Project Description & Need
This project will provide a multipurpose JPOE facility that will protect California’s transportation infrastructure. Economically the project will create about 2,000 jobs*.

- **Stage 1** of the I-15 Joint Port of Entry Project (JPOE) - This project will construct a commercial vehicle enforcement facility (CVEF) for the California Highway Patrol (CHP).
- **Stage 2** will construct the Agriculture Inspection Station (AIS) for the California Department of Food and Agriculture (CDFA).

The JPOE facilities will be located along southbound I-15 to inspect trucks and passenger vehicles entering California from the State of Nevada.

Project History
In 1986, the National Governors Association consensus agenda endorsed the concept of locating JPOE facilities near state borders and the usage of these facilities by neighboring states. The California Transportation Commission (CTC) supported the concept of JPOE facilities in its 1991 Annual Report to the Legislature in which one of the significant transportation issues addressed had been the “Management and Enforcement of Overweight Trucks”. As a result, ferreting out overweight trucks was and continues to be a top priority, at both the state and federal levels, as the deterioration of the highways increases when trucks are overloaded. Originally proposed in 1992, the project went through several design variations and overcame significant environmental issues. Extensive coordination took place among various federal agencies and departments within the State of California: The Department of Transportation (Caltrans), Highway Patrol (CHP), Department of Food and Agriculture (CDFA), and the Department of General Services (CDGS). The California Department of Finance (DOF) is involved to the extent of providing funding for the CDFA portion of the project.

Project Status
In the fall 2012, funding issues arose for the CDFA portion of work and after conducting a detailed alternatives analysis and quantitative risk assessment, the project was split into two separate stages, with Stage 1 scheduled to advertise for bids June 3rd and construction starting in the Fall 2013. A significant portion of construction funds are eligible for federal reimbursement, due in part to successful negotiations between Caltrans staff and the Federal Highway Administration (FHWA). Funding for Stage 2 is expected to come from lease revenue bond sales procured by the Department of Finance.

*Source: www.fhwa.dot.gov, Employment Impacts of Highway Infrastructure Investment