**BORDERS COMMITTEE - COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES**

**JOINT TOUR TO OTAY MESA**

In lieu of SANDAG Borders Committee and the Committee on Binational Regional Opportunities meetings, Members and Alternates are invited to the tour

**Friday, May 20, 2005 - noon to 4 p.m.**

**ITINERARY HIGHLIGHTS**

(Schedule subject to change to meet return deadline)

11:50 p.m.  **1 Board Bus;** Bus will be parked in front of SANDAG’s offices.

12:30 p.m.  +2 **Onboard briefing of Otay Mesa - Mesa de Otay Planning Activities and the 2005 Binational Workshops**

Paul Ganster, COBRO, will report on SANDAG’s 2005 Binational Workshops and its connection to Otay Mesa planning activities.

12:40 p.m.  **3 Onboard briefing of Otay Mesa transportation projects**

Pedro Orso, Caltrans, will brief committee members on Otay Mesa Transportation projects.

1:05 p.m. 4 **Visit the Otay Mesa Port of Entry (POE) - Commercial Border Crossing Facility and the Free and Secure Trade (FAST) lanes**

View California’s largest commercial land crossing. Observe the southbound pedestrian border crossing.

2:15 p.m.  **5 Visit the California Highway Patrol (CHP) truck inspection Facility**

Members will view the CHP truck inspection facility.

2:45 p.m.  **6 View the future site of SR 11 and Otay Mesa East**

Supervisor Greg Cox, County of San Diego, will provide an update on the County’s activities in Otay Mesa East. Janaye Byergo, Bureau of Land Management (BLM), will give an overview on BLM’s open space preserve. View the future site of SR 11 and Otay Mesa’s second port of entry and Mesa de Otay’s growth.

3 p.m.  **7 Onboard presentation on land use changes proposed in the Otay Mesa Community Plan**

Maxx Stalheim, City of San Diego, will describe proposals to redesignate areas for residential land use in the Otay Mesa Community Plan.

3:20 p.m.  **8 Visit the proposed site for a Cross-Border Air Passenger Terminal and Southbound Truck Route**

View the proposed site for the cross border passenger terminal, as well as the proposed site for an improved southbound truck route.

3:30 p.m.  **9 Departure to SANDAG offices**

4 p.m.  **10 Arrival at SANDAG offices**

+Indicates an attachment
For your information, lunch, soft drinks, and water will be provided aboard the bus, which is equipped with a restroom. **Please Note:** Members of the public or news media wishing to participate in the tour should contact Hector Vanegas at SANDAG at (619) 699-1972 or hva@sandag.org no later than 5:00 p.m., Tuesday, May 17, 2005.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY) or fax (619) 699-1905.

**SANDAG offices are accessible by public transit.**
Phone 1-800-COMMUTE or see www.sdcommute.com for route information.

**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). The preparation and implementation of SANDAG’s Binational Planning and Interregional Planning Programs are included under its 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.
OVERVIEW OF PLANNING EFFORTS IN THE OTAY MESA-MESA DE OTAY CORRIDOR

Introduction

This report is an updated version to the report that was originally inserted in the January 21, 2005 Borders Committee meeting agenda packet. For the purpose of the tour it is being inserted again to provide an overview of the various planning efforts underway in the Otay Mesa-Mesa de Otay corridor and also identifies opportunities to coordinate regional and local planning goals for that area in order to ensure these projects do not conflict with each other.

There are multiple jurisdictions that have general or specific plans for the Otay Mesa area on both sides of the bi-national border. Currently the City of San Diego is updating its community plan, and the County of San Diego has updated its East Otay Mesa Specific Plan fairly recently. In addition, the City of Chula Vista is updating its General Plan, which includes properties directly abutting Otay Mesa to the north.

South of the bi-national border, the City of Tijuana is developing its Plan Parcial de la Mesa de Otay. There are also plans for the “Corridor Tijuana-Rosarito 2000,” which is a Mexican expressway that is planned to connect to a new port of entry in eastern Otay Mesa. The City of Tijuana’s Plan Parcial Mesa de Otay project also has a bi-national corridor preservation element. The array of planning activities in the Otay Mesa area highlights the need for coordination among the various planning entities.

Discussion

The Otay Mesa-Mesa de Otay corridor, as illustrated in Attachment 1, is distinguished by its bi-national economic activity. It is the major gateway for trade and commerce between San Diego and Tijuana and is also home to many industrial parks. It also includes important transportation facilities such as Brown Field Airport, SR 905, SR 125, future planned SR 11 north of the border, the Tijuana International Airport, and a planned major highway south of the border.

The Otay Mesa port of entry (POE) located in this area was opened in 1985 for private vehicles, pedestrians, and northbound commercial trucks. In 1995 its operations increased significantly as the federal inspection facility at Virginia Avenue (San Ysidro POE) was closed, forcing all commercial transactions through their facilities at Otay Mesa. The Otay Mesa-Mesa de Otay POE is now the region’s primary commercial land port of entry, which handles the second highest volume of trucks and the third highest dollar value of trade among all United States-Mexico land border crossings. It is also the largest commercial crossing along the California-Baja California boundary. In FY 2003,
this port accounted for over $19.6 billion dollars of U.S.-Mexico trade and registered over 700,000 northbound truck crossings.

SANDAG’s Committee on Binational Regional Opportunities (COBRO) has recognized that this is an area of opportunity for binational planning coordination, particularly since the cities of San Diego, Chula Vista, and Tijuana are currently updating their plans for this sub region. The concept of a binational corridor was originally developed in 1998, when representatives from both regions signed a Letter of Intent (Attachment 2) to cooperate in the development of this corridor and to establish another international port of entry.

Summary of Otay Mesa Area Planning Activities

City of San Diego’s Otay Mesa Community Plan Update

The City of San Diego envisions that Otay Mesa will be a major employment center and home to a growing population. Currently, Otay Mesa encompasses approximately 9,320 acres and a population of almost 2,000 people that is forecasted to reach 49,282 residents in 2030, a 2732 percent change from 2000. Of the total area, 3,008 acres are designated for industrial parks, 1,325 acres for residential development, 2,333 acres for open spaces, and 397 acres for commercial purposes. The remaining areas are designated for parks, schools, and general aviation. With the update of its community plan, the City of San Diego is evaluating possibilities for more residential and mixed use developments, which will change the industrial profile of this zone.

Currently, the Otay Mesa Chamber of Commerce is sponsoring a study to analyze the impact of changes of land use from industrial to residential and their compatibility with traffic circulation generated by industry and the port of entry.

County of San Diego East Otay Mesa Specific Plan

East Otay Mesa is the largest planned industrial district in the unincorporated portion of the County. The intent of the East Otay Mesa Specific Plan is to promote development of the area into a comprehensive industrial and business district with centrally-located cores of more intense employee uses and commercial services. This will be accomplished by classifying land uses to create defined districts devoted to technology-oriented industrial, manufacturing, and business-serving uses. The land use designations for East Otay Mesa are: Technology Business Park; Light Industrial; Heavy Industrial; and Conservation/Limited Use. A Commercial Center Overlay and Activity Nodes are also proposed within the Technology Business Park.

City of Chula Vista General Plan Update

Adjacent to and just north of Otay Mesa are the developments of Eastlake and Otay Ranch, which are located on the eastern portion of the City of Chula Vista. This city is also updating its General Plan to facilitate its projected population growth by almost 100,000 people between 2000 and 2020. The following are key concepts under consideration for the eastern Chula Vista portion of the General Plan Update: creating a balanced community; connecting activity centers; promoting public transit; promoting and supporting a future university; and preserving open space.
Plan Parcial Mesa de Otay

The City of Tijuana’s Urban Development Plan 2002-2025 defined this as a priority area, having at its core the proposed new Mesa de Otay II Port of Entry (East Otay Mesa POE). Tijuana anticipates that this new port of entry will have regional repercussions as it will impact housing and industrial developments, habitat corridors, as well as its transportation and transit systems. ImPlan, Tijuana’s municipal planning institute, is currently collecting information and conducting workshops, with the support of a consultant, to develop this plan.

Corridor Tijuana-Rosarito 2000 and other projects in Tijuana

In Tijuana, the Corridor Tijuana-Rosarito 2000 is seen as a catalyst for housing, industry, and employment development, as it will facilitate the interurban coordination of Tijuana, Tecate, and Playas de Rosarito. This new route will also provide access to new territorial reserves, estimated at 6,000 hectares, with the possibility to increase to 20,000 hectares. This corridor will connect to the proposed new port of entry in the eastern portion of Otay Mesa. Other important projects in the Mesa de Otay include the addition of a cargo facility and improvements to Tijuana’s International Airport, as well as a convention center in the area known as La Pechuga.

Comisión de Conurbación Tijuana, Tecate, Playas de Rosarito

After the formation of an Interurban Commission for the municipalities of Tijuana, Tecate, and Playas de Rosarito was announced, SANDAG offered its experience and knowledge to the State of Baja California in organizing this regional planning effort. The SANDAG Executive Director and staff, as well as members of COBRO, have had several meetings with the Secretariat of Infrastructure and Urban Development of Baja California (SIDUE) and with the Sub commission formed to facilitate the establishment of the Interurban Commission.

**Regional Considerations**

The planning efforts currently underway in the Otay Mesa-Mesa de Otay area provide an opportunity for evaluation of many significant regional issues. These opportunities are reasons to coordinate with the many planning entities in and around Otay Mesa and to create a planning partnership with Mexico. The following is a summary of some of the opportunities that will need future coordination.

The City of San Diego is considering rezoning areas of Otay Mesa for more residential development. As these land use changes are considered, it will also be important to consider the implications of these changes on regional transportation facilities, such as SR 905.

In addition, SR 11 will link the future East Otay Mesa Port of Entry with the Corridor Tijuana-Rosarito 2000. This new port of entry will further alleviate traffic congestion on I-5 and I-805 by routing traffic from SR 11 to SR 125. This will also relieve southbound traffic on I-5 and I-805 for travelers heading to Rosarito. Traffic congestion on Tijuana’s streets will also benefit from this project. Close coordination among the various transportation planning entities is needed to ensure that project locations are properly planned and schedules are synchronized.
A proposed bi-national open space preservation corridor on the eastern portions of Otay Mesa will also need the coordination of agencies from both sides of the border. Tijuana’s Plan Parcial de la Mesa de Otay has tentatively made plans to include an open space preservation and conservation corridor. Close coordination is needed to ensure such a corridor can link to the American side. Coordination with the Department of Homeland Security will also be needed to ensure the bi-national preservation corridor does not conflict with homeland security guidelines.

Accessibility to jobs and housing is also relevant in the area of Otay Mesa – Mesa de Otay, which can be vital in meeting regional housing goals and needs. Transportation and housing infrastructure will need to be coordinated to accommodate the increased population on both sides of the border.

The Otay Mesa area’s industrial activity also will serve the region as an important job center. Much of the area is zoned for commercial/industrial activity. Zoning between jurisdictions in and around the Otay Mesa area should promote continuity between land uses. Certain industries have specifications as to the permissible proximity to residents. Zoning residential areas too near these industrial zones could drive businesses away. This can be averted by coordination among the various planning agencies.

In order to address these regional planning issues in a coordinated manner, SANDAG has requested a planning grant from Caltrans to support a “San Diego Region – Baja California Border Inter-regional Partnership” planning study. This planning study would be similar in scope to the inter-regional partnership study that was conducted by SANDAG and Western Riverside Council of Governments for the I-15 corridor. In addition, SANDAG is currently starting work with the planning entities on both sides of the border to prepare an initial “baseline study” that would provide basic planning information for this bi-national corridor. The four regional issues this study will focus on are transportation, housing, economic development, and environmental conservation. The study area would encompass the City of San Diego’s Otay Mesa community planning area, the County of San Diego’s East Otay Mesa community planning area, the eastern portion of the City of Chula Vista that abuts Otay Mesa, and the area of Mesa de Otay in the City of Tijuana. This initial baseline planning effort will lay the groundwork for future planning studies such as the one that would be funded by the Caltrans planning grant.

We will continue to keep the Borders Committee and COBRO informed regarding our planning efforts in this rapidly changing area of our region.

BOB LEITER, Director of Land Use and Transportation Planning

Attachments

Key Staff Contact: Hector Vanegas (619) 699-1972 or hva@sandag.org
CARTA DE INTENCIÓN

Creación del Corredor Binacional para la Ruta Estatal 11 - Tijuana-Rosarito 2000 y Definición del Sitio para el Cruce Fronterizo de la Mesa de Otay Este

LETTER OF INTENT

Binational Corridor Preservation for State Route 11 - Tijuana-Rosarito 2000 and Site Designation for the East Otay Mesa – Mesa De Otay II Port Of Entry
CARTA DE INTENCIÓN

LETTER OF INTENT

Creación del Corredor Binacional para la Ruta Estatal 11 - Tijuana-Rosarito 2000 y Definición del Sitio para el Cruce Fronterizo de la Mesa de Otay Este

Binational Corridor Preservation for State Route 11 – Tijuana-Rosarito 2000 and Site Designation for the East Otay Mesa – Mesa De Otay II Port Of Entry

PROPRÓSITO

Es de interés de las dependencias firmantes de esta Carta de Intención, el cooperar con las autoridades de cada dependencia involucradas, en el desarrollo de los procesos para crear un corredor vehicular binacional y establecer un cruce fronterizo internacional, denominado Mesa de Otay Este (Mesa de Otay II).

El corredor vehicular binacional estará compuesto por la Ruta 11 del Estado de California y el libramiento Tijuana-Rosarito 2000 para comunicar un nuevo Puerto de Entrada en la Mesa de Otay Este (Mesa de Otay II). El propósito de cruce fronterizo internacional Mesa de Otay Este es facilitar el movimiento de transportación entre California y Baja California a través de la Ruta Estatal 11 de California y el libramiento Tijuana-Rosarito 2000.

Se propone que la Carretera Estatal 11 de California sea una continuación de la Carretera de Cuota Estatal 125, desde su intersección con la Carretera Estatal 905 hasta el cruce internacional Mesa de Otay Este. La Carretera Estatal 11 está propuesta para desarrollarse en la jurisdicción de la Ciudad de San Diego y en el Condado de San Diego.

Se propone que el libramiento Tijuana-Rosarito 2000 se conecte a las Carreteras Federales libre y de cuota No. 1, en Playas de Rosarito para luego en dirección este y después norte conecte a la Carretera Federal 2 y el cruce fronterizo internacional Mesa de Otay Este. El Corredor Tijuana-Rosarito 2000 está propuesto para construirse dentro de la jurisdicción de los Municipios de Tijuana y Rosarito.

Ninguna otra ubicación que sea conveniente para el enlace de transporte en el área binacional de San Diego-Tijuana para un cruce fronterizo se encuentra disponible. La Avenida Virginia y la Puerta el Chaparral, forman un cruce comercial que está restringido por el desarrollo de ambas comunidades y el presente cruce no puede ser ampliado. Un estudio

PURPOSE

It is the intention of the signatory agencies to this Letter of Intent to cooperate, within the authority of each agency, in the development of a process to preserve a binational highway corridor and to establish an international border crossing and port of entry, herein referred to as East Otay Mesa – Mesa de Otay II.

The binational highway corridor will be preserved for California State Route 11 and the Tijuana 2000 Bypass highway to connect at a new port of entry at East Otay Mesa – Mesa de Otay II. The purpose of the East Otay Mesa – Mesa de Otay II international border crossing will be to facilitate transportation movement between California and Baja California via California State Route 11 and the Tijuana 2000 Bypass highway.

California State Route 11 is proposed as an extension of State Route 125 toll road, from its junction with State Route 905 to the East Otay Mesa – Mesa de Otay II international border crossing. State Route 11 is proposed to be located in the jurisdiction of the City of San Diego and in the County of San Diego.

The Tijuana 2000 Bypass Highway is proposed to connect Federal Highway 1, near Playas de Rosarito, eastward then northerly to the Federal Highway 2 and the Mesa de Otay II - East Otay Mesa international border crossing. The Tijuana 2000 Bypass is proposed to be located within the jurisdiction of the Municipality of Tijuana.

No other locations convenient to transportation linkages in the San Diego - Tijuana binational region for an international border crossing are available. The Virginia Avenue - El Chaparral gate, formerly a commercial crossing, is constrained by development in both adjoining communities and the gate cannot be expanded. A study by the US General Services
realizado por la Administración Americana de Servicios Generales muestra que impedimentos de tipo ambiental en el cruce de Imperial Beach-Playas de Tijuana efectivamente evitan un cruce en esta área. Un cruce internacional localizado en Otay Mesa-Mesa Otay es posible debido a la facilidad del desarrollo de la tierra y topografía accesible y está cercano a importantes instalaciones de transporte y otras infraestructuras.

Además de la definición de los procesos por los cuales podrán ser reservados los derechos de vía del corredor para su futura construcción, esta Carta de Intención establecerá los procesos mediante los cuales el cruce fronterizo internacional Mesa de Otay Este, puede ser desarrollado, incluyendo el seguimiento de los procedimientos federales dentro de cada país. La ubicación recomendable para este Puerto de Entrada será determinada en la presente Carta de Intención.

**AUTORIDAD**

La base jurídica de cada dependencia firmante es la siguiente:

La Ley Orgánica de la Administración Pública del Estado de Baja California, publicada el 20 de enero de 1986 y actualizada el 4 de agosto de 1995, así como la Ley de Desarrollo Urbano del Estado de Baja California publicada el 31 enero de 1997 y actualizada el 24 junio de 1994, establece en los Artículos 17 y 21 así como en los Artículos 7 y 12 respectivamente, la competencia y atributos de la Secretaría de Asentamientos Humanos y Obras Públicas del Estado de Baja California (SAHOPE) en el área de desarrollo urbano.

La Ley Orgánica de la Administración Pública del Estado de Baja California, publicada el 20 enero de 1986 y actualizada el 4 de agosto de 1995, así como la Ley de Desarrollo Urbano del Estado de Baja California publicada el 31 enero de 1997 y actualizada el 24 junio de 1994, establecen en los Artículos 43, 66, y 127 así como en los Artículos 7, 11, 23, 24, y 150 respectivamente, la competencia y atributos de los Gobiernos Municipales de Tijuana y Playas de Rosarito y sus departamentos auxiliares.

**ADMINISTRATION**

Administration showed that environmental impediments to a crossing at Imperial Beach – Las Playas de Tijuana effectively precluded a gate at this location. An international border crossing located on Otay Mesa – Mesa de Otay is possible because of the availability of undeveloped land, a suitable topography, and its proximity to major transportation facilities and other infrastructure.

In addition to establishing the process by which the roadway corridors may be preserved for future construction, this Letter of Intent will establish the process by which the East Otay Mesa – Mesa de Otay II international border crossing may be developed, including compliance with the federal procedures within each country. The recommended location of the East Otay Mesa – Mesa de Otay II international border crossing and port of entry shall be determined under this Letter of Intent.

**AUTORIDAD**

The authority of each signatory agency is as follows:

The Public Administrative Organic Law of the State of Baja California, published on January 20, 1986 and updated on August 4, 1995, as well as the Urban Development Law of the State of Baja California published on January 31, 1977 and updated on June 24, 1994, established, under articles 17 and 21 as well as under articles 7 and 12 respectively, the concurrence, competence and attributes of the Secretariat of Human Settlements and Public Works of the State of Baja California (SAHOPE) in the area of urban development.

The Public Administrative Organic Law of the State of Baja California, published on January 20, 1986 and updated on August 4, 1995, as well as the Urban Development Law of the State of Baja California published on January 31, 1977 and updated on June 24, 1994, established, under articles 43, 66, and 127 as well as under articles 7, 11, 23, 24, and 150 respectively, the concurrence, competence and attributes of the Municipal Governments of Tijuana and Playas de Rosarito and their auxiliary departments.
Con fecha 29 de junio de 1995, la H. Legislatura Constitucional del Estado de Baja California, aprobó la creación del nuevo Municipio de Playas de Rosarito bajo Decreto No. 166 publicado en el Periódico Oficial el 21 de julio de 1995, reformado el 17 de mayo de 1996, entrando en funciones el 1ro. de diciembre de 1995 bajo un Concejo Municipal provisional.

El Departamento del Transporte del Estado de California (Caltrans) es la dependencia del Gobierno Estatal cuya misión, es desarrollar, operar y mantener un eficiente y efectivo sistema móvil interregional, dar asistencia y agilidad a los servicios de transportación local y regional en todas sus modalidades, proveer alternativas para el transporte de California en el futuro, formulando planes y programas enfocado a un sistema de transporte intermodal, el cual sea moderno, seguro, responsable del medio ambiente y que cumpla completamente las necesidades de la población de California; y cuyo propósito es asegurar el desarrollo económico y calidad de vida para la población de California proveyendo el movimiento de personas, bienes, servicios e información.

La Asociación de Gobiernos de San Diego (SANDAG) es una Agencia de poderes mixtos establecida de conformidad a la Sección 6500 del Código de Gobierno de California y está designada en la ley federal y estatal como la agencia de Planeación del Transporte Regional y la Organización de Planeación Metropolitana para la región que incluye el Condado de San Diego.

El Condado de San Diego es una subdivisión política del Estado de California, cuyas facultades en la planeación y uso del suelo están definidas por el Código del Gobierno de California en su Título No. 7 (Sección 65000).

La Ciudad de San Diego es una ciudad especial incorporada bajo la Sección 34000 del Código de Gobierno de California y requirió el preparar un Plan General, bajo la Sección 65302 del Código de Gobierno de California que incluye uso del suelo y elementos de circulación y límites con el Municipio de Tijuana, Baja California.


The Department of Transportation of the State of California (Caltrans) is the branch of the State government whose mission, in partnership with others, is to develop, operate, and maintain an efficient and effective interregional mobility system; assist and facilitate delivery of local and regional transportation services across all modes; provide leadership for California's transportation future by formulating plans and programs leading to an intermodal transportation system which is modern, safe, environmentally responsible and fully meets the needs of the people of California; and whose purpose is to assure the economic vitality and quality of life for the people of California by providing for mobility of people, goods, services and information.

The San Diego Association of Governments (SANDAG) is a Joint Powers Agency established pursuant to Sections 6500 et seq. of the California Government Code, and is designated under Federal and State law as the Regional Transportation Planning Agency and the Metropolitan Planning Organization for the region that includes the County of San Diego.

The County of San Diego is a political subdivision of the State of California, which exercises its planning and land use functions pursuant to Title 7 (commencing at Section 65000) of the California Government Code.

The City of San Diego is a Charter City incorporated under Section 34000 et seq. of the California Government Code, and required to prepare a General Plan, under Section 65302 et seq. of the California Government Code that includes land use and circulation elements, and borders the Municipality of Tijuana, Baja California.
LOS FIRMANTES ESTABLECEN:

CONSIDERANDO, que San Diego, Tijuana y Rosarito comprenden una región binacional de rápido crecimiento, San Diego con un 2.5%, Tijuana con un 5.9% y Rosarito con un 8.8% anual (1997); y

CONSIDERANDO, que el comercio entre los Municipios de Tijuana y Rosarito y el Condado de San Diego está en constante expansión; y

CONSIDERANDO, que el actual Puerto de Entrada en la Mesa de Otay, localizado entre la Ciudad de San Diego en California y el Municipio de Tijuana en Baja California, es el tercer cruce comercial más concurrido en la frontera internacional México-Estados Unidos y que sus instalaciones no pueden ser ampliadas; y

CONSIDERANDO, que en los tres años de apertura del Puerto de Entrada en la Mesa de Otay existe congestión en las instalaciones de inspección; y

CONSIDERANDO, que existe una necesidad para el desarrollo de un cruce fronterizo adicional, que facilite el flujo comercial y de vehículos de pasajeros que crucen la línea internacional, el cual podría ser ubicado en la Mesa de Otay Este (Mesa de Otay II); y

CONSIDERANDO, que es deseo de los Municipios de Tijuana y Rosarito de planear y construir una autopista importante, el libramiento Tijuana-Rosarito 2000, al oriente del área urbanizada la cual provea acceso directo desde la carretera de la costa hasta un nuevo Cruce Fronterizo en la Mesa de Otay Este; y

CONSIDERANDO, que el Estado de California desea tener una conexión desde sus carreteras, Ruta Estatal 905 y Ruta Estatal 125, a un nuevo cruce Internacional en la Mesa de Otay Este; POR LO TANTO

THE SIGNATORIES FIND:

WHEREAS, San Diego, Tijuana and Playas de Rosarito comprise a rapidly growing binational region, with San Diego growing at 2.5%, Tijuana at 5.9%, and Rosarito at 8.8% per year (1997); and

WHEREAS, trade between the municipalities of Tijuana and Rosarito and the County of San Diego is continuing to expand at a steady rate; and

WHEREAS, the existing Otay Mesa - Mesa de Otay Port of Entry, located between the City of San Diego in California and the Municipality of Tijuana in Baja California, is the third busiest commercial crossing on the U.S.-Mexico international border and its facilities cannot be expanded; and

WHEREAS, within three years of the opening of the Otay Mesa - Mesa de Otay Port of Entry there is congestion at the inspection facilities; and

WHEREAS, there is a need to consider the development of an additional international border crossing facility to accommodate commercial and passenger vehicles crossing the international border, which could be designated as East Otay Mesa – Mesa de Otay II; and

WHEREAS, the municipalities of Tijuana and Playas de Rosarito desire to plan and construct a major highway, the Tijuana 2000 Bypass, east of the urbanized area, and to provide direct access from the coastal highways to a proposed new international border crossing on Mesa de Otay; and

WHEREAS, the State of California desires to have a connection from its highways, State Route 905 and State Route 125, to an international border crossing at East Otay Mesa – Mesa de Otay II; NOW THEREFORE
Creating a Binational Corridor for State Route 11 – Tijuana-Mexico 2000 and Site Designation for the East Otay Mesa – Mesa De Otay II Port Of Entry

LOS FIRMANTES RESUELVEN

1. A cooperar en la planeación de las carreteras que se conectan a un nuevo cruce fronterizo internacional y Puerto de Entrada. La planeación será el conectar el sistema carretero, Ruta 11 del Estado de California y el libramiento Tijuana-Rosarito 2000, a un nuevo cruce fronterizo internacional que está referido en esta Carta de Intención como Mesa de Otay Este.

2. A tener establecido, cada dependencia firmante, un proceso de actividades para participar en el programa descrito en esta Carta de Intención, incluyendo la conservación del nuevo corredor, y compartir ese proceso en forma escrita entre todos los firmantes.

3. A proponer la ubicación del nuevo cruce fronterizo internacional, en un sitio en la Mesa de Otay, al oriente del existente Puerto de Entrada, y entre el Municipio de Tijuana, Baja California, México y el Condado de San Diego, California, USA.

4. Establecer un Grupo de Trabajo que represente las dependencias firmantes, a reunirse regularmente para compartir los esfuerzos de planeación bajo esta Carta de Intención y coordinar las actividades con el Comité Técnico Consultivo de Transportación Bi-estatal (BTTAC) y el Consejo de Puertos de Entrada Tijuana – San Diego – Tecate.

5. Establecer un Programa de Trabajo para identificar el trabajo en cooperación de las dependencias firmantes, especificando los elementos necesarios para lograr el desarrollo del cruce fronterizo Mesa de Otay Este, incluyendo la adopción de los planes requeridos y los derechos de vía.

6. A establecer un calendario de trabajo para ser llevado por las dependencias firmantes.

7. Explorar y evaluar la factibilidad de operación de la garita internacional Mesa de Otay Este en una forma automatizada, pago o cargo por uso que facilite un rápido cruce. Esto puede incluir un solo Puerto de Entrada atendido por servicios de correduría Americanos y Mexicanos y agencias de Inspección donde los usuarios estén pre-acceptados.

THE SIGNATORIES RESOLVE:

1. To cooperate in planning the highways that will connect an additional international border crossing and port of entry. The planning will be to connect the highway systems, California State Route 11 and the Tijuana 2000 Bypass highways, at a new international border crossing and port of entry that is referenced in this Letter of Intent as East Otay Mesa – Mesa de Otay II.

2. To have each signatory agency establish a process for that agency's participation in the program described under this Letter of Intent, including new highway corridor preservation, and sharing that process in writing among all the signatories.

3. To propose the location of the East Otay Mesa – Mesa de Otay II international border crossing and port of entry at a site on Otay Mesa, approximately 3.7 km east of the existing Port of Entry, and between the Municipality of Tijuana, Baja California, Mexico, and the County of San Diego, California, USA.

4. To establish a working group, representing the signatory agencies, to meet regularly to facilitate the cooperative efforts of planning under this Letter of Intent and to coordinate activities with the Bi-State Transportation Technical Advisory Committee (BTTAC) and the Ports of Entry Council of the Border Liaison Mechanism for San Diego and Tijuana.

5. To establish a work program to identify the cooperative work of the signatory agencies by specifying the elements necessary to accomplish the development of the East Otay Mesa – Mesa de Otay II international border crossing and port of entry, including the adoption of the required plans and highway right-of-way.

6. To establish a schedule for the work to be accomplished by the signatory agencies.

7. To explore and evaluate the feasibility of operating the East Otay Mesa – Mesa de Otay II international border crossing and port of entry as an automated, toll or user charge facility to result in a rapid crossing. This could include a single port of entry staffed by both U.S. and Mexican brokerage services and inspection agencies and where users are pre-cleared.
8. A desarrollar un proceso de trabajo con las respectivas agencias federales de inspección, las respectivas autoridades aduanales y concesionarios de las carreteras de cuota para definir la garita internacional Mesa de Otay Este y la conexión de vialidades.

9. Preparar reportes a tiempo, presentando recomendaciones las cuales serán transmitidas a los directores responsables de las organizaciones firmantes.

**CONDICIONES Y LIMITACIONES**

Esta Carta de Intención servirá como una guía para definir las intenciones respectivas y políticas de los participantes. Esto no autoriza acciones o proyectos, o los fondos para tales acciones o proyectos y de ninguna manera es un contrato legal. Esta Carta de Intención no es un tratado entre los gobiernos de México y Estados Unidos, como no lo es de los estados de Baja California y California.

**CONDITIONS AND LIMITATIONS**

This Letter of Intent shall serve as a guide to defining the respective intentions and policies of the parties involved. It does not authorize actions or projects, or funding of such actions or projects; and neither is it a legally binding contract. This Letter of Intent is not a treaty between the governments of Mexico and the United State of America, or of the States of Baja California and California.

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