7. Timeline

The overall schedule for the project is approximately 16-18 months of preconstruction activities, including design and permitting and 14-16 months of construction. The most significant factor affecting construction will be the bridge expansion which is estimated to require the entire construction duration to complete. The additional work on site for the lane construction and inspection stations will be carried out concurrent with the bridge construction. As much work as possible will occur at night to reduce the impact to the border traffic. Night work has been incorporated into the preliminary budget and schedule provided as part of this proposal.

A detailed timeline for the entire proposed project is provided in Appendix A.

8. Means for measuring progress toward meeting goals over time.

The Imperial County Air Pollution Control District's 2015 Idling Vehicle Emissions Study provides a baseline for the current emissions at the Calexico East POE and provides alternatives for improvements in air quality. By constructing this project, significant reductions are expected in accordance with the technical analysis of the data collected.

Ultimately, upon completion of the project and with the CBP commitment to additional staffing, reductions in peak period delays to 30 minute or less wait time will be achieved. To measure meeting this goal, Bluetooth and traffic detection loops will be used to determine on-going delays and tracking improvements to the infrastructure by traffic data, delays at the border crossings and confirming and ensuring that the target goal of delays of no more than 30 minutes is being met.

Further studies will be commissioned post-construction to verify that these minimum improvements have been realized. These studies will also identify, through expanded data collection and analysis, other potential improvements that can be put into place not only at this POE, but at other high volume border crossings throughout California and the nation.

9. Description of the potential roles each of the interagency partners could provide to support the project's implementation.

Project Lead, Owner/Developer

The Imperial County Transportation Commission (ICTC) is the county transportation commission and regional transportation planning agency. The Imperial County Transportation Commission was established under Senate Bill 607 (SB 607 - Ducheny) in 2009. ICTC in partnership with the County of Imperial and Safer Community Foundation, Inc. will lead the project through construction and implementation as the proposed toll authority. The following describes key stakeholders and the project team.

U.S. Customs and Border Protection

Under the direction of the U.S. Department of Homeland Security, the U.S. Customs and Border Protection (CBP) is responsible for the daily operations at the land POEs. CBP provides security and enforcement operations at the POE.

U.S. General Services Administration

The U.S. General Services Administration (GSA) serves as the property owner of the land POEs. GSA develops and maintains processes, procedures and performs oversight to ensure Land Ports of Entry are developed consistent with established CBP standards.

California Department of Transportation

The Caltrans District 11 office represents both San Diego and Imperial Counties and is responsible for the daily operation of 1,200 employees and more than 1,000 centerline miles of highway. Each of the land POEs are directly served by state highways and the California Highway Patrol's Commercial Vehicle Inspection Facilities located at the commercial vehicle land POEs. Caltrans will assist in this project by determining the appropriate access from the toll facility to the state highway system and working cooperatively with the project's agencies.

Project Team

The Imperial County Transportation Commission, the County of Imperial and Safer Community Foundation, Inc. has assembled an experienced and capable team to design, engineer, enhance and expand the Callexico East Commercial POE. The Project Team brings together best-in-class designers, engineers, and consultants who can manage the project from inception through operation. The assembly of a team of this depth and experience is critical to not only the delivery of the facility, but also to its long term operational success. Each team member is uniquely qualified in this respect. The following identifies and highlights the capabilities and experience of each of the team members:

Transaction Consultant - CBRE

The CBRE Federal Lessor Advisory Group (CBRE FLAG) will serve as the transaction structuring and financing consultant and is a specialized consulting group which represents private sector investors and developers in real estate transactions involving the Federal Government on a nationwide basis. The success of this group is based on its ability to fully understand, comply with and capitalize on the Government's rules, regulations, policies and requirements for transactions involving the Federal Government's real estate needs.

Project Architect – Perkins+Will

Perkins+Will will serve as the project architect and will oversee all elements of the design and engineering of the project. As the project architect that worked with GSA and CBP on the design of the proposed DCWLPOE improvements, Perkins+Will is

uniquely qualified to lead the design efforts on this project. Perkins+Will worked with GSA to develop the complete construction drawings for the DCWLPOE improvements. While Perkins+Will has maintained all client confidentially, their experiences with respect to the design of the DCWLPOE improvements will provide regional knowledge as well as important relationships as it brings its expertise to the Callexico East Commercial POE design development process.

General Contractor - Lusardi Construction

Lusardi Construction will act as general contractor for the construction of the planned improvements at the Callexico East Commercial POE. Lusardi brings extensive experience delivering large, complex projects on time and on budget for government users. The projects they have completed include technical infrastructure, state-of-the-art technology, and high security. Having the general contractor on board from the start of the project is critical to a comprehensive budgeting and scheduling process.

Structural Engineer - ARUP

ARUP will act as the structural engineer for the project. ARUP was a key member of the design team led by Perkins+Will that developed the current design for the DCWLPOE improvements on behalf of CBP and GSA. ARUP has extensive experience designing LPOEs having completed projects in New York, California, and Maine that integrate cutting edge solutions in sustainability and security.

Civil Engineer - Psomas

Psomas will serve as the civil engineer services for the project. They were also a critical component of the design team led by Perkins+Will that developed the current design for the DCWLPOE improvements.

MEP Engineer – ARUP

In addition to providing structural engineering services, ARUP will provide consulting (MEP) engineering services for the project.

Toll Operator – HNTB

HNTB will coordinate the design and installation of the tolling system and will manage the toll collection operations for the project. This firm bring extensive public private partnership experience and successful toll operation management experience to the project. HNTB is a technology driven firm with a dedicated focus on transportation.

HDR

HDR will prepare the Traffic and Revenue Study for the project. The study will analyze traffic demand for toll crossings and the project costs to determine the recommended toll fee structure for autos and commercial trucks.

Consultant – Crossborder Group, Inc.

Crossborder Group Inc. will provide expertise in business consulting and strategy in Mexico and along the US-Mexico border region – with a specialization in market research for manufacturing, transportation, regional policy issues, cross-border technologies, tourism, and consumer industries. Crossborder will assist HDR with the Traffic and Revenue Study through data collection of traffic and travel behavior surveys as needed.

Research and Analytics - Sutra

Sutra Research & Analytics will lend its expertise in pedestrian facility research and planning. An industry expert in technology project management & planning, systems engineering & architecture, Sutra also specializes in integrating real-world freight and commercial vehicle operations experience into strategic planning and systems engineering projects.

Legal Support – Norton Rose Fulbright

Norton Rose Fulbright will provide legal services and counsel on navigating the legal and regulatory complexities of executing this innovative and cutting edge project, at the federal, state and local levels and in connection with the expected project financing.

10. Additional Information

A 2015 study commissioned by the Imperial County Air Pollution Control District (ICAPCD) has estimated that with this improvement, 35 metric tons of GHG per day can be eliminated from this border area. The City of Calexico is an economically distressed area with an unemployment rate of 25.2%, the highest of any city in the state. The unemployment rate for Imperial County is 21.8%, the highest of any county in California. Calexico has an extreme level of air pollution resulting from emissions related to border delays, and the health of the residents suffers with asthma affecting over 12% of the population.

This project will be developed in cooperation with the GSA, CBP, ICTC, Caltrans, and the private developer Smart Community, Inc., as a Public-Private Partnership. Project coordination with the binational partners and the Mexican government has been undertaken and they are in full support of these improvements. The project is identified in the California / Baja California Border Master Plan as a priority, is identified in the Draft 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan / Sustainable Communities Strategies, and has wide support in the region.

In 2014, an estimated 650,000 trucks were processed northbound and southbound through this POE carrying \$4.4 billion in imports and \$3.3 billion in exports.

A 2012 study conducted by HDR Consulting determined that delays in border crossing causes significant losses in production output, employment and tax revenue. The following table shows over \$1 billion of negative impacts to Imperial County and California and \$1.3 billion of losses to Baja California and Mexico.

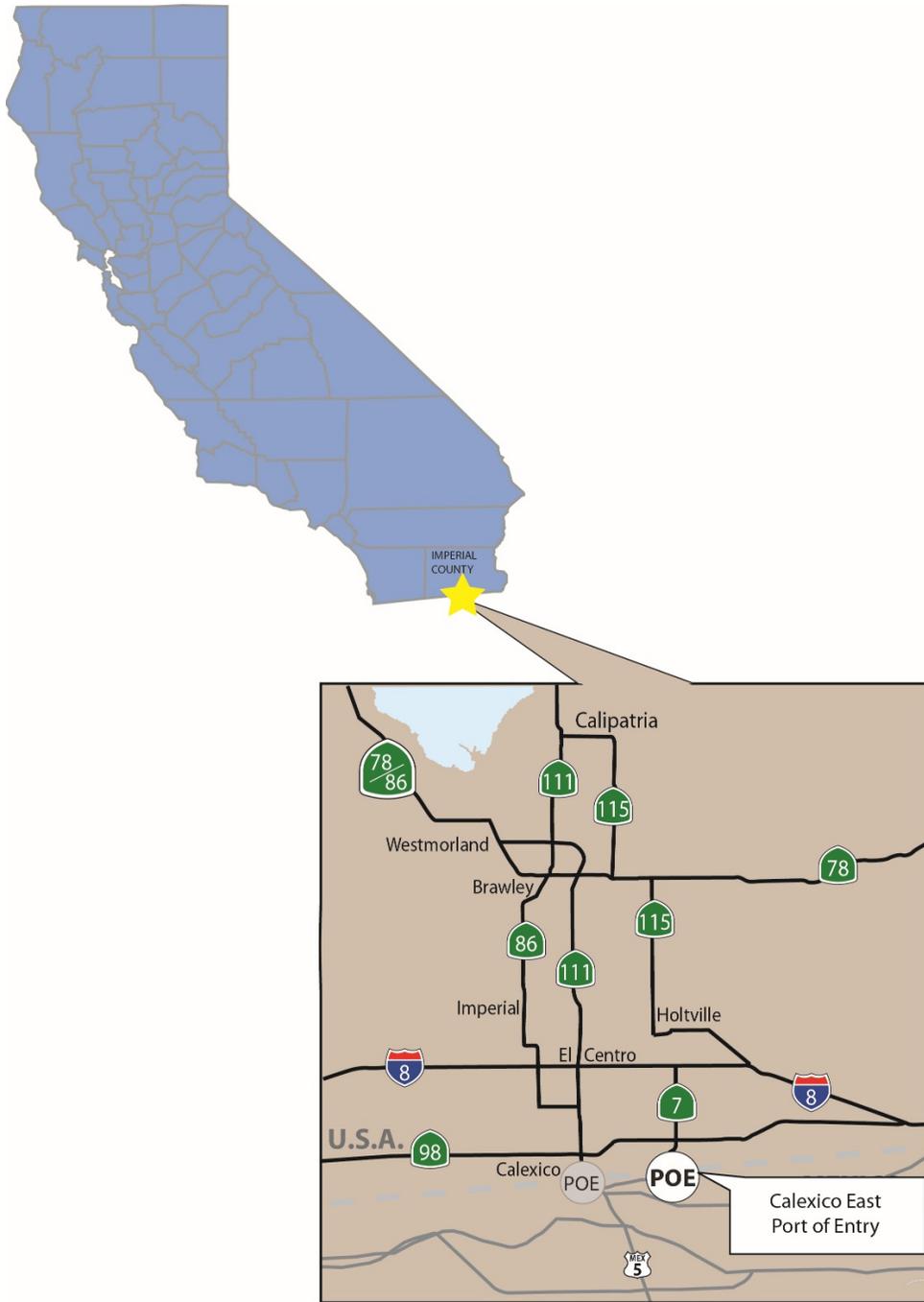
*Economic Impacts of Commercial and Passenger Vehicle Delays
at Calexico West and Calexico East POE's*

Impact Metric	California	Imperial County	Mexico	Baja California
Total Output Losses, \$million	-\$620	-\$384	-\$755	-\$629
Total Employment Losses, jobs	-4,844	-4,479	-4,552	-3,880
Total Tax Revenue Losses, \$million	-\$88	-\$66	n/a	n/a

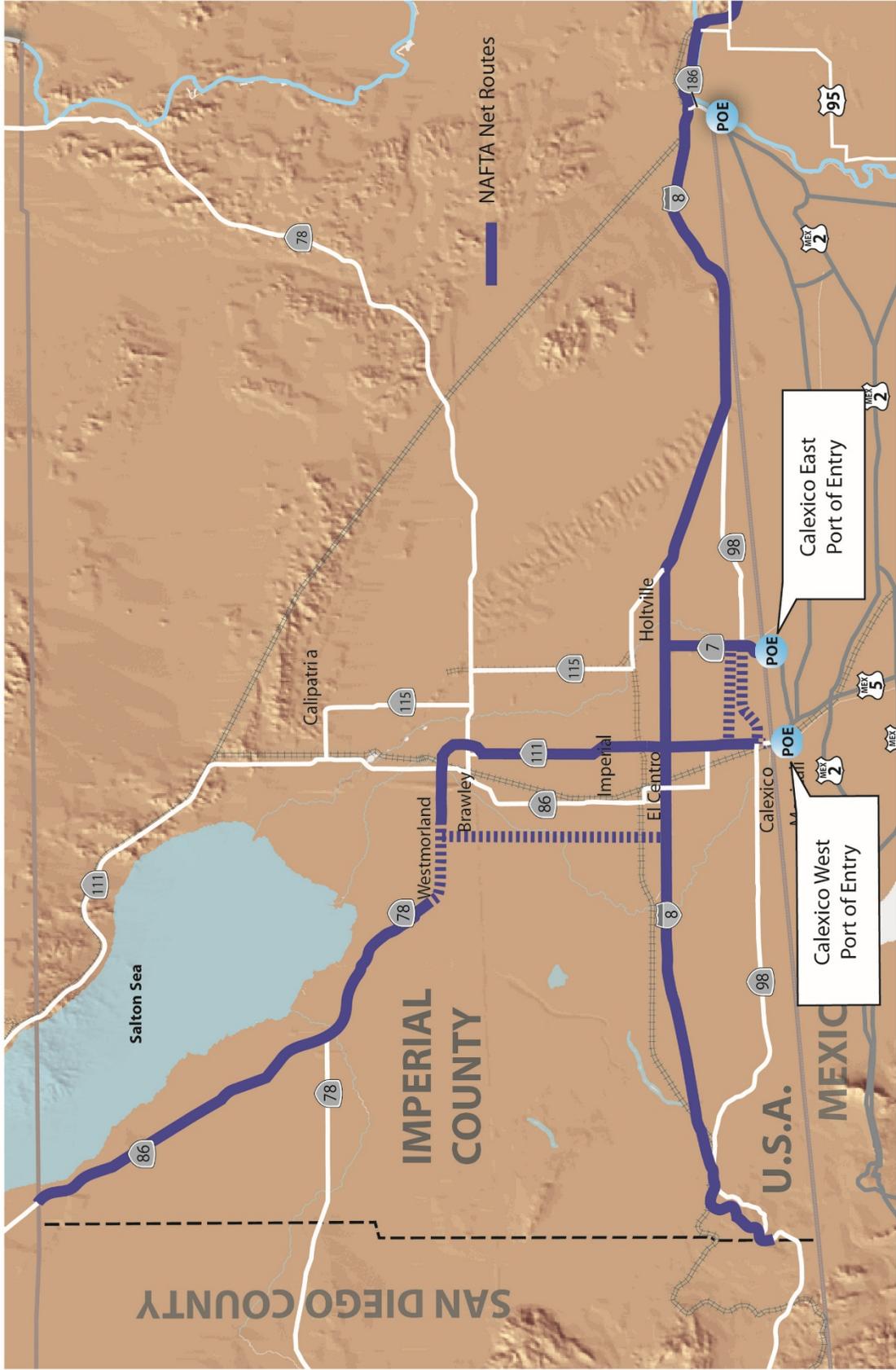
The proposed Calexico East Commercial POE improvements will increase the handling capacity of the bridge across the All American Canal which can be a major choke point for northbound traffic entering the United States and will double the number of commercial vehicle entrance stations used by the CPB to screen commercial trucks and cargo seeking entry into the United States. As studies have shown, the Calexico East Commercial POE is currently operating at or near capacity with waiting times averaging over 45 minutes and exceeding three hours during peak periods. The proposed improvements will add sufficient capacity to address expected traffic increases for the foreseeable future. Further, this proposal includes an annual payment to CBP, which will escalate annually by the percentage change in the U.S. Labor Cost Index to fund the anticipated cost to staff and operate the additional entry control booths. The ultimate goal of this proposal is to reduce delay to no more than 30 minutes for the primary inspection of northbound vehicles crossing into the U.S.

The Calexico East POE Commercial Vehicle Improvement project ties directly into the NAFTA Network of Highways serving interregional, intraregional, and international traffic. This system provides connectivity beyond the Imperial County border area throughout Southern California, the Inland Empire, the Los Angeles/Long Beach Seaports and ultimately to destinations throughout California, the U.S. and to international markets. See page 11 for map NAFTA Net Freight System for Imperial County.

CALIFORNIA & IMPERIAL COUNTY VICINITY MAP



Imperial County NAFTA Net Freight System



APPENDIX A – DETAILED TIMELINE

See next page.

CALEXICO EAST LAND PORT OF ENTRY EXPANSION

