

American Recovery and Reinvestment Act of 2009

Transportation Investment Generating Economic Recovery
"TIGER" Discretionary Grant Application

**State of California
County of Imperial
Calexico East Port of Entry
Infrastructure Investment**

Sponsor: Imperial Valley Association of Governments (IVAG)
Implementation: State of California, Department of Transportation

CALEXICO EAST
IMPERIAL COUNTY - CALIFORNIA
U.S. BORDER STATION
ESTACION FRONTERIZA

September 15, 2009

State of California
County of Imperial
(a rural area)

Calexico East Port of Entry
Infrastructure Investment

DUNS NO: 07-335-4573
51st Congressional District of the United States
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Introduction and Background

The Intermodal Surface Transportation Efficiency Act (ISTEA) was passed in 1991 and embodied key guidelines to respond to the 1987 General Agreement of Tariffs and Trade (GATT) and concerns that addressed issues on international trade, transportation and border crossings. Following ISTEA, the Transportation Efficiency Act for 21st Century (TEA-21) provided additional emphasis to include discretionary funding for trade corridors, border crossing infrastructure, and conducting a multimodal assessment of existing and emerging international trade corridors. In 2005, Congress passed the transportation reauthorization bill - Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This bill built upon many cross border concepts in previous bills as well as restructured the Coordinated Border Infrastructure (CBI) Program. This legislation has led to the emergence of an improved transportation network and infrastructure to facilitate cross-border trade, and the efficient movement of people and goods across the international borders between the United States, Mexico, and Canada.

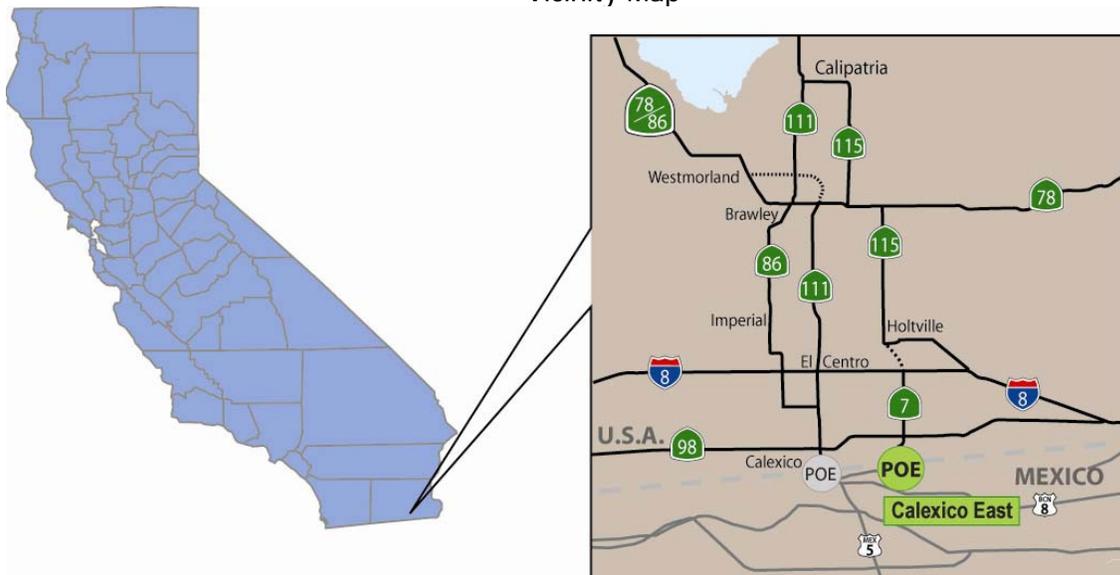
Building upon the above accomplishments, the American Recovery and Reinvestment Act of 2009 (ARRA) represents a strategic, and significant, investment in our country's future. Estimates for California indicate that 396,000 jobs will be either created or saved during the next two years (www.recovery.gov).

According to the Office of the Governor, California leads the nation with over \$1.5 billion in Federal Obligations for recovery funds designated for transportation. California is also eligible to apply for billions in competitive funding for other various transportation projects.

This grant application is respectfully submitted under the *Notice of Funding Availability for Supplemental Discretionary Grants for Capital Investments in Surface Transportation Infrastructure Under ARRA*, otherwise referred to as "TIGER".

This \$24 million project will provide infrastructure improvements at the Calexico East Port of Entry including expansion from eight northbound lanes to 12, an increase of 50%. This POE is located in the County of Imperial (rural), State of California – in the sphere of influence of the City of Calexico, and the 51st Congressional District of the United States.

Figure 1
Vicinity Map



The County of Imperial could become an important area of higher-paying employment in the Southern California region; however, this cannot be accomplished without the infrastructure necessary to support growth and reduce congestion at the Calexico East POE. Given the current economic climate of the region and the State of California, it is imperative that sufficient Federal discretionary funds be allocated to support increased employment opportunities and economic prosperity.

This area is rural in nature, with agriculture being a predominate usage of the landscape. The County of Imperial has a current population of approximately 160,000 and is among the poorest of counties in California, with an unemployment rate of 30.2%. Approximately 21% of the residents are living below the poverty level (sources: U.S. Census Data, Employment Development Department).

Adjacent to this project location is the City of Mexicali, capitol of Baja California Norte, Mexico (Figure 2). Conversely, Mexicali has a population of over one million residents, and is referred to as one of the wealthiest areas of Mexico.

Figure 2
Land Use Comparisons – Imperial Valley Region vs. Mexicali



Residents of Mexicali frequent the U.S. by the POEs at West Calexico and Calexico East POE. Shopping is one of the primary reasons for northbound crossings and a significant contributor to the economy of Imperial County (Table 1).

Table 1
Cross Border Trip Characteristics

Purpose of Trip	76.5% of trips are for shopping
Amount Spent per Trip	Average of \$203.94 is spent in California per crossing
Crossings per Week	50% of people cross between 2-5 times per week

Source: (HDR/HLB Decision Economics, "Economic Impacts of Cross-Border Wait Times in the California-Baja California Border Region" 2007)

After the tragic events of 9/11, increased security measures have led to longer wait times at the border, especially for northbound traffic. Furthermore, new measures to be implemented by the Department of Homeland Security (DHS) in the years to come may affect personal trips and freight movements between the U.S. and Mexico. Increasing delays constrain the growth of both economies and result in significant losses in terms of business output, jobs and tax revenue.

Delays experienced at the three POEs along the Imperial County – Baja California border are responsible for significant economic losses on both sides of the border. The total output loss (personal trips and freight movements combined) for the U.S. and Mexico was estimated at \$1.4 billion in 2007, with nearly 11,600 jobs being sacrificed because of the reduction in output (HDR/HLB Decision Economics, “Economic Impacts of Cross-Border Wait Times in the California-Baja California Border Region” 2007).

The economic impact for personal trips is much stronger in the U.S. than in Mexico, in part because a majority of border-crossers are residing in Mexico. For instance, the total output loss is estimated at \$436 million in California and only \$161 million in Mexico (HDR/HLB Decision Economics, “Economic Impacts of Cross-Border Wait Times in the California-Baja California Border Region” 2007).

GSA is currently undertaking an analysis and selection of a preferred alternative for the expansion of the West Calexico POE. This POE will be expanded by utilizing the previous commercial area which is located westerly of the passenger POE. During the construction of this project, additional delays at the West Calexico POE can be expected. It is anticipated that travelers will shift their traffic patterns to cross northbound at the Calexico East POE, which will cause additional delay times based on the increased demand. Once additional capacity is created at West Calexico, the existing distribution of northbound trips crossing at the two POEs will likely redistribute to a balance reflective of demand.

A 2002 University of Redlands study on “Border Demographic Impacts on The Urban Environment and Sustainable Development of Imperial County, California, and Mexicali Municipio, Mexico” by James Pick found that, “The binational linkages between Imperial County and Mexicali exist in a number of sectors of the economy including agriculture, education, financial services, retail trade, transportation, energy, and water. Agriculture plays a major role in the economy of Imperial County. One of the factors contributing to the enduring success of this sector is the role played by immigrant labor from Mexico.”

Further, the three largest sectors in the Imperial County economy with regard to employment are agriculture, retail, and government (Pick 2002). A study conducted in 2007, “Imperial County Cross-Border Survey Report”, indicated that 15% of weekday northbound passenger vehicles crossing at the Calexico East POE were for the purposes of agriculture work. Farm workers cross northbound early in the morning hours and travel by bus to the fields for processing of fruits and vegetables.

Project Description

Currently, the Calexico East POE has a total of eight northbound passenger lanes for the primary processing of passenger vehicles entering the U.S. The hours of operation are from 0300 am to 2400 pm. Since this POE opened in 1997, the volume of vehicles being processed has increased significantly. This increase can be attributed to an increase in the number of crossers; growth in the eastern portion of Mexicali and Calexico; the shift in location of commercial operations; farm worker transportation; less delay than the West Calexico POE; the opening of SR-7 and direct connection with I-8; and the ability to bypass the most congested portion of Mexicali.

The purpose of this project is to increase capacity at the Calexico East POE, decrease commuter wait times, provide a significant stimulus to the declining local economy, create additional jobs and substantially

reduce localized vehicle-generated air pollution. This project will increase the number of northbound lanes from eight to 12, an increase of 50%.

Table 2A represents crossing volumes for the West Calexico POE and the Calexico East POE along with percentage increases. Table 2B provides 2008 crossing totals for Calexico East and 2030 projections.

Table 2A
10 Year Passenger Vehicle Crossings (N/B), West Calexico and Calexico East

Year	Calexico West POE	Calexico East POE	Yearly Totals Both POEs	Calexico West	Calexico East
1997	6,469,607	1,781,749	8,251,356	78.4%	21.6%
1998	6,957,454	1,785,602	8,743,056	79.6%	20.4%
1999	6,836,372	2,203,291	9,039,663	75.6%	24.4%
2000	6,744,970	2,550,625	9,295,595	72.6%	27.4%
2001	6,374,425	3,080,540	9,454,965	67.4%	32.6%
2002	5,930,632	3,504,005	9,434,637	62.9%	37.1%
2003	5,261,985	3,102,398	8,364,383	62.9%	37.1%
2004	5,641,994	3,159,892	8,801,886	64.1%	35.9%
2005	6,234,602	3,271,961	9,506,563	65.6%	34.4%
2006	6,110,214	3,784,750	9,894,964	61.8%	38.2%
2007	5,743,309	3,417,977	9,165,286	62.7%	37.3%

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data; "based on data from U.S. Department of Homeland Security, Customs and Border Protection, OMR database."

Table 2B
Calexico East 2008 Crossing Totals & 2030 Future Conditions

Calexico East	Current 2008 Statistics*	Future 2030 Conditions**
Passenger Vehicles	3,549,486	6,010,046
*Customs & Border Protection, ** Caltrans District 11 Border Crossing Forecasts		

This meaningful infrastructure investment would also have the flexibility to accommodate either general purpose lanes, or the pre-approved low risk travelers program Secure Electronic Network for Travelers Rapid Inspection (SENTRI). As volume demands change throughout the day, additional SENTRI lanes can be enabled, or standard lanes utilized as dictated by traffic conditions.

The project would provide roadway expansion of the northbound approach from the U.S./Mexico border to include the addition of four primary inspection lanes/booths and expansion of the secondary inspection facility.

Figure 2
Calexico East POE Expansion



Only for illustration purposes; final GSA design will vary.

The Headhouse Facility and connected Secondary Inspection facility will be included in the Calexico East POE expansion project. These two support facilities, currently occupying roughly 25,000 square feet, will be expanded to 55,000 square feet with the intention of supporting a 50% increase in vehicle volume due to the addition of four additional inspection lanes/booths.

The Calexico East POE expansion project will be built on existing disturbed property. The Imperial Valley Association of Governments (IVAG), in coordination with Caltrans, believes the expansion on previously disturbed property can be approved quickly with minimal environmental impact. The minimum-cost expansion of the Calexico East POE yields a maximum benefit situation where a 50% increase in capacity will be attained though the use of the Design/Build Method. The Design/Build Method will promote better communication, value engineering, and more reliable cost control in the design and construction phase of the project, and ultimately, the fast tracking of construction to meet a timely end product.

Involved Agencies

IVAG - IVAG is an association of city, county, and local governments created to address regional transportation issues. Its' Member Agencies include the County of Imperial, the seven incorporated cities and the Imperial Irrigation District within the Imperial Valley. The IVAG Regional Council is comprised of one elected official from each of the seven incorporated cities in Imperial County, two Imperial County

Supervisors and one Imperial Irrigation District Board of Director. Monthly board meetings provide the public a forum for discussion and collaborative decision-making on significant issues of regional transportation and mobility. As the state-designated Regional Transportation Planning Agency (RTPA) for Imperial County, IVAG is responsible for developing and updating a variety of transportation plans and for allocating the federal and state funds to implement them.

Role: ARRA/TIGER Grant Applicant, Contract Management Agency

DUNS NO: 07-335-4573

Caltrans - Caltrans' District 11 includes the counties of San Diego and Imperial with a staff of 1,400 employees responsible for planning, managing and maintaining 1,210 lane miles of highway (Imperial County only). District 11 works with IVAG and other governing agencies for the development of a successful regional multimodal transportation network for the safe and efficient movement of passengers and goods. Caltrans and IVAG continue to have a very close working relationship, in conjunction with the County of Imperial for the betterment of the Imperial County region.

Role: ARRA/TIGER Grant Sub-Awardees

DUNS NO: 782007157

County Of Imperial - Imperial County is located in the southeastern corner of California, located along the United States/Mexico border. It is bounded to the east by the Colorado River and the State of Arizona, San Diego County to the west, and Riverside County to the north. There are seven incorporated cities in Imperial County, six State Highways three international land ports of entry, two major Class I railroads, one Interstate, and one regional airport.

Role: Active Partner

CBP - CBP is one of the Department of Homeland Security's largest and most complex components, with a priority mission of maintaining security along the nation's border and ports of entry. It also has a responsibility for securing and facilitating trade and travel while enforcing hundreds of U.S. regulations, including immigration and drug laws.

Role: Active Partner

Maintains U.S. - Mexican Border Security Control and Maintaining Lanes and Roadway Pavements

GSA - An independent agency of the U.S. Government, GSA manages and supports the basic functions of federal agencies including supplying products and communications for U.S. government offices, providing transportation and office space to federal employees, and developing government-wide cost minimization policies.

Role: Active Partner

Maintain and operate POE facilities including the Headhouse and Inspection Facilities.

The City of Calexico - The City of Calexico, consisting of five council members, operates under a City Council/City Manager form of government. The City of Calexico, seeks to provide effective and efficient services in a courteous and respectful manner to improve the quality of life for the border community

Role: Active Partner

Aid in expanding employment opportunity and facilitating the mobilization of Caltrans programs

Grant Funds

The sources and uses of project funds are identified in the following Table.

Table 3
Source and Distribution of Project Funding

Task	TIGER Funds Requested
Project approval/Environmental Documentation	\$2.0 million
Plans, Specifications, & Estimates	\$2.0 million
Right of Way (capital and support)	\$2.0 million
Construction (capital and support)	\$18.0 million
TOTAL	\$24.0 million

Primary Selection Criteria: Long Term Outcomes

State of Good Repair

The Calexico East POE infrastructure investment and capacity expansion is the most direct approach for improved efficiency and reducing passenger vehicle congestion into the Imperial County. By providing a 50% increase in inspection lanes/booths, the normal deterioration of pavement in its current lane capacity, caused by the cyclic starting and stopping of passenger vehicles, will be distributed over a greater surface area of pavement. The larger distribution will, in turn, increase the service life of the pavement, reduce impacts on scheduled maintenance for POE customers and reduce maintenance costs for the GSA.

Computerized Pavement Management Systems, required by Caltrans and used by GSA, will provide an inventory of pavement features, information on traffic volumes and loading data, in addition to providing pavement analysis on current conditions, performance and service life.

Economic Competitiveness

In 2007, IVAG contracted with HDR/HLB Decision Economics, Inc. to perform the "Economic Impacts of Cross-Border Wait Times in the California-Baja California Border Region". This study specifically addressed the POEs in Imperial County of West Calexico, Calexico East and Andrade.

The study revealed that impacts of foregone personal trips due to excessive delays in border crossings into the U.S. was greater for the U.S. economy than for Mexico, with California experiencing economic losses totaling \$436 million. Comparatively Mexico experienced losses of \$161 million. See Table 4 for additional data related to Monetary and Employment Impacts due to Calexico East POE Congestion.

The report concludes a No-Build alternative to the Calexico East POE expansion would contribute to a doubling of the region's current economic downturn by 2016.

Table 4
 Monetary and Employment Impacts due to Calexico East POE Congestion

Impact Category	From Reduced Spending in ...	Imperial County	California	Baja California	Mexico
Output (Millions of 2006 U.S. dollars)	Retail	-\$201	-\$321	-\$71	-\$76
	Recreation & Entertainment	-\$4	-\$3	-\$27	-\$30
	Food & Lodging	-\$71	-\$112	-\$51	-\$55
	Total	-\$276	-\$436	-\$149	-\$161
Labor Income (Millions of 2006 U.S. dollars)	Retail	-\$77	-\$139	-\$12	-\$13
	Recreation & Entertainment	-\$2	-\$1	-\$4	-\$4
	Food & Lodging	-\$23	-\$44	-\$8	-\$9
	Total	-\$102	-\$185	-\$24	-\$26
Employment (Jobs)	Retail	-2384	-4045	-534	-573
	Recreation & Entertainment	-87	-35	-126	-138
	Food & Lodging	-1119	-1560	-469	-507
	Total	-3590	-5639	-1129	-1218

Source: Economic Impacts of Cross-Border Wait Times in the California-Baja California Border Region

Infrastructure investments at the Calexico East POE will help to alleviate increasing delays. The additional capacity proposed with the inclusion of four new inspection lanes and expansion of support infrastructure on site will significantly reduce passenger delay times while facilitating increased volumes. Reduced travel times will influence customers' willingness to make northbound crossings into the U.S. for shopping, dining and retail purposes.

As of May 2009, the City of Calexico has experienced an unemployment rate of 29.7% while the County of Imperial is currently at 30.2%; and is consistently ranked as the highest unemployment rate for the State of California (according to the Employment Development Department).

Improvements on the Calexico East POE will provide an opportunity for this community with chronic economic issues to experience a significant economic boost in employment and increased economic activity in all sectors.

In addition, the increased economic activity that will be spurred by the shorter delays may create many additional permanent jobs in the retail and services sectors. In Imperial County, the area adjacent to the Calexico East POE has undeveloped land that can support the growth of additional retail, commercial and transborder businesses.

Figure 3
Lost Jobs Due to Border Delays



Source: Economic Impacts of Cross-Border Wait Times in the California-Baja California Border Region

Livability

Over the past few years, the economically distressed area of Imperial County, California has experienced direct negative impacts resulting from the infrastructure inadequacy at the Calexico East POE. Regional stakeholders have coordinated closely with Caltrans and other agencies to address the critical need to increase POE capacity. Approval of this TIGER grant will significantly improve the capacity at this POE that is so crucial to the region's economic quality of life, stability and ultimate growth. A 50% capacity increase will also improve working conditions at the POE for Federal employees as well as the surrounding City of Calexico and Imperial County through the improved air quality.

The improvement of air quality as a result of reduced vehicle queuing, and other benefits such as minimization of negative health impacts – particularly on the elderly and young populations can also be realized through implementation of this project.

The addition of four lanes will improve traffic queuing and reduce congestion at the inspection booths/lanes, thus providing expediting entry into the U.S. while maintaining the national security. Intelligent Transportation System (ITS) strategies such as changeable Light Emitting Diodes (LED) message signs will be placed at strategic locations in Mexicali to indicate current delay times at both Calexico crossings. Using this signage will provide commuters an opportunity to make more educated decisions on POE selection.

A dedicated SENTRI lane will be established as one of the four new northbound lanes. SENTRI Lanes offer expedited CBP processing for pre-approved low risk travelers. The POE will utilize a flexible lane configuration so that lanes can be converted into extra SENTRI Lanes or standard lanes with ease as volume demands change throughout the day.

Considering Imperial County's high unemployment rate, this POE capacity expansion project will provide more opportunity and incentive for travel to utilize services provided by Imperial County businesses. According to HDR/HLB Decision Economics, because of the delays at the border, Imperial

County is losing out on 1.3 million personal trips per year resulting in a \$198 million loss in business revenue. This loss is a direct result of lost expenditures by people who choose to forego their trips because of border delays. More than 75 percent of the net revenue loss occurs in the retail sector.

According to the Imperial Valley Economic Development Corporations (IVEDC) Economic Development Strategic Plan, a number of growth industries have been recognized as having the potential to increase employment and assist in economic recovery. Those include: Food Processing; Energy Generation; Distribution/Warehousing/Transportation; Inbound Call Centers; Construction Materials; Specialized Manufacturing/Assembly; Tourism, and Applied Biotechnical.

These new areas of employment would allow the region to grow in ways that it has not had the opportunity to do before. The historical employment of Imperial County has been either agriculturally based, blue-collar, or lower end retail establishments. With the influx of white-collar, professional and management level workers would come the demand for increases in the quality and choices for retail sales in the areas of: consumer electronics; specialty book/music; full-service restaurants; home furnishings; automotive sales (new) and sporting goods. Where stores such as Walmart and Sam's Club are currently popular and highly frequented, higher-end department, chain, and specialty/boutique stores can be created and flourish.

The City of Mexicali has a number of universities and upper level educational facilities which provide technical, engineering, computer science and other related opportunities which would be of great demand in the establishment of the above noted growth industries. As higher wages continue to be earned, families will have greater discretionary income for shopping, dining, and recreational expenditures.

Calexico's East POE expansion has been the subject of ongoing discussions between Caltrans, CBP, GSA, the Cities of Calexico and El Centro, the County of Imperial, and IVAG. Standards and objectives provided by planning programs applicable to the Calexico East POE Expansion will be included as an amendment project in the Southern California Association of Governments (SCAG) Regional Transportation Plan 2008 (RTP) and will be processed for the Regional Transportation Improvement Program (RTIP)/Federal Transportation Improvement Program (FTIP).

This project has also been studied and listed in the California - Baja California Border Master Plan. The California-Baja California Border Master Plan is a binational comprehensive approach to coordinate planning and delivery of projects at land POEs and transportation infrastructure serving those POEs in the California and Baja California region.

Caltrans, in partnership with the Secretariat of Infrastructure and Urban Development of Baja California (Secretaría de Infraestructura y Desarrollo Urbano del Estado de Baja California or SIDUE) and the U.S./Mexico Joint Working Committee (JWC), retained the San Diego Association of Governments (SANDAG) Service Bureau to assist in the development of this Plan.

For the Imperial County portion of the Border Master Plan, the following participating U.S. agencies were involved:

- U.S. Department of State (DOS), CBP, GSA, U.S. Federal Highway Administration (FHWA), Caltrans, IVAG, SCAG, County of Imperial, and the City of Calexico.
- The BMP states that: "Crossborder travel at the six land POEs in the California – Baja California region has grown significantly over the years. . . . Travel demand is expected to increase at all

POEs in the region between 2005 and 2030. Total population in the California-Baja California study area was estimated at more than six million in 2005 and is projected to grow to almost 9.5 million by 2030. Growth in population and economic activity will increase crossborder travel demand and continue to add pressure to the POE facilities and connecting roads. Given the current and projected travel demand at the existing POEs, improving the capacity and operations of the current infrastructure is critical to decrease traffic congestion and delays, facilitate international trade, and improve the quality of life for residents in the border region. Federal, state, regional, and local agencies responsible for planning and implementation of POEs and related transportation facilities in the California-Baja California region agree that [this] master planning process [has] been needed to evaluate and integrate POE and transportation infrastructure development on a coordinated basis. The Calexico East POE was ranked as one the top project within the California-Baja California region."

Sustainability

As congestion levels at the Calexico East POE decrease, vehicle speeds will increase, idling times caused by delays will be reduced and vehicle exhaust emission levels will be lessened. Air pollution, in the form of vehicle exhaust, releases harmful particulate matter and greenhouse gases such as carbon monoxide and carbon dioxide into the air. Typically, these pollutants increase the occurrence of allergies, asthma, lung disease and other ailments. Reduction of idling times will reduce the level of fuel consumption and subsequent release of air pollutants that will enhance localized air quality.

According to the Imperial County Air Pollution Control District, the expansion of the Calexico East POE is expected to benefit air quality as the project would decrease wait times, resulting in lower CO emissions. The results of the regional emissions analysis indicate that the build scenario for the proposed project is better than the no build for both PM-10 and ozone in the Imperial County non-attainment areas. The construction of the project would improve the air quality of the nearby City of Calexico as well as the entire Imperial County.

The existing Calexico East POE received a Presidential Award for Design excellence for its use of wind canopies, near the processing vehicle booths, which utilize prevailing winds to redirect vehicle exhaust fumes. The expansion of this facility will incorporate the existing design features to preserve the benefits and original design intent.

During construction, GSA maintenance staff will be responsible for inspection of the facility. Post construction, a maintenance agreement will be developed between Caltrans, the GSA and the CBP. Upon completion of this project, GSA will maintain responsibility of the POE support facilities that will include the Headhouse and Secondary Inspection facilities, asset management and financial sustainability for long-term operation and maintenance. CBP will assume responsibility for the inspection lanes/booths and pavement within the Calexico East POE. Caltrans maintenance staff will collaborate with the GSA and CBP for the implementation and programming of maintenance budgets and scheduling.

Safety

Safety is a critical concern, particularly for border projects. The Calexico East POE will utilize SENTRI lanes in order to provide congestion relief while maintaining national security. The SENTRI program, introduced by the CBP, involves a voluntary background check against criminal, law enforcement, customs, immigration, and terrorist databases. The applicant is required to submit to a 10-finger print law enforcement check and a personal interview with a CBP officer. Total enrollment fee is \$122.25 and is valid for five years. The SENTRI lanes will provide CBP a more effective method of quick inspection while ensuring complete monitoring of crossers.

Increased safety for the motoring public will also occur as a result of reduced delay times which will result in a corresponding increase in air quality improvements. Additionally, the Imperial County/Mexicali region has many days where the temperature reaches 110 degrees or more. The decreased delay times that will be a result of this project will allow travelers to reach their destination more quickly, reduce exposure to extreme heat conditions and potentially reduce vehicle overheating problems.

Evaluation of Expected Project Costs and Benefits

The facility is located on 87 acres of GSA land. There are no right of way acquisition issues and few environmental restrictions since the project is located on a site that has been previously disturbed.

The costs for the 50% expansion of the Calexico East POE are estimated at \$24 million. For the amount of benefit derived from this project given the anticipated decrease in wait times, job creation, enhanced economic revenue for the region, and improvements in air quality; this expenditure of Federal funds is considered by all partner agencies as a valuable investment.

The primary benefits of this project are that it will increase capacity at the U.S./Mexico Border and decrease wait times. The additional capacity will quickly, and at a minimal cost, reduce traffic congestion and air pollution while enhancing the potential for increased levels of international commerce. Utilization of ITS technologies will aid in reducing congestion within the POE.

The project can be tailored so that minimal or no improvements are needed on the Mexican side of the Border. Compared to other POE improvement projects under study, expanding the Calexico East POE is a very cost-effective solution. Tables 5 and 6 are Cost Benefit analysis used for this project.

Table 5 – 3% Discount Rate

District: 11
 PROJECT: IMP-Calexico Project- 3% Discount Rate
 EA:
 PPNO:

INVESTMENT ANALYSIS		
SUMMARY RESULTS		
Life-Cycle Costs (mil. \$)	\$23.7	
Life-Cycle Benefits (mil. \$)	\$143.6	
Net Present Value (mil. \$)	\$119.9	
Benefit / Cost Ratio:	6.1	
Rate of Return on Investment:	13.7%	
Payback Period:	15 years	
ITEMIZED BENEFITS (mil. \$)	Average Annual	Total Over 20 Years
Travel Time Savings	\$6.7	\$133.0
Veh. Op. Cost Savings	\$0.4	\$8.9
Accident Cost Savings	-\$0.0	-\$0.0
Emission Cost Savings	\$0.1	\$1.7
TOTAL BENEFITS	\$7.2	\$143.6
Person-Hours of Time Saved	1,010,525	20,210,495
Additional CO ₂ Emissions (tons)	-2,052	-41,049
Additional CO ₂ Emissions (mil. \$)	-\$0.1	-\$1.3

Should benefit-cost results include:

1) Induced Travel? (y/n) (Default = Y)

2) Vehicle Operating Costs? (y/n) (Default = Y)

3) Accident Costs? (y/n) (Default = Y)

4) Vehicle Emissions? (y/n) (Default = Y)
includes value for CO₂e

Table 6 – 7% Discount Rate

INVESTMENT ANALYSIS		
SUMMARY RESULTS		
Life-Cycle Costs (mil. \$)	\$23.4	
Life-Cycle Benefits (mil. \$)	\$69.6	
Net Present Value (mil. \$)	\$46.1	
Benefit / Cost Ratio:	3.0	
Rate of Return on Investment:	13.7%	
Payback Period:	15 years	
ITEMIZED BENEFITS (mil. \$)		
	Average Annual	Total Over 20 Years
Travel Time Savings	\$3.2	\$63.8
Veh. Op. Cost Savings	\$0.2	\$4.8
Accident Cost Savings	-\$0.0	-\$0.0
Emission Cost Savings	\$0.0	\$0.9
TOTAL BENEFITS	\$3.5	\$69.6
Person-Hours of Time Saved	1,010,525	20,210,495
Additional CO ₂ Emissions (tons)	-2,052	-41,049
Additional CO ₂ Emissions (mil. \$)	-\$0.0	-\$0.7

Should benefit-cost results include:

1) Induced Travel? (y/n) Default = Y

2) Vehicle Operating Costs? (y/n) Default = Y

3) Accident Costs? (y/n) Default = Y

4) Vehicle Emissions? (y/n) Default = Y
includes value for CO₂e

Evaluation of Project Performance

As required by terms and conditions of ARRA/TIGER grant, both short term and long term performance will be monitored. Construction contractors will be required to report job types and the number of individuals who perform those jobs. IVAG, with the assistance of the State of California Employment Development Department (EDD) and the U.S. Department of Labor, will conduct a series of surveys of the local businesses that may hire workers due to the progress of this project. In order to monitor job creation among the residents of the economically distressed region, IVAG will regularly monitor and track the employment levels among Imperial County residents.

Further actions to be undertaken by IVAG include:

- Ensure that the Equal Employment Opportunity (EEO) language is included into the solicitation package, including the MEGA cover sheet, the Contracts with the Prime and all Subs.
- OFCCP will take part in the pre-bid conference to disseminate the obligations to potential bidders.
- OFCCP will coordinate and implement the components of the MEGA with the Prime and funding agency: explain the need to hire/designate an EEO/AA person to implement the MEGA program; establishment of an oversight committee to host a monthly clearinghouse meeting with all involved parties to discuss goals, air complaints and provide awards; Prime contractor will host a job fair; Prime will coordinate with apprenticeship councils, union halls and recruitment sources.

Job Creation & Economic Stimulus

This capacity increase will provide temporary as well as permanent job creation. During construction, using a ratio of \$55,555 per person combined with a total capital cost of \$24 million, an estimated 440 jobs will be created. Post construction will yield a minimum of 18 jobs to accommodate the additional inspection

booths and ancillary maintenance staff. (According to the *Economic Impact of Funding California's Transportation Infrastructure* by the California Infrastructure Coalition.)

IVAG and Caltrans are dedicated to the development and success of outreach programs aimed at promoting a successful community in Calexico, California and Imperial County. Accompanied by necessary assistance from the State of California EDD and the U.S. Department of Labor, outreach efforts will be sponsored by IVAG, Imperial County, and community organizations based in these communities for outreach to disadvantaged workers seeking employment opportunities.

IVAG and Caltrans contracting procedures regarding labor compliance are closely monitored and will adhere to Federal, State and local laws to ensure all labor practices are safe and fall within the guidelines of Title VI of the Civil Rights Act and related statutes. Contracting procedures prohibit discrimination on the basis of race, religion, color, gender, age, national origin and/or disability. Contracting requirements maintained by IVAG and Caltrans will provide equal employment opportunities for small businesses and disadvantaged business enterprises, including veteran-owned small businesses. Procurement programs established by the State of California will be upheld through specialized outreach directed towards these groups.

Executive Order 11246 will be followed, which states: "Equal employment opportunity, federal contractor, nondiscrimination, affirmative action, AAP, EEO-1 Report, EEO Poster. Section 503 of the Rehabilitation Act – disability employment, rehabilitation act, affirmative action. 38 USC 4212 – The Vietnam Era Veteran's Readjustment Assistance Act of 1974 (VEVRAA), Vietnam veterans, veterans employment, disabled veterans, protected veterans, federal contractors, subcontractors."

Quick Start Activities

Project Schedule

The project will be initiated upon receipt of the TIGER Discretionary Grant. Utilizing a Design-Build Method of Construction, the following represents the proposed delivery schedule:

Project Approval and Environmental Document:

12/09 through 8/10

Design/Build:

9/10 through 2/12

Environmental Approvals:

This project may be granted environmental clearance with a supplemental environmental analysis under the previously approved EIR for the initial Calexico East POE. The anticipated additional clearances should not impact the design-build phasing for this project.

The following is a list of receipt of all environmental approvals that include satisfaction of all Federal, State and local requirements and completion of NEPA:

- Calexico East Border Station and SR-7 Between the POE and SR-98 Environmental Impact Statement / Environmental Impact Report. (GSA/Caltrans: August 6, 1993)

- U.S. GSA Public Buildings Service - Record of Decision; New POE; Imperial County, California (GSA: November 12, 1993)
- Calexico East Border Station and SR-7 Between the POE and SR-98 Environmental Impact Statement/Environmental Impact Report, Addendum. (FHWA/Caltrans June 30, 1994)

Legislative Approvals

This project does not currently propose the use of tolls. Receipt of legislative approvals will not be necessary at this time.

Due to the recent efforts undertaken in the Border Master Plan, there has been significant buy-in and support for this project from all levels of the U.S. and Mexico government, regulatory agencies, local agencies and community groups.

State and Local Planning

On November 17, 2008 FHWA/FTA issued the conformity determination on the SCAG 2008 RTIP and re-determined conformity of the SCAG 2008 RTP. Imperial County is a non-attainment area for PM10 and Ozone. The Calexico East POE Expansion Project will be included in the amendment process for the SCAG 2008 RTP.

Technically Feasible

This project will be an expansion of the current facility. The facility is located on a site with previous NEPA documentation. For this project an environmental re-evaluation will be necessary. GSA and Caltrans own the land where this facility is located. Right of Way purchases will not be necessary. The bridge spanning the American River Canal will not be expanded; therefore extensive preliminary engineering and design will also not be necessary. Currently, existing inspection booth/lane operations will be continued as well. The expansion of this facility will accommodate a Design-Build method of construction delivery.

Financial Feasibility

This project is relying on Federal funds under the TIGER grant program. The amount requested is adequate for all phases of the project, including contingencies. If this TIGER application is rejected, there may be further opportunities to seek Federal funding under the Coordinated Border Infrastructure (CBI) program. However, this would entail a local match, which in the current economy, would be difficult for the regional agencies to allot to this project.

Secondary Selection Criteria

Innovation

This project will utilize a number of innovative strategies to pursue needed long terms outcomes of job growth and environmental stewardship. The construction method design-build will be used to obtain guaranteed efficiencies in fast-track construction delivery as well as cost effectiveness. Intelligent transportation systems utilizing LED signage will inform and provide commuters options in lane selection. Flexible lane configurations will allow CBP employees to quickly adjust lane designation to SENTRI Lane or standard lane with ease as volume demands.

Partnership

The planning phase of this project has been discussed by several local, national and international committees. Among these are:

- Technical Working Group of the Border Master Plan (BMP)
- U.S.-Mexico Border Governors Conference (BGC)

- U.S.-Mexico Joint Working Committee (JWC)
- U.S.-Mexico Bi-national Group on Bridges and Border Crossings
- CA-BC Border Liaison Mechanism (BLM)
- Bi-State Transportation Technical Advisory Committee (BTTAC)

Program Specific Criteria

This topic is not applicable for the project at the current date.

Additional Information

Federal Wage Rate Certification

IVAG and Caltrans will comply with Subchapter IV of Chapter 31 of Title 40 of the United States Code as mandated by State and Federal Law.

NEPA Requirement

NEPA was completed on November 12, 1993 with the GSA Public Buildings Service - Record of Decision; New Port of Entry. An Addendum to the document was completed on June 30, 1994 titled; Calexico East Border Station and State Route 7 Between the New Port of Entry and State Route 98 Environmental Impact Statement/Environmental Impact Report, Addendum. Due to the length of time since the completion of NEPA for the project a re-evaluation will be completed.

Confidential Information

The information included in this grant application is not to be considered confidential.

Environmentally Related Federal, State and Local Actions

The project's Environmental Impact Statement was finalized on August 6, 1993 and an Addendum was prepared on June 30, 1994, which addressed all actions likely to be required by other agencies. Due to the length of time since the completion of NEPA, a Re-evaluation will be performed to address all commitments and coordination necessary with outside agencies.

Index of Websites for Supporting Information

California Department of Transportation (Caltrans) May 2009. *Calexico East Port of Entry Expansion Project Fact Sheet*.

California Department of Transportation (Caltrans), April 2008. *California – Baja California Border Infrastructure Update*.

California Department of Transportation (Caltrans), 2008. *Table B – Selective Accident Rate Calculation – State Route 7 Postmile 0.00*. Accessed July 23, 2009.

California Department of Transportation (Caltrans), 2008. *Traffic Counts*.
<<http://traffic-counts.dot.ca.gov/2008all/2008AADT.xls>> Accessed July 23, 2009.

County of Imperial, 2002. *Imperial County Transportation Plan (Highway Element)*.
<http://www.co.imperial.ca.us/IVAG/ProjectBriefs/02_IC_TransportationPlan.pdf>. Accessed on July 13, 2009.

Imperial Valley Association of Governments (IVAG), November 19, 2007. *HDR: Final Report: Imperial Valley – Mexicali Economic Delay Study*.
<<http://www.co.imperial.ca.us/IVAG/ProjectBriefs/IVAG%20Final%20Report.pdf>>. Accessed July 6, 2009.

San Diego Association of Governments (SANDAG), September 2008. *California – Baja California Border Master Plan*

State of California, Employment Development Department. *El Centro Metropolitan Statistical Area (MSA)* <[http://www.calmis.ca.gov/file/lfmonth/ecen\\$PDS.pdf](http://www.calmis.ca.gov/file/lfmonth/ecen$PDS.pdf)>. Accessed July 14, 2009.

State of California, Employment Development Department. *Imperial County Profile*
<<http://www.labormarketinfo.edd.ca.gov/cgi/databrowsing/localAreaProfileQSResults.asp?selectedarea=Imperial+County&selectedindex=13&menuChoice=localAreaPro&state=true&geogArea=0604000025>>. Accessed July 14, 2009.

U.S. Department of Labor, Federal Contractor Program.
< http://www.dol.gov/vets/programs/fcp/federal_contractor_program_fs.htm> Accessed July 14, 2009.

Appendix A – Federal Wage Certification

Appendix B – Letters of Support