Members
Serge Dedina, Chair
Mayor, City of Imperial Beach
(Representing South County)

Ed Gallo, Vice Chair
Councilmember, City of Escondido
(Representing North County Inland)

David Alvarez
Councilmember, City of San Diego

Greg Cox
Supervisor, County of San Diego

Ronn Hall
Councilmember, City of Santee
(Representing East County)

Jack Feller
Councilmember, City of Oceanside
(Representing North County Coastal)

John Renison
Supervisor
(Representing Imperial County)

Alternates
Bill Sandke
Councilmember, City of Coronado
(Representing South County)

Jim Cunningham
Councilmember, City of Poway
(Representing North County Inland)

Mark Kersey
Councilmember, City of San Diego

Dianne Jacob
Supervisor, County of San Diego

Steve Goble
Councilmember, City of El Cajon
(Representing East County)

Tasha Boerner Horvath
Councilmember, City of Encinitas
(Representing North County Coastal)

Luis Plancarte
Supervisor
(Representing Imperial County)

Advisory Members
Cory Binns / Ann Fox
Caltrans District 11

Marcela Celorio / Gaspar Orozco
Consulate General of Mexico

Jim Ferryman / Jim Dahl
(Representing Orange County)

Marsha Swanson / Jeffrey Giba
(Representing Riverside County)

Gary Croucher / David Barnum
San Diego County Water Authority

Edwin “Thorpe” Romero / Cody Martinez
Southern California Tribal Chairmen’s Association

Naresh Amatya / David C. Salgado
Southern California Association of Governments

Kim Kawada
Chief Deputy Executive Director, SANDAG

AGENDA HIGHLIGHTS
• REPORT FROM THE SOUTHERN CALIFORNIA TRIBAL CHAIRMEN’S ASSOCIATION
• SENATE BILL 1: TRADE CORRIDOR ENHANCEMENT PROGRAM
• BORDER HEALTH PROGRAM
• 13TH ANNUAL BINATIONAL DELEGATION TO MEXICO CITY

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MISSION STATEMENT
The Borders Committee provides oversight for planning activities that impact the borders of the San Diego region (Orange, Riverside and Imperial Counties, and the Republic of Mexico) as well as government-to-government relations with tribal nations in San Diego County. The preparation and implementation of SANDAG’s Binational, Interregional, and Tribal Liaison Planning programs are included under this purview. It advises the SANDAG Board of Directors on major interregional planning policy-level matters. Recommendations of the Committee are forwarded to the Board of Directors for action.

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 · Fax (619) 699-1905 · sandag.org
Welcome to SANDAG. Members of the public may speak to the Borders Committee (Committee) on any item at the time the Committee is considering the item. Please complete a Request to Comment form, which is located in the rear of the room, and then present the form to the Committee Clerk seated at the front table. Members of the public may address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The Committee may take action on any item appearing on the agenda.

Both agenda and non-agenda comments should be sent to SANDAG via comment@sandag.org. Please include the committee name and meeting date, agenda item, your name, and your organization. Any comments, handouts, presentations, or other materials from the public intended for distribution at the Committee meeting should be received by the Committee Clerk no later than 12 noon, two working days prior to the meeting. All public comments and materials received by the deadline become part of the official project record, will be provided to the members for their review at the meeting, and will be posted to the agenda file as a part of the handouts following each meeting.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list either at the SANDAG website or by sending an email request to webmaster@sandag.org.

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# BORDERS COMMITTEE
Friday, February 23, 2018

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<td>+1.</td>
<td>APPROVAL OF MEETING MINUTES</td>
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<td></td>
<td>The Borders Committee is asked to review and approve the minutes from its January 26, 2018, meeting.</td>
</tr>
</tbody>
</table>

| 2. | PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS |
| | Members of the public shall have the opportunity to address the Borders Committee on any issue within the jurisdiction of the Committee that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Borders Committee coordinator prior to speaking. Public speakers should notify the Borders Committee coordinator if they have a handout for distribution to Committee members. Public speakers are limited to three minutes or less per person. Committee members also may provide information and announcements under this agenda item. |

---

**CONSENT**

| +3. | 2018 SANDAG ANNUAL BINATIONAL EVENT (Paul Ganster, Committee on Binational Regional Opportunities Chair) | INFORMATION |
| | This report provides an update on the SANDAG Annual Binational Event, scheduled to be held on June 5, 2018. |

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**REPORTS**

| 4. | REPORT FROM THE CONSUL GENERAL OF MEXICO | INFORMATION |
| | (Hon. Marcela Celorio, Consul General of Mexico in San Diego) |
| | Hon. Marcela Celorio, Consul General of Mexico in San Diego, will report on binational activities within the purview of the Borders Committee. |

| 5. | REPORT FROM THE SOUTHERN CALIFORNIA TRIBAL CHAIRMEN’S ASSOCIATION (Edwin “Thorpe” Romero, Southern California Tribal Chairmen’s Association Chairman) | INFORMATION |
| | Chairman Edwin “Thorpe” Romero, Southern California Tribal Chairmen’s Association, will provide an update on current Tribal policy issues. |

| +6. | SENATE BILL 1: TRADE CORRIDOR ENHANCEMENT PROGRAM | INFORMATION |
| | (Christina Casgar; Mario Orso and Keri Robinson, Caltrans) |
| | Staff will provide an overview of border-related projects submitted from the region for funding consideration under the Trade Corridor Enhancement Program. |
7. BORDER HEALTH PROGRAM (Justine Kozo, County of San Diego, Office of Border Health)  
Justine Kozo, County of San Diego, Office of Border Health, will provide an overview of the Border Health Program, which facilitates collaboration among local, state, and federal organizations working on health issues in the U.S.-Mexico border region.

+8. 13TH ANNUAL BINATIONAL DELEGATION TO MEXICO CITY (Kenia Zamarripa, San Diego Regional Chamber of Commerce)  
Kenia Zamarripa, San Diego Regional Chamber of Commerce, will provide an update on the annual Binational Delegation to Mexico City, scheduled to be held April 15–18, 2018.

9. CONTINUED PUBLIC COMMENTS  
If the five-speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

10. UPCOMING MEETINGS  
The next meeting of the Borders Committee is scheduled for Friday, March 23, 2018, at 12:30 p.m.

11. ADJOURNMENT

+ next to an agenda item indicates an attachment
The meeting of the Borders Committee was called to order by Chair Serge Dedina, South County, at 12:31 p.m.

Chair Dedina welcomed and introduced new Borders Committee members and guests.

1. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Vice Chair Ed Gallo (North County Inland) and a second by Councilmember Ronn Hall (East County), the Borders Committee approved the minutes from its October 27, 2017, meeting. Yes: Chair Dedina, Vice Chair Gallo, Supervisor Greg Cox (County of San Diego), Councilmember Hall, and Supervisor John Renison (Imperial County Councilmember). No: None. Abstain: None. Absent: North County Coastal and City of San Diego.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

There were no public comments.

CONSENT

3. BORDERS COMMITTEE: FY 2018 WORK ELEMENTS AND CALENDAR OF MEETINGS (INFORMATION)

This report provided an overview of FY 2018 work elements and proposed meetings related to the Borders Committee.

Action: This item was presented for information.

REPORTS

4. REPORT FROM THE CONSUL GENERAL OF MEXICO (INFORMATION)

Hon. Marcela Celorio, Consul General of Mexico in San Diego, provided a report on binational activities within the purview of the Borders Committee.

Action: This item was presented for information.
5. INTERNATIONAL BOUNDARY AND WATER COMMISSION: MINUTE 323 COLORADO RIVER AGREEMENT (INFORMATION)

Elsa Saxod and Dan Deham, San Diego County Water Authority, provided an update on the Minute 323 Colorado River Agreement, which includes cooperative measures between the United States and Mexico related to water scarcity in the Colorado River Basin.

Amy Witherall, U.S. Bureau of Reclamation and member of the public, commented on future steps toward the implementation of Minute 323.

Action: This item was presented for information.

6. BORDER WAIT TIME DETECTION PILOT PROGRAM (INFORMATION)

Mario Orso and Donaldo Martinez, Caltrans District 11, provided an update on efforts to implement Intelligent Transportation Systems technology to monitor and disseminate information on southbound wait times along the border.

Action: This item was presented for information.

7. UPDATE ON THE CROSS BORDER XPRESS (INFORMATION)

Luis Palacios, Cross Border Xpress (CBX), provided an update on CBX, an enclosed pedestrian bridge for Tijuana International Airport passengers crossing the U.S.-Mexico border, and plans to meet future demand.

Action: This item was presented for information.

8. CONTINUED PUBLIC COMMENTS

There were no additional public comments.

9. UPCOMING MEETINGS (INFORMATION)

The next meeting of the Borders Committee is scheduled for Friday, February 23, 2018, at 12:30 p.m.

10. ADJOURNMENT

Chair Dedina adjourned the meeting at 2:08 p.m.
### CONFIRMED ATTENDANCE
#### SANDAG BORDERS COMMITTEE MEETING
#### JANUARY 26, 2018

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<th>NAME</th>
<th>MEMBER/ ALTERNATE</th>
<th>ATTENDING</th>
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<tbody>
<tr>
<td>City of San Diego</td>
<td>David Alvarez</td>
<td>Member</td>
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<td></td>
<td>Mark Kersey</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>County of San Diego</td>
<td>Greg Cox</td>
<td>Member</td>
<td>Yes</td>
</tr>
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<td></td>
<td>Dianne Jacob</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>East County</td>
<td>Ronn Hall</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Steve Goble</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>Imperial County</td>
<td>John Renison</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Luis Plancarte</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>North County Coastal</td>
<td>Chuck Lowery</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Tasha Boerner Horvath</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>North County Inland</td>
<td>Ed Gallo (Vice Chair)</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Jim Cunningham</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>South County</td>
<td>Serge Dedina (Chair)</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Bill Sandke</td>
<td>Alternate</td>
<td>Yes</td>
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#### ADVISORY MEMBERS

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<tr>
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<th>NAME</th>
<th>MEMBER/ ALTERNATE</th>
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<tr>
<td>County of Riverside</td>
<td>Marsha Swanson</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>Jeffrey Giba</td>
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<tr>
<td>Republic of Mexico</td>
<td>Marcela Celorio</td>
<td>Member</td>
<td>Yes</td>
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<tr>
<td></td>
<td>Gaspar Orozco</td>
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<td>No</td>
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<tr>
<td>Southern California Tribal Chairmen's Association</td>
<td>Chairman Edwin &quot;Thorpe&quot; Romero</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Cody Martinez</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>Caltrans</td>
<td>Cory Binns</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Ann Fox</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>San Diego County Water Authority</td>
<td>Gary Croucher</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>David Barnum</td>
<td>Alternate</td>
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<tr>
<td>SCAG</td>
<td>Naresh Amatya</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>David C. Salgado</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>County of Orange</td>
<td>Jim Ferryman</td>
<td>Member</td>
<td>Yes</td>
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<tr>
<td></td>
<td>Jim Dahl</td>
<td>Alternate</td>
<td>Yes</td>
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2018 SANDAG ANNUAL BINATIONAL EVENT

Introduction

Since 1997, SANDAG has organized an annual binational event that aims to promote cross-border collaboration while highlighting some of the most pertinent issues impacting the binational region. With help and participation from partner agencies on both sides of the border, as well as crucial support from members of the Committee on Binational Regional Opportunities (COBRO), this event serves as a platform for regional leaders and stakeholders to gain insights from keynote speakers and discuss strategies for improving quality of life for border communities. The COBRO Calendar of Meetings identified this year’s event to be held on Tuesday, June 5, 2018. Event themes, venue location, and other details will be shared as planning develops.

Information from previous meetings of the SANDAG Annual Binational Event can be found at sandag.org/Binational_Event.

VICTORIA STACKWICK
Principal, Office of Government Relations

Key Staff Contacts: Hector Vanegas, (619) 699-1972, hector.vanegas@sandag.org
SENATE BILL 1: TRADE CORRIDOR ENHANCEMENT PROGRAM  File Number 34002

Introduction

On April 28, 2017, Governor Jerry Brown signed Senate Bill 1 (SB 1) (Beall) into law. SB 1 is a transportation funding package with investments primarily targeted towards fix-it-first infrastructure projects. Among its provisions, SB 1 is anticipated to provide approximately $300 million annually to the Trade Corridor Enhancement Program (TCEP) to fund freight projects vital to California’s economy.

The California Transportation Commission (CTC) released the call for projects for the TCEP at its October 18-19, 2017, meeting, and applications were due January 30, 2018. This report provides a summary of the TCEP Program, with an emphasis on border-related projects that involve SANDAG.

Staff conducted a rigorous outreach program to ensure that all project stakeholders were well informed of the TCEP funding opportunity, including presentations to the Cities/County Transportation Advisory Committee, Freight Stakeholders Working Group, and Transportation Committee. At its December 1, 2017, meeting, the Board of Directors approved the submission of a joint Caltrans-SANDAG application under TCEP for the California-Mexico Border System Project. As a jointly submitted project, the region could apply for funding that would utilize the Caltrans Statewide funding and the regional funding target.

Discussion

The call for projects provides approximately $1.3 billion statewide over the next three years. These available funds over three years will be comprised of $745 million in state dollars, potential federal national highway funds in the amount of $535 million, and loan repayment funds in the amount of $11 million. Pursuant to statute, 40 percent of the TCEP Program’s funding is designated for projects nominated by Caltrans; the remaining 60 percent is distributed on a competitive basis to the regions. For the regional share, the CTC has developed corridor-based programming targets that are intended to support geographic balance; however, the programming targets are not guaranteed. The San Diego/Border target includes Imperial and San Diego counties and represents 11 percent of the total regional share ($89 million).

There is a 30 percent match requirement for the regional TCEP funding; no match is required for the Caltrans Statewide Funding. The regional match may be private, local, federal, or state funds; however, except for State Transportation Improvement Program funding, the match may not include funds that are allocated by the CTC on a project-specific basis. Funds may be used for any component
of a project; however, capital costs only will be programmed if a Notice of Determination is filed within six months of program adoption.

Eligible projects include, but are not limited to, highway, freight rail system, truck corridor, border access, local road, and connector road improvements.

**Applicants**

Eligible applicants include local, regional, and public agencies such as cities, counties, Metropolitan Planning Organizations (MPOs), regional transportation planning agencies, port authorities, public construction authorities, and Caltrans. Project proposals from private entities must be submitted by a public agency sponsor.

**MPO Role**

In addition, to be an eligible applicant, SANDAG (as the MPO) is responsible for compiling project nominations from the San Diego region for a region-wide submission to the CTC. Per the adopted guidelines, SANDAG submitted a cover letter that included a full list of all nominations received and confirmed consistency with the San Diego Forward: The Regional Plan and the adopted Regional Freight Plan.

**Evaluation Criteria**

According to the final guidelines (Attachment 1), projects will be evaluated based on freight system factors, including throughput, velocity, and reliability; transportation system factors, including safety, congestion reduction, and advanced technology; and, community impact factors, including air quality and jobs growth. Project readiness and funding leverage also will be considered. The CTC intends to fund a small number of projects which provide for the greatest benefits.

**San Diego Region Project Submittals**

The following projects were submitted to the CTC from the San Diego region:

<table>
<thead>
<tr>
<th>APPLICANT</th>
<th>PROJECT</th>
<th>GRANT REQUEST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port of San Diego</td>
<td>Beyond Compliance Environmental Enhancement Project (Tenth Avenue Marine Terminal) Fund the expansion of the terminal's existing shore power system; the purchase of a barge-based Advanced Marine Emission Control System bonnet system to capture and control vessel hoteling emissions while at berth; and a power needs assessment for full electrification of the remaining berths and cargo handling equipment.</td>
<td>$5.67 million</td>
</tr>
<tr>
<td>APPLICANT</td>
<td>PROJECT</td>
<td>GRANT REQUEST</td>
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<td>---------------------------------</td>
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<tr>
<td>Port of San Diego</td>
<td>Rail Track Extension Projects (National City Marine Terminal)</td>
<td>$9.184 million</td>
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<tr>
<td></td>
<td>Fund a rail track extension to connect an upgraded rail car storage yard into an existing loop track on the terminal, and the realignment of a local road, Marina Way, to route all non-freight traffic away from the cargo terminal and provide separation between freight and pedestrian or personal vehicle traffic.</td>
<td></td>
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<tr>
<td>City of San Diego</td>
<td>Otay Mesa Truck Route Phase 4A</td>
<td>$6 million</td>
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<td></td>
<td>Improve and extend the Southbound Truck Export Road, a dedicated one-way surface transportation access road used for freight trucks. The project reduces truck traffic on local surface streets and optimizes operations on the surrounding local roadways, thereby enhancing safety and providing more efficient border facilitation.</td>
<td></td>
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<tr>
<td>SANDAG</td>
<td>Sorrento to Miramar Phase 2 Intermodal Improvements Project</td>
<td>$10.5 million</td>
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<td></td>
<td>Construct 1.7 miles double track and curve straightening within the City of San Diego.</td>
<td></td>
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<tr>
<td>Caltrans District 11/SANDAG/Imperial County</td>
<td>California-Mexico Border System Project</td>
<td>$115.49 million</td>
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<td></td>
<td>Site preparation for Siempre Viva Road interchange, Commercial Vehicle Enforcement Facility, and new Otay Mesa East Port of Entry; intelligent transportation system elements for improved traffic management; a southbound State Route 125 to westbound State Route 905 freeway connector; State Route 98 improvements; and, Calexico East Port of Entry truck crossing improvements.</td>
<td>$45 million - regional target $70.49 million – Caltrans target</td>
</tr>
<tr>
<td>TOTAL TCEP ASK</td>
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<td>$76.35 million</td>
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**Next Steps**

TCEP awards are anticipated to be announced in May 2018. Staff will keep the Borders Committee updated on any developments.

CHARLES “MUGGS” STOLL  
Director of Land Use and Transportation Planning

Attachment: 1. Final TCEP Guidelines

Key Staff Contact: Christina Casgar, (619) 699-1982, christina.casgar@sandag.org  
Mario Orso, (619) 688-2561, mario.orso@dot.ca.gov
2018
TRADE CORRIDOR
ENHANCEMENT PROGRAM

FINAL GUIDELINES

October 18, 2017

California Transportation Commission
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<td>29. Project Cost Savings</td>
<td>20</td>
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<td>30. Project Reporting</td>
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<td>31. Project Tracking Database</td>
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<td>32. Project Auditing</td>
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<td>33. Project Signage</td>
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Introduction

1. Background

The Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017), signed into law on April 28, 2017, established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation was enacted with the approval of SB 103 (Chapter 95, Statutes of 2017) on July 21, 2017 which directs the California Transportation Commission (Commission) to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement.

The National Highway Freight Program was established with the approval of Fixing America’s Surface Transportation (FAST) Act, on December 4, 2015.

Additionally, Assembly Bill 133 (Chapter 2, Statues of 2016) provided a Traffic Congestion Relief Fund loan repayment to be used for trade corridor improvements.

The Commission is responsible for programming and allocating these state and federal funds and will be administered through the Trade Corridor Enhancement Program.

The Trade Corridor Enhancement Program guidelines build from the 2007 Proposition 1B Trade Corridors Improvement Fund guidelines, which provided a onetime infusion of state funds for freight-related infrastructure improvements along corridors with a high volume of freight movement.

Freight planning and policy has changed since the Proposition 1B Trade Corridors Improvement Fund guidelines were developed in 2007, with the approval of the 2014 California Freight Mobility Plan and the 2015 California Sustainable Freight Action Plan, which have helped define California’s approach to freight planning and policy over the last decade.

These guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the Trade Corridor Enhancement Program. The guidelines were developed in consultation with stakeholders representing state, regional, and local government entities, advocacy groups and private industry.

The Commission may amend these guidelines after first giving notice of the proposed amendments. The Commission will make a reasonable effort to amend the guidelines prior to a call for projects or may extend the deadline for project submission in order to comply with the amended guidelines.

2. Program Objectives

The objective of the Trade Corridor Enhancement Program is to fund infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the Commission. The Trade Corridor Enhancement Program will also support the goals of the National Highway Freight Program, the
California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. Appendix A provides a list of the various goals and guiding principles.

3. Program Schedule

The following schedule lists the major milestones for the development and adoption of the 2018 Trade Corridor Enhancement Program:

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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<tbody>
<tr>
<td>Commission Adoption of Guidelines</td>
<td>October 18-19, 2017</td>
</tr>
<tr>
<td>Call for Project Applications</td>
<td>October 20, 2017</td>
</tr>
<tr>
<td>Project Applications due to Commission</td>
<td>January 30, 2018</td>
</tr>
<tr>
<td>Release Staff Recommendations</td>
<td>April 25, 2018</td>
</tr>
<tr>
<td>Commission Adopts Program</td>
<td>May 16, 2018</td>
</tr>
</tbody>
</table>

Funding

4. Source

The Trade Corridor Enhancement Program will receive $794 million from the Trade Corridor Enhancement Account, $535 million will be received from the federal National Highway Freight Program and a one-time appropriation of $11 million will be received from the Budget Act of 2015 as amended by Assembly Bill 133 (Chapter 2, Statutes of 2016, item 2660-013-0001, provision1[b]). A three year Fund Estimate is provided in Appendix B.

5. Programming Cycle

The initial program will include five years (2015-16 thru 2019-20) of funding from the National Highway Freight Program along with three years (2017-18 thru 2019-20) of funding from the Trade Corridor Enhancement Program and a one-time appropriation of $11 million from the Budget Act of 2015. A subsequent program will be adopted by July 1, 2020 to align with the required update of the California Freight Mobility Plan, pursuant to Assembly Bill 14 (Chapter 223, Statutes of 2013). The duration of the subsequent program cycle will be determined through the guideline update process.

6. Distribution

The Commission supports a corridor-based programming approach to the Trade Corridor Enhancement Program, which recognizes and complements the goods movement planning work already done within the major trade corridors. The Commission also recognizes and supports the key role that the state and regions have in project identification.
After consulting the California Freight Mobility Plan and conducting a number of stakeholder workshops, the Commission has determined that the following corridors are eligible for funding under this program:

- Bay Area (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties)
- Central Valley (El Dorado, Fresno, Kern, Kings, Madera, Merced, Placer, Sacramento, San Joaquin, Stanislaus, Sutter, Tulare, and Yolo counties)
- Central Coast (Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz counties)
- Los Angeles/Inland Empire (Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties)
- San Diego/Border (Imperial and San Diego counties)

The Commission acknowledges that other regions may have goods movement infrastructure needs along corridors that have a high volume of freight movement that are eligible for funding. The Commission anticipates those regions will nominate their projects for consideration.

To promote a corridor-based approach while also recognizing the key role of the state in prioritizing interregional freight projects, the Commission has developed the following targets for projects nominated by the California Department of Transportation (Caltrans) and for the geographic programming of projects nominated by other agencies. Pursuant to Streets and Highways Code, Section 2192, the target for Caltrans is 40% of the identified program funding. The remaining 60% is available for projects nominated by regional transportation agencies and other public agencies, including counties, cities, and port authorities.

In considering geographic balance for the overall program, the Commission may program below the corridor-based targets in a region or regions to account for projects programmed from the statewide target.

The targets for the corridors are refined percentages based on the Proposition 1B Trade Corridor Improvement Fund percentages. These refined percentages will be used for the initial 2018 program. In the future, the Commission intends to utilize the tiered Freight Project List in the California Freight Mobility Plan to identify a low to high programming range for each identified corridor for the distribution of subsequent programs. The Commission expects Caltrans to maintain and provide an updated prioritized Freight Project list prior to subsequent program cycles.

The targets are neither minimums, maximums, nor guarantees. They do not constrain what any agency may propose or what the Commission may approve for programming and allocation within any particular corridor.
### Programming Targets

<table>
<thead>
<tr>
<th></th>
<th>Statewide Target</th>
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<tbody>
<tr>
<td>Caltrans</td>
<td>$536,000,000</td>
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</table>

<table>
<thead>
<tr>
<th></th>
<th>Regional Corridor Targets</th>
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<tbody>
<tr>
<td>Percentage</td>
<td>Target</td>
</tr>
<tr>
<td>Bay Area/Central Valley</td>
<td>$217,000,000</td>
</tr>
<tr>
<td>Central Coast</td>
<td>$16,000,000</td>
</tr>
<tr>
<td>Los Angeles/Inland Empire</td>
<td>$467,000,000</td>
</tr>
<tr>
<td>San Diego/Border</td>
<td>$89,000,000</td>
</tr>
<tr>
<td>Other</td>
<td>$16,000,000</td>
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7. **Leveraging of Nationally Significant Freight and Highway Project Funds**

SB 1 indicates the Legislature’s intention to leverage SB 1 funds to obtain matching funds from federal sources to maximize improvements on high priority freight corridors. The Commission will program up to the identified target to match a project that has been awarded federal funds in the 2017 or the 2018 Nationally Significant Freight and Highway Projects (INFRA Grant) program, if the project is otherwise eligible under the Trade Corridor Enhancement Program.

For INFRA Grant projects that are jointly nominated by Caltrans and another agency, the programmed amount will be equally split between the statewide and regional corridor target. In the event, the regional corridor target is less than one half of the programmed amount, the difference will be taken from the statewide target. For all other INFRA Grant projects, the programmed amount will be taken from the applicable regional corridor target.

The project may be programmed and allocated prior to the adoption of the Trade Corridor Enhancement Program of projects in May 2018 but not before the INFRA Grant funding is awarded. In the event the INFRA Grant funding is awarded after the May 2018 program adoption, the appropriate targets will be adjusted in the next program cycle.

Recipients of the INFRA Grant funding must provide the Commission a copy of the INFRA Grant application, documentation of the official award of INFRA Grant funds, within 15 days of receipt of the notice of award, along with a cover letter describing how the project is eligible for Trade Corridor Enhancement Program funding. The allocation of funds will be processed as outlined in Section 24 of these guidelines.

8. **Matching Requirements**

Projects funded from the Trade Corridor Enhancement Program will require at least a 30% match of private, local, federal, or state funds. For the purpose of calculating the required match, the Commission will, except for State Transportation Improvement Program funding, only consider funds that are not allocated by the Commission on a project specific basis. For projects nominated by Caltrans, no match will be required. However, as noted in Section 17, the Commission will consider the leveraging and coordination of other funds when evaluating projects. For projects
jointly nominated by Caltrans and another agency, the matching funds must account for 30% of the local agency’s share of the project costs.

The matching funds must be expended concurrently and proportionally to the Trade Corridor Enhancement Program funds. Costs incurred prior to allocation will not be counted towards match.

The applicant must provide a project funding plan through construction that demonstrates the supplemental funding in the plan (local, federal, state, private sources) is reasonably expected to be available and sufficient to complete the project.

The investment of public funding must be tied to public benefits as demonstrated through a public/private benefit cost analysis. The benefit cost analysis should take into account who owns the asset once the project is completed.

9. Funding Restrictions

Trade Corridor Enhancement Program funds shall not supplant other committed funds and are not available to fund cost increases except as noted below.

Trade Corridor Enhancement Program funding may be used to fund cost increases on Caltrans nominated projects. The statewide target in future programming cycles will be adjusted accordingly. The Commission will allocate the cost increase on a project by project basis consistent with Section 24 of these guidelines.

For jointly nominated projects, the Commission expects cost increases will be funded based on agreements between the agencies nominating the project.

A project that is already fully funded or is a capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the Trade Corridor Enhancement Program.

10. Reimbursement

The Trade Corridor Enhancement Program is a reimbursement program for eligible costs incurred. Costs incurred prior to Commission allocation and, for federally funded projects, Federal Highway Administration project approval (i.e. Authorization to Proceed) are not eligible for reimbursement.

Eligibility

11. Eligible Applicants

Eligible applicants include local, regional, and public agencies such as cities, counties, Metropolitan Planning Organizations, Regional Transportation Planning Agencies, port authorities, public construction authorities, and Caltrans. Project proposals from private entities must be submitted by a public agency sponsor.
A nomination may identify an entity other than the applicant to be the project implementing agency. The implementing agency assumes responsibility and accountability for the use and expenditure of program funds.

Applicants and implementing agencies must comply with all relevant federal and state laws, regulations, policies, and procedures.

The Metropolitan Planning Organizations will be responsible for compiling project nominations from their respective agencies as described in Section 17.

12. Eligible Projects

Consistent with the California Freight Mobility Plan, a freight project is a project that significantly contributes to the freight system’s economic activity or vitality; relieves congestion on the freight system; improves the safety, security, or resilience of the freight system; improves or preserves the freight system infrastructure; implements technology or innovation to improve the freight system or reduce or avoid its negative impacts; or reduces or avoids adverse community and/or environmental impacts of the freight system.

To be eligible for funding under this program, a project must meet the aforementioned freight project definition, support the objectives of the program, and meet the screening and evaluation criteria.

Projects receiving state funds must be consistent with Article XIX of the California Constitution.

Projects receiving federal National Highway Freight Program funds must comply with the provisions of Title 23 of the U.S. Code of Federal Regulation, and be located on the Primary Highway Freight System or a designated Critical Rural Freight Corridor or Critical Urban Freight Corridor. The designation of the Critical Rural Freight Corridor or Critical Urban Freight Corridor is not required at the time of project nomination, however, the designation must be federally approved prior to the project requesting allocation. Grade Crossing improvement projects, Grade Separation projects, Intermodal projects, and Intelligent Transportation System projects are not required to have a Critical Rural Freight Corridor or Critical Urban Freight Corridor designation.

Projects eligible for funding under the program include, but are not limited to, the following:

- Highway improvements to more efficiently accommodate the movement of freight.
- Freight rail system improvements to enhance the ability to move goods, including grade separations.
- Port capacity and efficiency enhancements, excluding the purchase of fully automated cargo handling equipment.
- Truck corridor improvements, including dedicated truck facilities or truck toll facilities, including the mitigation of the emissions from trucks or these facilities.
- Border access improvements to enhance goods movement.
- Surface transportation, local road, and connector road improvements to effectively facilitate the movement of goods.
Port and/or rail projects to facilitate intermodal interchange, transfer, and access into or out of the facility (limited to 10% of federal yearly apportionments).

Intelligent Transportation Systems (ITS) or other technology to improve the flow of freight, real time information systems, weigh-in-motion devices, electronic screening/credentialing systems, traffic signal optimization, work zone management and information systems, ramp metering, electronic cargo and border security technologies.

Environmental/community mitigation or efforts to reduce environmental impacts of freight movement, such as projects that reduce noise, overnight truck idling, or truck queues and advanced traveler Information Systems such as Freight Advanced Traveler Information Systems (FRATIS).

13. Eligible Components

Trade Corridor Enhancement Program funds may be used for any component of a project, however, capital costs will only be programmed if a Notice of Determination (NOD) is filed, in accordance with the California Environmental Quality Act, within six months of program adoption. If the NOD is not filed within six months, the project will be deleted from the program.

Pursuant to federal statute, the Commission may not program more than 10 percent of the total federal yearly apportionment amount for freight intermodal or freight rail projects, which include the following:

- Projects within the boundaries of public or private freight rail or water facilities (including ports).
- Projects that provide surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into or out of the facility.

Project Selection Process

14. Screening Criteria

Nominations will receive an initial screening by the Commission for completeness and eligibility, before moving to the evaluation process. Incomplete or ineligible applications may not be evaluated. An agency submitting multiple project applications must clearly prioritize its projects.

Nominations will be screened for the following:

- Project must be included in an adopted regional transportation plan and if applicable, consistent with a Sustainable Communities Strategy determined by the State Air Resources Board to achieve the region’s greenhouse gas emissions reduction targets.
- Project must demonstrate a 30% funding match as outlined in Section 8 of these guidelines.
- Project must be one of the types of projects listed in Section 12 of these guidelines.
- Project must not have the purpose or intent to increase the state’s overall capacity to facilitate the transportation of coal in bulk, pursuant to Government Code Section 14525.3.
In evaluating each new terminal project, if related environmental documents are not yet complete, the Commission shall base their review on written confirmation from the project applicant.

- Project must meet the objectives of the Trade Corridor Enhancement Program.
- Project contributes to corridor or air basin emission reduction of greenhouse gases, diesel particulates (PM 10 and PM 2.5), carbon monoxide, nitrogen oxides, and other pollutants.
- Project demonstrates that negative environmental/community impacts will be avoided or mitigated.
- Project will stimulate economic activity, enhance trade value, and preserve/create jobs.

15. Project Rating Process

All project nominations that meet the screening criteria will be selected through a competitive process by evaluating the applications for compliance with the objectives of the program and rating them based on the evaluation criteria with a “High”, “Medium”, or “Low” score. The Commission may group projects for the purposes of comparing the ratings of like applications or for purposes of comparing projects within a region.

The highest ranking applications that meet the program objectives will be selected for funding while also taking into account the programming targets as specified in Section 6. The Commission will prioritize projects jointly nominated and jointly funded by Caltrans and local agencies, and construction ready projects in the 2017-18, 2018-19 and 2019-20 fiscal years. Caltrans’ commitment of State Transportation Improvement Program funds or State Highway Operation and Protection Program funds will be considered joint funding.

To maximize the effectiveness of program funds, the Commission’s intent is to fund a small number of projects which provide for the greatest benefits and may elect to only evaluate the highest priority application(s) submitted by each applicant.

The Commission may collaborate with the following state agencies when evaluating project nominations: The Air Resources Board to review the air quality benefits and Caltrans to review the Cal B/C results.

16. Evaluation Criteria

Evaluation criteria are outcome oriented and customizable to each corridor. Evaluation criteria are grouped into three categories.

Where a project is proposed to improve private infrastructure, the Commission’s evaluation will examine the public/private benefit assessment of the project.

Nominations will be evaluated on the following:

- Freight System Factors
  - Throughput – Project provides for increased volume of freight traffic through capacity expansion or operational efficiency.
Velocity – Project increases the speed of freight traffic moving through the distribution system.

Reliability - Project reduces the variability and unpredictability of travel time.

Transportation System Factors

Safety - Project increases the safety of the public, industry workers, and traffic.

Congestion Reduction/Mitigation - Project reduces daily hours of delay on the system and improves access to freight facilities.

Key Transportation Bottleneck Relief - Project relieves key freight system bottlenecks where forecasts of freight traffic growth rates indicate infrastructure or system needs are inadequate to meet demand.

Multi-Modal Strategy - Project employs or supports multi-modal strategies to increase port and transportation system throughput while reducing truck vehicle miles/hour traveled (VMT/VHT) or truck idling times.

Interregional Benefits - Project links regions/corridors to serve statewide or national trade corridor needs.

Advanced Technology – Project employs advanced and innovative technology, such as Intelligent Transportation Systems (ITS), or includes supporting infrastructure for deployment of current and future technologies, such as zero and near-zero emission equipment or vehicles or ITS elements.

Community Impact Factors

Air Quality Impact - Project reduces local and regional emissions of diesel particulate (PM 10 and PM 2.5), carbon monoxide, nitrogen oxides, greenhouse gases, and other pollutants.

Community Impact Mitigation - Project reduces negative impacts on communities (noise, localized congestions, safety, public health, etc.).

Economic/Jobs Growth – Project stimulates local economic activity, enhances trade value, and preserves/creates jobs.

The Commission will also consider the following factors when evaluating projects:

The overall need, benefits and cost, of the project in the context of its contribution to advancing the California Freight Mobility Plan, the California Sustainable Freight Action Plan, and if applicable, an adopted regional freight plan. Projects submitted by Caltrans should also include a description of how the project contributes to advancing the Interregional Transportation Strategic Plan.

Project readiness and reasonableness of the schedule for project implementation, including the following:

- Progress towards achieving environmental protection requirements.
- The comprehensiveness and sufficiency of agreements with key partners (particularly infrastructure owning railroads) that will be involved in implementing the project.
• The leveraging and coordination of funding from other private, federal, state, local or regional sources, with consideration of those sources that are discretionary compared to those that are nondiscretionary.

• The commitment of multiple partners in the delivery of the project, as evidenced by joint nomination and/or joint funding of a project.

To maximize the effectiveness of program funds, the Commission’s intent is to fund a small number of projects which provide for the greatest benefits and may elect to only evaluate the highest priority application(s) submitted by each applicant.

The Commission may collaborate with the following state agencies when evaluating project nominations: The Air Resources Board to review the air quality benefits and Caltrans to review the Cal B/C results.

17. Project Nominations

Project nominations and supporting documentation must be submitted to the Commission by January 30, 2018. Nominations will be treated in accordance with California Public Records Act requirements and information, subject to those requirements, may be publicly disclosed.

The Metropolitan Planning Organizations will be responsible for compiling project nominations from their respective agencies to the Commission. Project nominations coming from Imperial County will be considered as part of the San Diego/Border programming target, but the project nominations from Imperial County will be compiled and submitted through the Southern California Association of Governments as its Metropolitan Planning Organization. All other project nominations will be submitted directly to the Commission.

Each Metropolitan Planning Organization will submit a cover letter signed by the respective Executive Director. The submittal will include a full list of all nominations received and confirm consistency with an adopted Regional Transportation Plan and if applicable, its Sustainable Communities Strategies and adopted regional freight plan

The application must clearly identify ineligible elements of a project and certify (or confirm) that those ineligible elements will not be funded with Trade Corridor Enhancement Program funds or be considered as match.

The Commission will post basic project application information on its website prior to adopting the final program of projects. After projects are selected for programming, the Commission will post the status of all project applications to its website.

Each project application submittal must include two copies of the application package and one electronic copy. All application materials should be bound, addressed and delivered to:

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814
Caltrans is working to develop an online application for this program. This online application may not be completed in time for use in the initial application cycle. The Commission will notify potential applicants through its website and through the RTPA Group when the online application is available.

Each project application should be limited to 25 pages (excluding the Project Programming Request form) and must include:

A. A cover letter, with signature authorizing and approving the application. Where the project is to be implemented by an agency other than the nominator, documentation of the agreement between the project nominator and implementing agency must be submitted with the application. Jointly nominated projects must include the signatures of each agency nominating the project.

B. A confirmation that any new terminal project will not have significant environmental impacts, as described in related environmental documents as a result of the storage, handling, or transport of coal in bulk pursuant to Government Code Section 14525.3. In evaluating each new terminal, if related environmental documents are not yet complete, the Commission shall base their review on written confirmation from the project applicant.

C. A confirmation that any capacity-increasing project or a major street or highway lane realignment project was considered for reversible lanes pursuant to Streets and Highways Code Section 100.15.

D. An explanation of the project and its proposed benefits, including the following:
   i. Project title, which should be a brief non-technical description of the project type, scope, and location, and a map (or maps) of the project location denoting the project site, including before pictures.
   ii. Project priority (if agency is submitting multiple applications)
   iii. Project background and a purpose and need statement.
   iv. A concise description of the project scope and anticipated benefits (outcomes and outputs) proposed for funding.
   v. A description on how the project furthers the goals of the California Freight Mobility Plan and the guiding principles of the California Sustainable Freight Action Plan.
   vi. A description of how local residents and community-based organizations were engaged in developing the project.
   vii. A description of how the final project will address community-identified needs along with a description and quantification of the benefits the project will provide for disadvantaged communities and low-income areas.
      ▪ A map (or maps) of the project location denoting the project site and identifying impacted communities that meet either of the following criteria:
         Disadvantaged Communities - an area identified as among the most disadvantaged 25% in the state according to the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code.
         Low-income Communities - an area with median household income at or below 80 percent of the statewide median or with median household
incomes at or below the threshold designated as low income by the Department of Housing and Community Development’s list of state income limits adopted pursuant to Section 50093 of the Health and Safety Code.

The map for Disadvantage and Low-income Communities can be found at: https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm

viii. A description and map (or maps) of how the final project will address community-identified needs along with a description and quantification of the benefits the project will provide for other communities not falling under the above definitions.

ix. A project cost estimate which includes the amount and source of all funds committed to the project and the basis for concluding that the funding is expected to be available. If uncommitted funding is identified, the requirements as outlined in Section 21 must be included. Cost estimates should be escalated to the year of proposed implementation and be approved by the Chief Executive Officer or other authorized office of the implementing agency.

x. When proposing to fund only preconstruction project components, the applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the Regional Transportation Plan or the Interregional Transportation Strategic Plan for projects implemented by Caltrans.

xi. A description that demonstrates the ability to absorb any cost overruns and deliver the proposed project with no additional funding from this program, except as noted in Section 9 of these guidelines.

xii. A description of the project delivery plan, including a description of the known risks that could impact the successful implementation of the project and the response plan of the known risks. The risks considered should include, but not be limited to, risks associated with deliverability and engineering issues, community involvement, and funding commitments.

xiii. A description of the transportation corridor and the function of the proposed project within the corridor.

xiv. A description of the projected quantification and qualitative measures of the proposed improvements as described in the Evaluation Criteria in Section 16.

xv. A description and quantification of the local and corridor effects of the project on diesel particulate (PM 10 and PM 2.5), nitrogen oxides, greenhouse gases and other pollutant emissions using the Caltrans’ Life-Cycle Benefit-Cost Analysis Model 6.0, the SB 1 Intermodal Tool, or the SB 1 Other Projects Tool. Report emissions saved in both tons and dollars. The SB 1 Intermodal Tool and the SB 1 Other Projects Tool are currently under development. These tools will be provided by December 15, 2017 by Caltrans at: http://www.dot.ca.gov/hq/tpp/offices/eab/LCBC_Analysis_Model.html. If another model is more applicable the application should describe why and provide the analysis based on the alternate model in addition to one of the tools identified above.

xvi. A description of how the project furthers the goals, performance measures, and targets of the region’s Regional Transportation Plan, and if applicable, it’s associated Sustainable Communities Strategy and freight plan.
xvii. A description of the corridor plan or other coordinated management strategy being implemented by the nominator and other jurisdictions within the corridor to preserve corridor mobility.

xviii. A description of how the project uses advanced, clean, or innovated technologies to support the freight transportation system. Also include a description of any associated supporting infrastructure that is included in the project.

xix. Each applicant should provide documentation that the expected benefits of the proposed project justify its costs, recognizing that some costs and benefits can be difficult to quantify. Each application should include analysis utilizing Caltrans’ Life-Cycle Benefit-Cost Analysis Model 6.0. This model can be found at: http://www.dot.ca.gov/hq/tpp/offices/eab/LCBC_Analysis_Model.html. If another model is more applicable the application should describe why and provide the analysis based on the alternate model.

xx. Where investment of Trade Corridor Enhancement Program funding is proposed to improve private infrastructure, this documentation should include an assessment of public and private benefits to show that the share of public benefit is commensurate with the share of public funding.

E. Documentation for rail investments should acknowledge and describe how the private railroads, regional agencies and appropriate state agencies will come to agreement on public and private investment levels and resulting benefits.

F. Each application must include a Project Programming Request (PPR) Form. Each PPR Form must list federal, state, local, and private funding categories by project component and fiscal year. If the project is a scope addition to a project with a prior Project PPR Form, the prior PPR Form should be included.

An excel template of this form may be found at http://www.dot.ca.gov/hq/transprog/ocip.htm. Caltrans is working to develop a web-based PPR Form and expects to make this available by November 1, 2017. The Commission will notify potential applicants through its website and through the RTPA Group when the web-based form is available.

 Programming

18. Programming Capacity

The Trade Corridor Enhancement Program will be developed consistent with the estimated annual amount of funds available based on 50% of the revenues generated by the diesel fuel excise tax imposed by SB 1 and the obligation authority limits on the National Highway Freight Program. A three year fund estimate is provided in Appendix B.

19. Program of Projects

The program of projects for each fiscal year will include, for each project, the amount to be funded from the Trade Corridor Enhancement Program, and the estimated total cost of the project. Project costs in the Trade Corridor Enhancement Program will include costs for each of the following components: (1) permits and environmental studies; (2) plans, specifications, and
estimates; (3) right-of-way; and (4) construction. The cost of each project component will be listed in the program no earlier than in the fiscal year in which the particular project component can be implemented.

For Caltrans implemented projects, the cost of right-of-way support and construction support will be separated out and programmed separately from the right-of-way capital and construction capital cost.

20. Contingency List

The Commission may identify a contingency list of projects to be amended into the program in the event a programmed project has returned award savings or is deleted from the program. This contingency list will be in effect only until the adoption of the next programming cycle.

21. Committed/Uncommitted Funds

The Commission will program and allocate funding to projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of Trade Corridor Enhancement Program funds and other committed funds and uncommitted funds.

Uncommitted funds may only be from the following competitive programs: Active Transportation Program, Solutions for Congested Corridors Program, Local Partnership Program, Transit and Intercity Rail Capital Program, or 2017 and 2018 INFRA Grant. The applicant must indicate its plan for securing a funding commitment; explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments must be secured prior to July 1 of the year in which the project is programmed or the project will be removed from the program.

Projects programmed by the Commission in the Trade Corridor Enhancement Program will not be given priority in other programs under the Commission’s purview.

The Commission will regard funds as committed when they are programmed by the Commission or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including Regional Surface Transportation, Congestion Mitigation and Air Quality, and federal formula transit funds, the commitment may be by federal Transportation Improvement Program adoption. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

Project Amendments

22. Project Review Committee

Commission staff may form a Project Review Committee to assist Commission staff in evaluating amendments on an as needed basis. The Project Review Committee will include representatives from Caltrans and various other transportation stakeholders.
23. Amendment Requests

Project amendments will be considered for the Trade Corridor Enhancement Program as follows:

- **Scope Changes** – The Commission may consider changes to the scope of the project only if the change is minor and has no impact to the project benefits or the scope change increases the benefits of the project.

- **Cost Changes** – The Trade Corridor Enhancement Program will not participate in any cost increases to the project, except as allowed under Section 9 for Caltrans nominated projects. Any cost increases should be funded from other fund sources. If there is a change in the cost estimate, the implementing agency must notify Caltrans as described below.

- **Schedule Changes** – Schedule changes to a project will not be considered unless a time extension was approved as specified in Section 26. For projects programmed in the last year of the Trade Corridor Enhancement Program, the implementing agency may request to reprogram the project only once with justification. The Commission may approve the request only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the change.

Project amendments requested by implementing agencies shall receive the approval of all partner and funding entities before presentation to the Commission. Amendment requests should be submitted in a timely manner and include documentation that supports the requested change and its impact on the scope, cost, schedule and benefits.

Caltrans shall coordinate all amendment requests and utilize the Project Programming Request to help document the change. Implementing agencies must notify Caltrans in writing of proposed project amendments. This notification must include an explanation of the proposed change, the reason for the proposed change, the impact the proposed change would have to the project, and an estimate of the impact the proposed change would have on the potential of the project to deliver the project benefits as compared to the benefits identified in the project application (increase or decrease in benefits) and an explanation of the methodology used to develop the aforementioned estimate. A revised Project Programming Request form must be included in the notification.

Caltrans will review the proposed amendment change and forward the proposed amendment change with Caltrans’ written analysis and recommendation to the Commission for the Commission’s approval.

Commission staff may also request that the Project Review Committee review and make a recommendation on amendment requests.

Commission staff will present recommended changes deemed by staff to be minor changes, such as those with little or no impact to project benefits or which increase the benefits of the project, to the Commission as a part of the project allocation request. Staff will present all other amendment changes to the Commission as project amendments.
**Allocations**

**24. Allocation Requests**

When an agency is ready to implement a project or project component, the agency will submit an allocation request to Caltrans. The typical time required, after receipt of the request, to complete Caltrans review, and recommendation and Commission allocation is 60 days.

Caltrans will review the request and determine whether or not to recommend the request to the Commission for action. The Commission will consider the allocation of funds for a project when it receives an allocation with a recommendation from Caltrans. The recommendation will include a determination of project readiness, the availability of appropriated funding, and the availability of all identified and committed supplementary funding. When Caltrans develops its construction allocation recommendation, the Commission expects Caltrans to certify that a project’s plans specifications and estimate are complete, environmental and right-of-way clearances are secured, and all necessary permits and agreements (including railroad construction and maintenance) are executed.

In compliance with Section 21150 of the Public Resources Code, the Commission will not allocate funds for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act. As a matter of policy, the Commission will not allocate funds for design, right-of-way, or construction of a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act (NEPA). Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of NEPA review.

The Commission will approve the allocation if the funds are available and the allocation is necessary to implement the project as included in the adopted Trade Corridor Enhancement Program. If there are insufficient program funds to approve an allocation, the Commission may delay the allocation of funds to a project.

Allocations must be requested in the fiscal year of project programming. Agencies should not request Commission allocations unless prepared to award contracts related to the allocation within six months. Whenever programmed funds are not allocated within the fiscal year programmed or within the time allowed by an approved allocation extension, the project will be deleted from the Trade Corridor Enhancement Program.

Where the project is to be implemented by an agency other than the applicant, the allocation request must include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency.

When Caltrans is the implementing agency, right-of-way support and construction support costs must be allocated separately from right-of-way capital and construction capital costs.

**Project Delivery**

**25. Letter of No Prejudice**

The Commission will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the Trade Corridor Enhancement Program. Approval of the LONP will allow the
agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines were adopted in October 2017 and are on the Commission’s website.

26. Timely Use of Funds

Trade Corridor Enhancement Program allocations must be requested in the fiscal year of project programming, and construction allocations are valid for award for six months from the date of allocation unless the Commission approves an extension.

The Commission may extend the deadline only once for allocation and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months.

Funds allocated for project development or right-of-way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. The implementing agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

The Commission may extend the deadline only once for contract award and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months.

After award of the contract, the implementing agency has up to 36 months to complete (accept) the contract. At the time of fund allocation, the Commission may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project.

The Commission may extend the deadlines for expenditures for project development or right-of-way, or for contract completion no more than one time, only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed more than 20 months for project completion and 12 months for expenditure.

Except for the allocation of funds, the request to extend the deadline for any of the above must be received by Caltrans prior to the expiration date. For allocation of funds, the time extension must be approved by the Commission by June 30th of the year the funds are programmed; otherwise the funds will lapse as specified in this section.

Where a project component will not be ready for allocation as programmed in the current fiscal year, the implementing agency should request an extension of the allocation deadline rather than a project amendment.

Projects must commence right-of-way acquisition or actual construction within 10 years of receiving pre-construction funding through the Trade Corridor Enhancement Program, or the implementing agency must repay the Trade Corridor Enhancement Program funds. Repaid funds will be made available for redistribution in the subsequent programming cycle.
27. Delivery Deadline Extensions

The Commission may extend a delivery deadline, as described in Section 27, upon the request of the implementing agency. No deadline may be extended more than once. However, there are separate deadlines for allocations, contact award, expenditures, and project completion. Each project component has its own deadlines. The Commission may consider the extension for each of the deadlines separately.

All requests for project delivery deadline extensions shall be submitted directly to Caltrans for processing prior to the expiration date. The extension request should describe the specific circumstance that justifies the extension and identify the delay directly attributable to the circumstance. Caltrans will review and prepare a written analysis of the proposed extension requests and forward the written analysis and recommendation to the Commission for action.

28. Project Inactivity

Once funds for a project are encumbered, project applicants are expected to invoice on a regular basis (for federal funds, see 23 CFR 630.106 and the Caltrans' Inactive Obligation Policy). Failure to do so will result in the project being deemed "inactive" and subject to de-obligation and deallocation if proper justification is not provided.

29. Project Cost Savings

Project cost savings generated by a project in the regional corridor program will be returned to that regional programming target.

Savings at contract award may be used to expand the scope of the project only if the expanded scope provides additional quantifiable benefits. The expanded scope must be approved by the Commission’s Executive Director prior to contract award. All other contract award savings will be returned proportionally.

Savings at project completion must be returned proportionally except when an agency has, subsequent to project programming, committed additional funds to the project to fund a cost increase. In such instances, savings at project completion may be returned to other fund types first, until the proportions match those at programming. Any additional savings at project completion must be returned proportionally.

30. Project Reporting

SB 1 places responsibility on the Commission to track the performance and report to the public how well funding recipients are delivering projects receiving Trade Corridor Enhancement Program funds. Additional reporting requirements will be outlined in the Commission’s upcoming Accountability and Transparency Guidelines.

Caltrans, in cooperation with the implementing agencies, will report to the Commission on a semi-annual basis. The reports will include information on the activities and progress made toward implementation of the project, including those project activities taking place prior to an allocation and the commitment status of supplemental funding identified at the time of programming. The reports will at a minimum include:
• A summary describing the overall progress of the project since the initial programming action.
• Expenditures to date for all project phase costs, segregated by fund.
• A summary of milestones achieved during the prior year and milestones expected to be reached in the coming year.
• A summary describing any changes to the scope, cost, schedule, and benefits of the project.

For new terminal projects, project applicants will annually notify Caltrans that the project is not being used to handle, store, or transport coal in bulk. This notification will be provided in the second semi-annual report Caltrans is responsible for compiling.

Within one year of the project becoming operable, a final delivery report must be submitted. The implementing agency must provide the following information to Caltrans to be included in the final delivery report to the Commission:

• The scope of the completed project as compared to the programmed project.
• Before and after photos documenting the project.
• The final costs, by component and fund type, as compared to the approved project budget at allocation and baseline agreement, if applicable.
• Project duration as compared to the project schedule in the project application.
• Project deliverables (outputs) and outcomes derived from the project as compared to those described when the decision was made to fund the project. This should include an explanation of the methodology used to quantify and qualify the benefits.
• For the purpose of this section, a project becomes operable when the construction contract is accepted or acquired equipment is received.

The purpose of the reports is to ensure that the project achieves the objectives of the program, is executed in a timely fashion, is within the scope and budget identified when the decision was made to fund the project and is on track to deliver the expected benefits.

The National Highway Freight Program funds administered under the Trade Corridor Enhancement Program will be subject to the National Performance Management Measures for assessing Performance of Freight Movement. Caltrans’ Engagement Plan for this effort can be found at http://www.dot.ca.gov/hq/transprog/map21/map21_implementation.htm.

31. Project Tracking Database

Caltrans is responsible for developing, upgrading and maintaining an electronic database record of the adopted Trade Corridor Enhancement Program and Commission actions. The database will include project specific information, including project description, location, cost, scope, schedule, progress of the project and a map. The project information from the database will be accessible through Caltrans’ website.
32. Project Auditing

Caltrans must audit, in accordance with Generally Accepted Government Auditing Standards, a representative sample of the projects. The scope of these audits will be performed to determine whether:

- Project costs incurred and reimbursed are in compliance with the Commission’s Trade Corridor Enhancement Program Guidelines, the Commission’s Accountability Guidelines, contract provisions and state and federal laws and regulations.

- Project deliverables (outputs) and outcomes are consistent with the project scope, schedule, and benefits described in the project nomination used to program the project.

A report on the projects audited, their findings and status of any corrective action must be submitted to the Commission by October 1 of each year.

33. Project Signage

The implementing agency must, for all projects, include signage stating that the project was made possible by SB 1 – The Road Repair and Accountability Act of 2017. The signage should be in compliance with applicable federal or state law, and Caltrans’ manual and guidelines, including but not limited to the provisions of the California Manual on Uniform Traffic Control Devices.
## Appendix A – Goals and Guiding Principles

<table>
<thead>
<tr>
<th>National Highway Freight Program Goals</th>
<th>California Freight Mobility Plan Goals</th>
<th>California Sustainable Freight Action Plan Guiding Principles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Invest in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce cost of freight transportation, improve reliability, and increase productivity.</td>
<td>Improve the contribution of the California freight transportation system to economic efficiency, productivity, and competitiveness.</td>
<td>Support local and regional efforts to improve trade facilities and corridors that achieve regional environmental, public health, transportation, and economic objectives consistent with statewide policy goals.</td>
</tr>
<tr>
<td>Improve safety, security, efficiency and resiliency of freight transportation in rural and urban areas.</td>
<td>Improve the safety, security, and resiliency of the freight transportation system.</td>
<td>Improve the state-of-good-repair of the multi-modal freight transportation system.</td>
</tr>
<tr>
<td>Improve the state of good repair of the National Highway Freight Network.</td>
<td>Improve the state of good repair of the freight transportation system.</td>
<td>Grow the number of well-paying employment opportunities in the freight sector.</td>
</tr>
<tr>
<td>Use innovation and advanced technology to improve National Highway Freight Network safety, efficiency and reliability.</td>
<td>Use innovative technology and practices to operate, maintain, and optimize the efficiency of the freight transportation system while reducing its environmental and community impacts.</td>
<td>Apply innovative and green technology, along with accompanying infrastructure and applicable practices, to optimize the efficiency of the freight transportation system.</td>
</tr>
<tr>
<td>Improve the efficiency and productivity of the National Highway Freight Network.</td>
<td>Reduce costs to users by minimizing congestion on the freight transportation system.</td>
<td>Grow the economic competitiveness of California’s freight sector.</td>
</tr>
<tr>
<td>Reduce environmental impacts of freight movement on the National Highway Freight Network.</td>
<td>Environmental Stewardship – Avoid and reduce adverse environmental and community impacts of the freight transportation system.</td>
<td>Reduce or eliminate health, safety, and quality of life impacts on communities that are disproportionately affected by operations at major freight corridors and facilities. This includes reducing toxic hot spots from freight sources and facilities, and ensuring continued net reductions in regional freight pollution.</td>
</tr>
</tbody>
</table>

27
<table>
<thead>
<tr>
<th>National Highway Freight Program Goals</th>
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<th>California Sustainable Freight Action Plan Guiding Principles</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Improve State flexibility to support multi-State corridor planning and address highway freight connectivity.</em></td>
<td></td>
<td><em>Invest strategically to improve travel time reliability and to achieve sustainable congestion reduction on key bottlenecks on primary trade corridors.</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td><em>Invest strategically to accelerate the transition to zero and near-zero emission equipment powered by renewable energy sources, including supportive infrastructure.</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td><em>Reduce freight-related deaths and injuries, and security threats.</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td><em>Improve system resilience by addressing infrastructure vulnerabilities associated with expected climate change impacts and natural disasters, which may include exploring opportunities to utilize natural systems to improve water quality, reduce ecosystem damage, prevent flooding, and create a cooling effect.</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td><em>Site freight projects to avoid greenfield development by enhancing existing freight infrastructure or targeting infill development near compatible land uses.</em></td>
</tr>
</tbody>
</table>
# Appendix B – Fund Estimate

<table>
<thead>
<tr>
<th>TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP) FUND ESTIMATE ($ millions)</th>
<th>3-Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2017-18</td>
</tr>
<tr>
<td><strong>RESOURCES</strong></td>
<td></td>
</tr>
<tr>
<td><strong>STATE RESOURCES</strong></td>
<td></td>
</tr>
<tr>
<td>Trade Corridor Enhancement Account(^1)</td>
<td>$200</td>
</tr>
<tr>
<td>State Resources Subtotal</td>
<td>$200</td>
</tr>
<tr>
<td><strong>FEDERAL RESOURCES</strong></td>
<td></td>
</tr>
<tr>
<td>National Highway Freight Program(^2,3)</td>
<td>$293</td>
</tr>
<tr>
<td>Federal Resources Subtotal</td>
<td>$293</td>
</tr>
<tr>
<td><strong>LOAN REPAYMENTS</strong></td>
<td></td>
</tr>
<tr>
<td>Loan Repayment per Assembly Bill 133(^4)</td>
<td>$11</td>
</tr>
<tr>
<td>Loan Repayments Subtotal</td>
<td>$11</td>
</tr>
<tr>
<td><strong>TOTAL RESOURCES AVAILABLE</strong></td>
<td>$505</td>
</tr>
</tbody>
</table>

Note: Individual numbers may not add to total due to independent rounding.

1. Amounts provided by the Department of Finance.
2. Final dollar amounts may vary based on actual apportionment and obligational authority by the Federal Highway Administration or any changes in Federal guidance. Federal Resource dollars are representative of obligation authority and are an estimated percentage of California apportionments under the Fixing America's Surface Transportation (FAST) Act including reductions for post-apportionment set-asides, penalties, and sequestration.
3. Federal Resources for 2017-18 also include unallocated National Highway Freight Federal Fiscal Year (FFY) 2015-16 and 2016-17.
4. The loan repayment reflects a one-time transfer from the General Fund for trade corridors per Assembly Bill 133 (Chapter 2, Statutes of 2016). Repayment occurred December 2016, and is available 2017-18.
Introduction

The San Diego Regional Chamber of Commerce is hosting the 13th Annual Binational Delegation to Mexico City from April 15–18, 2018, as a formal visit of business and community leaders, as well as elected officials from San Diego and Baja California to Mexico’s capital. Some of the major areas of focus for this year’s event are the North American Free Trade Agreement, border infrastructure, environmental issues (Tijuana River Valley), immigration/workforce integration, and Mexico’s 2018 presidential election. As a national model for productive and collaborative cross-border relations, regional leaders in the Cali-Baja region will use the platform to voice their support for the policies and projects that will continue to strengthen cross-border communities.

VICTORIA STACKWICK
Principal, Office of Government Relations

Attachment: 1. Chamber Delegation to Mexico - Save the Date

Key Staff Contacts:  Hector Vanegas, (619) 699-1972, hector.vanegas@sandag.org
13th Annual
BINATIONAL DELEGATION to MEXICO CITY

• April 15 – 18, 2018 •
Four Seasons Hotel Mexico City

An opportunity to meet with key federal officials, diverse business industry representatives and organizations to discuss international commerce, foreign investment opportunities and continue cultivating political and business relationships.

Trade facilitation, innovation, energy reform, global workforce training, tourism and border infrastructure are some of the major policy areas. Plus...

• Make invaluable connections with Mexico's top officials and industry leaders.

• Participate in high-level meetings with administration officials and agencies such as the ministries of Communications & Transportation, Economy, Energy, Foreign Relations, Governance, Health and Tourism; Embassies of the United States and Canada; the Presidency of Mexico; and both the Senate and Congress.

Chamber Member Registration *
$1,700 per person before March 2
$2,300 per person (March 3 - April 6)
$1,300 for spouse/guest from the same company

Non-Member Registration *
$2,800 per person (until April 6)

Become a member and save $1,100 on your participation fee. Contact Courtney Gant for details: 619-544-1392, or cgant@sdchamber.org.

All Late Registration
$3,300 per person (until April 7 - 11)

*Includes all meals, meetings, and receptions. Absolutely no registration after March 22. Payment must be received prior to departure for the trip.

Hotel:
We have secured a special room rate of $265++ per night for standard rooms between April 15 - 18, 2018. Attendees must mention the group block "San Diego Chamber" or code JP239 when booking to receive the discounted rate. Reservations can be made directly to the hotel’s reservations office at +52-55-5230-1818.

Apply Online at SDChamber.org/MX2018
INTRODUCTION

PUBLIC HEALTH IN OUR BORDER REGION
HEALTH DISPARITIES IN THE BORDER REGION

- Diabetes & Obesity
- Infectious Diseases (e.g. Tuberculosis, HIV)
- Healthcare Access

OFFICE OF BORDER HEALTH

- Established in 1993 – celebrating 25 years!
- Facilitates communication, collaboration, and coordination binationally (San Diego-Tijuana)
- Partners
BORDER HEALTH FOCUS AREAS:

- Relationship Building
- Infectious Disease Surveillance
- Collaboration on Key Initiatives
- Health Diplomacy

Relationship Building
CONVENING LEADERSHIP

- Public Health Directors
- Regular Communication
- Binational information sharing

BORDER HEALTH CONSORTIUM OF THE CALIFORNIAS

Purpose:
- Knowledge Sharing
- Capacity Building
- Relationships

Work Groups: HIV, TB, Obesity, Mental Health
Infectious Disease Surveillance
Prevention & Coordination

CURE TB PROGRAM
- Continuity of Care
- Health Information Exchange
- San Diego County and Globally

TUBERCULOSIS

INFECTIOUS DISEASE COORDINATION
EPIDEMIOLOGICAL BINATIONAL COMMUNICATION

- Binational Communication & Coordination
- Vector-Borne & Zoonotic Disease Meetings
- Binational HIV meetings
- Binational Epidemiology Meetings

Collaboration on Key Initiatives
BINATIONAL EMERGENCY PREPAREDNESS

- Binational Communications Plan
- Binational Patient Transfers

BINATIONAL CHRONIC DISEASE PREVENTION

- Love Your Heart
- AMA Tu Corazón
Health Diplomacy

BINATIONAL RELATIONS

- Respect & patience
- Priorities differ
- Be open to learn from one another
- Start with clean slate
- Levels of formality
- Take time to break bread
QUESTIONS?
¿PREGUNTAS?
- **Justine Kozo M.P.H.**
  Chief, Office of Border Health
  Health and Human Services Agency
  phone: (619) 692-6656
  Justine.Kozo@sdcounty.ca.gov

- **Juan Olmeda Jr.**
  CDI/Border Health Assistant
  Health and Human Services Agency
  phone: (619) 692-5639
  Juan.Olmeda@sdcounty.ca.gov
Trade Corridor Enhancement Program
Borders Committee, February 23, 2018

San Diego County TCEP Applications
California – Mexico Border System Project

The California – Mexico Border System Project: San Diego County Components
The California – Mexico Border System Project:
Imperial County Components

**Summary Comments**

- Thank You.
- Comments / or questions?

  - Christina Casgar  christina.casgar@sandag.org
  - Mario Orso  mario.orso@dot.ca.gov
  - Keri Robinson  keri.robinson@dot.gov
  - Mark Baza  markbaza@imperialctc.org
Binational Delegation to Mexico City

2017 Highlights

• Signing an Memorandum of Understanding with the Mexican senate which formalizes collaboration and support to promote and protect the bilateral commercial relationship.

• Received support from Luis Videgaray, Secretary of Foreign Affairs, for the diplomatic note that is necessary to re-establish the rail port of entry at Tecate.

• Delegates enjoyed a meeting with former Mexican Ambassador and current Undersecretary for North America at the Secretariat of Foreign Affairs, and an open roundtable discussion with over 10 members of Congress.
Binational Delegation to Mexico City

2018 Priorities

• Urge a quick and efficient renegotiation of NAFTA which does no harm to ongoing trade and investment among NAFTA members.

• Promote and strengthen the U.S. and Mexico economic and diplomatic relationship.

• Advocate for immigrant integration to the workforce and education system.

Binational Delegation to Mexico City

2018 Priorities

• Design a work plan between the U.S. and Mexican governments to increase measurable efforts in mitigating pollution and minimize water deficits to the U.S.

• Enhance efficient border infrastructure, in particular, Otay II and the Cross-Border Railroad.

• Learn about the upcoming presidential elections process and their impact on NAFTA negotiations.
Binational Delegation to Mexico City

Over 90 delegates in 2017

Including:

- Four Mayors
- Seven Councilmembers
- Two Consul Generals
- Baja and California Governor Representatives
- 45 Companies
Binational Delegation to Mexico City

High-level Meetings

Roundtable discussion with Luis Videgaray
Secretary of Foreign Relations

Binational Delegation to Mexico City

Mexican Congress and Senate
Binational Delegation to Mexico City

Valuable Networking

Binational Delegation to Mexico City

Cultural Enhancement
Binational Delegation to Mexico City

Media Coverage
Traveling Press Pool

Binational Delegation to Mexico City

Early Bird Pricing Ends on March 2nd

Kenia Zamarripa
Director, International Business Affairs
kzamarripa@sdchamber.org
(619) 544-1316