**AGENDA HIGHLIGHTS**

- **FOLLOW-UP DISCUSSION ON THE U.S. GSA SAN YSIDRO POE RECONFIGURATION AND EXPANSION PROJECT**

- **RECOMMENDATIONS FOR THE 2009 SANDAG BINATIONAL EVENT**

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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.
Welcome to SANDAG. Members of the public may speak to the Borders Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Borders Committee may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under meetings on SANDAG’s Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two working days prior to the Borders Committee meeting.

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ITEM #

+1.  APPROVAL OF THE JANUARY 9, 2009, MEETING MINUTES  APPROVE

2.  PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public will have the opportunity to address the Borders Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

CONSENT ITEM (#3)

+3.  COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES’ MEMBERSHIP UPDATES (Hector Vanegas, SANDAG)  INFORMATION

Every two years, the Committee on Binational Regional Opportunities (COBRO) reviews its membership and leadership and informs the Borders Committee of any updates. This report presents the updated membership list as approved by COBRO at its February 3, 2009, meeting.

CHAIR’S REPORT ITEMS (#4 AND #5)

4.  INTRODUCTION OF NEW BORDERS COMMITTEE MEMBERS  INFORMATION

The City of San Diego has appointed Councilmember Sherri Lightner and Councilmember Marti Emerald as its first and second alternate members. New North County Inland representatives are Councilmember Sam Abed, City of Escondido, and Councilmember Betty Rexford, City of Poway. The new South County alternate member is Mayor Cheryl Cox, City of Chula Vista.

5.  BORDERS COMMITTEE REPRESENTATIVES ON THE INTERSTATE 15 (I-15) INTERREGIONAL PARTNERSHIP (IRP) JOINT POLICY COMMITTEE  APPOINT

Several standing members of the Borders Committee who were representatives to the I-15 IRP with Riverside are no longer on the Borders Committee. Borders Committee members are asked to consider participating on the I-15 IRP Joint Policy Committee. This Committee will meet twice during Phase III of the I-15 IRP Project: in May and in December 2009. The Borders Committee is asked to appoint three members and one alternate to the I-15 Interregional Partnership Joint Policy Committee.
ITEM # | RECOMMENDATION
--- | ---
| | REPORT ITEMS (#6 through #8)
| +6. | FOLLOW-UP DISCUSSION ON THE U.S. GENERAL SERVICES ADMINISTRATION (GSA) SAN YSIDRO PORT OF ENTRY (POE) RECONFIGURATION AND EXPANSION PROJECT
| | DISCUSSION
| | +a) Summary of Comments on GSA’s Proposals (Caltrans; City of San Diego; Metropolitan Transit System [MTS]; and Rachel Kennedy, SANDAG Staff)
| | SANDAG staff, on behalf of the Borders Committee, has submitted comments to the U.S. GSA on the San Ysidro POE project focusing on regional transit and pedestrian access issues since January 2008. Staff also has coordinated with the City of San Diego, MTS, and Caltrans. This report summarizes comments submitted to the U.S. GSA by the four agencies so far and U.S. GSA’s responses.
| | +b) Planning Activities in the Community of San Ysidro (Rachel Kennedy, SANDAG staff)
| | This report summarizes recently completed planning activities led by the City of San Diego in the community of San Ysidro, in collaboration with the San Ysidro Transportation Collaborative, and also outlines current and upcoming planning efforts. They include the San Ysidro Mobility Strategy (Phase I), the Pedestrian Health and Safety Assessment, the San Ysidro POE Reconfiguration Mobility Study (Phase II), and the San Ysidro Community Plan update. This planning work is being conducted in coordination with U.S. GSA’s San Ysidro POE Reconfiguration and Expansion project.
| | c) Intermodal Transportation Plan – Conceptual Proposal (Jennifer Williamson, SANDAG)
| | Caltrans, the City of San Diego, MTS, and SANDAG staff have held initial discussions to develop an intermodal transportation plan for the San Ysidro POE and vicinity. The feasibility of an intermodal transportation center that would accommodate public and private transit services, such as the Blue Line Trolley, MTS bus service, taxis, jitney, and long haul private transit services would be evaluated. Passenger pick up and drop offs also would be analyzed. The development of this plan would be coordinated with the City of San Diego’s Mobility studies and San Ysidro Community Plan Update as well as with the U.S. GSA project.
+7. FEDERAL ECONOMIC RECOVERY LEGISLATION: LAND PORTS OF ENTRY ALLOCATIONS (Elisa Arias, SANDAG)

On February 17, 2009, President Barack Obama signed H.R.1, the American Recovery and Reinvestment Act (ARRA), a $789 billion federal stimulus package. This report provides information on the federal stimulus funding programs that could support improvements to land Ports of Entry.

+8. RECOMMENDATIONS FOR THE 2009 SANDAG BINATIONAL EVENT (Angelika Villagran, San Diego Regional Chamber of Commerce, Representing COBRO; and Hector Vanegas, SANDAG)

Since 1997, SANDAG has organized an annual event to address binational topics. COBRO recommends that, in 2009, the annual event follows up on recommendations from the 2008 Binational Seminar to advance actions identified in the Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan and focus on challenges and opportunities for crossborder climate change collaboration. COBRO requests that the Borders Committee accept its recommended focus areas for the annual event, and that the 2009 binational event be held on Tuesday, June 2, 2009.

9. UPCOMING EVENTS

The next meeting of the Borders Committee is scheduled for Friday, March 27, 2009, at 12:30 p.m.

10. ADJOURNMENT

+ next to an item indicates an attachment
BORDERS COMMITTEE DISCUSSIONS AND ACTIONS
MEETING OF JANUARY 9, 2009

The meeting of the Borders Committee was called to order by Chair Patricia McCoy (South County) at 12:33 p.m. See the attached attendance sheet for Borders Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Chair McCoy announced Deputy Consul General Martha Rosas would be standing in for the Consul General of Mexico, who was unable to attend the meeting. She introduced Elsa Saxod, the new representative for the San Diego County Water Authority, and informed vacancies remain for alternates from North County Inland and South County.

Originally, Councilmember John Minto (East County) and Councilmember David Allan (East County) approved the minutes from the November 21, 2008, meeting; however, Chair McCoy asked for a second from another, as two individuals from the same region cannot approve the minutes.

Action: Upon a motion by Councilmember John Minto and a second by Councilmember Jack Feller (North County Coastal), the Borders Committee unanimously approved the minutes from the November 21, 2008, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chair McCoy introduced Sean Carlos Cázares, Mexico’s Secretariat of Foreign Affairs and Mexico’s Coordinator of the U.S.-Mexico Binational Group on Bridges and Border Crossings; Keith Lew, Project Executive from the U.S. General Services Administration (GSA); William Yu, City of Tijuana’s Director of International Affairs; Gerardo Brisuelas, President of Tijuana’s EDC; and, Francisco Villegas, President of the State of Baja Foreign Chamber of Restaurants.

Chair McCoy introduced Chairman Chris Devers (Pauma), Southern California Tribal Chairmen’s Association (SCTCA) to update the Committee on the RTA Grant.

Chairman Devers reported that the Reservation Transportation Authority, in collaboration with SANDAG and SCTCA and the Interagency Technical Working Group on Tribal Transportation Issues, received information in December that they had been funded for another year through the FTA Tribal Transit grant program. The Fiscal Year (FY) 2008
funding is $400,000 and will be used to support a second year of the Route 388 Express pilot project in North County, along with bus stop improvements along that route.

Chair McCoy congratulated Chairman Devers and recognized him for his efforts.

**CHAIR’S REPORT (Item #3)**

3. I-15 INTERREGIONAL PARTNERSHIP JOINT POLICY ADVISORY GROUP CHARTER AMENDMENT (APPROVE)

Chair McCoy said there are two active joint policy committees for the interregional corridors, the I-15 Interregional Partnership (I-15 IRP) and the San Diego - Imperial County I-8 Corridor Strategic Plan Joint Policy Advisory Group (I-8 Strategic Plan). The Borders Committee amended the I-8 Strategic Plan Joint Advisory Group Charter in October 2008 to include a tribal advisory member from the Southern California Tribal Chairmen’s Association (SCTCA), and Councilman James Hill from the La Posta Band of the Kumeyaay Nation was appointed. In November, the SCTCA requested the I-15 IRP Joint Advisory Group Charter be amended to include a tribal advisory member, which would begin serving on the I-15 IRP Joint Policy Committee in May 2009, should the Committee approve the amendment.

Chair McCoy also informed the Committee that the Charter calls for three representatives from SANDAG. Due to the November elections, Ed Gallo was no longer a member. Currently the I-15 IRP representatives are council members Dave Allan, Jack Feller, and Mayor Jim Desmond, as an alternate. She asked the Committee members to consider volunteering for the alternate position vacated by Mr. Gallo.

Mayor Crystal Crawford (North County Coastal) commented she had attended one of the meetings and asked if she was considered an actual alternate.

Chair McCoy stated the matter would be resolved later and asked for approval of the I-15 IRP Joint Policy Advisory Group Charter Amendment.

**Action:** Upon a motion by Mayor Crawford and a second by Councilmember Minto, the Borders Committee unanimously authorized the I-15 Interregional Partnership Joint Policy Committee to include in its membership an advisory tribal representative appointed by the Southern California Tribal Chairmen’s Association (SCTCA).

**REPORT ITEMS (#4 through #8)**

4. DRAFT SAN DIEGO – IMPERIAL COUNTY I-8 STRATEGIC PLAN (DISCUSSION)

Maurice Eaton, Senior Transportation Planner (Caltrans); and Ron Saenz (SANDAG) presented the Draft I-8 Corridor Strategic Plan which studied the potential transportation
impacts and effects of development along the I-8 corridor for both San Diego and Imperial counties.

Ron Saenz stated the Committee’s input is necessary in order to finalize the initiatives for the Strategic Plan. He reviewed the original goals and objectives, some of the study’s key findings, and the twelve recommended strategies. He said the final report would be presented to the Borders Committee on February 27, 2009.

Chair McCoy commented on the project’s rapid progress and congratulated the team on their efforts.

Action: This item was presented for discussion only.

5. SOUTH SAN DIEGO COUNTY ECONOMIC DEVELOPMENT COUNCIL’S COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (INFORMATION)

Cindy Gompper-Graves, Executive Director, South San Diego County Economic Development Council (SCEDC), clarified although she is COBRO Vice-Chair, she was not acting in that capacity. She was acting as the SCEDC representative. Ms. Gompper-Graves stated the Economic Development Administration (EDA) contacted the SCEDC regarding the formation of an economic development district. The EDA asked that Indian reservations also be included in the economic development district, as the EDA has a special commitment to economic prosperity on Indian reservations. An economic development district is necessary in order to receive federal infrastructure funding for the region’s economically challenged areas through the Department of Commerce. In order to form the economic district, a comprehensive economic development strategy must first be created. The economic district must also have a stakeholders group, board of directors, and a committee. The SCEDC applied for funding to create the comprehensive economic development strategy, at the request of the EDA, and was awarded $50,000. The SCEDC will provide matching funds with in-kind contributions. The comprehensive economic development strategy process will be completed in October 2009. Ms. Gompper-Graves reviewed the boundaries and then provided the following “pros” of developing an economic development district: It positions the region for better funding; it allows for funding through other grant opportunities; and, it helps promote cross-collaboration and cooperation throughout the region on a consistent formal manner. Some of the “cons” of developing an economic development district are: there is a fear of making sure every entity receives their fair share; politics; and, the economic development district may not get formed due to the state of flux in the nation. She stated the formation of an economic district is a way to ensure everyone is working collaboratively and cohesively toward economic prosperity in the region.

Councilmember Allan asked why a Joint Power Authority (JPA) was not being chosen.

Ms. Gompper-Graves said a JPA was not recommended as the costs associated with it would be far greater than those of a non-profit.

Councilmember Allan commented a JPA would alleviate a “con” as far as politics.
Ms. Gompper-Graves replied he could be right and she would take this feedback to the SCEDC committee, who will make the decision about the actual formation of the non-profit in March.

Councilmember Minto stated infighting may occur as everyone wants their piece of the pie. He stated it is his strong desire that all neighborhoods and communities be considered, not just those with economic prosperity, as there are many areas that could have jobs and those jobs should be made available.

Chairman Mark Romero (Mesa Grande Band of Mission Indians), Southern California Tribal Chairmen’s Association (SCTCA), asked if there were any plans in the future to expand this economic development district to the North County.

Ms. Gompper-Graves responded that although there are pockets of poverty that exist in some places in North County, the EDA instructed them to begin the boundary south of I-8 in order to not set false expectations. The project must be approved, however, by the Imperial Valley and San Diego Boards of Supervisors and they may want to change the boundaries to include the entire county.

Chairman Devers requested further information regarding the difference between a mega region and an economic development district.

Ms. Gompper-Graves clarified mega region is a title used in order to attract investment, and not an official recognized district. An economic development district is a recognized Department of Commerce designation with an official title and an official boundary which allows for grant requests.

Vice Chair Greg Cox (County of San Diego) commended the SCEDC on their efforts and said it was a great opportunity to work in a collaborative manner with Imperial County and others in order to promote job creation and more employment opportunities in the region. He asked if it was necessary to include contiguous areas in the economic development district since census tracts could not be split.

Ms. Gompper-Graves said it was necessary to include contiguous areas. A request was received from East County to include Barona, and to get to Barona, the census tracts do not have below median household income or high unemployment rates. In talking with the EDA, they recommended leaving them out for now.

Vice Chair Cox commented it’s similar to when the City of San Diego extended portions of their enterprise zone into Chula Vista and National City, but it was along the I-5 corridor, so a main connection is necessary.

Ms. Gompper-Graves concurred that it cannot be an island; it has to be directly contiguous and there has to be a reason if crossing over lines that don’t have the high unemployment rates or don’t have the below median household income.
Councilmember Thomas Buckley (Riverside County) asked if an organization like this would be more of a natural outgrowth of the mega region effort, rather than a parallel effort so the study would be done once instead of two times for two different organizations.

Ms. Gompper-Graves said they would not be duplicating. They would be folding transportation, workforce, water, and many other pieces from other entities into one comprehensive economic development strategy. The reason for working with partners to ensure there’s no duplication.

Councilmember Buckley asked if the district is actually the ultra mega region.

Ms. Gompper-Graves responded it was not because the district is smaller.

Mayor Crawford asked if it would be possible to amend the boundaries of the district at a later time, if appropriate.

Ms. Gompper-Graves stated a justification would have to be made and then it would have to be re-approved by San Diego County, Imperial County, and the managing entity.

Mayor Crawford said it would be possible if a good reason was given to seek the change.

Ms. Gompper-Graves commented that before the Imperial Valley and San Diego County Board of Supervisors approved this boundary, they could say they want all of San Diego County included.

Mayor Crawford remarked she thought her point was well taken with the analogy of are the funds going to be spread all around or just on the areas which seem to make the most sense for now. Perhaps later it may make sense to add more area, such as other tribal lands, after experiencing the success of the district and gathering more information. She asked how the Borders Committee and SANDAG might assist her in her efforts.

Ms. Gompper-Graves said SANDAG has already been very supportive in supplying data. She asked to have access to SANDAG documents to make sure previous strategic plans, such as the Regional Economic Prosperity Strategy, are included. She indicated that in moving forward with the formation of the economic development district board, which will be comprised of 51 percent government entities, it is important to take off our smaller hats and put on our regional hats.

Council President Ben Hueso (City of San Diego) commended SCEDC for their efforts and commented on the importance of working together to ensure success for the region and the State. He remarked that all of the ports of entry are within the plan and asked if that was taken into consideration in terms of calling out the important regional infrastructure needs which will turn into quality jobs.

Ms. Gompper-Graves responded that the ports of entry are key as they share common opportunities and challenges and are sources of possible federal and State funding.
Council President Hueso asked if the plan would attempt to achieve a balance of job distribution throughout the county in order to cut down on service trips and the need to invest in highway development.

Ms. Gompper-Graves informed their goal is to get more jobs located in the economically challenged areas. She acknowledged Council President Hueso, Supervisor Cox, Mayor Jim Janney, and the Committee for their input on the project.

Chair McCoy acknowledged Mayor Jim Janney (City of Imperial Beach) who was in attendance.

**Action:** This item was presented for information only.

6. UPDATES ON THE SAN YSIDRO – PUERTA MEXICO PORT OF ENTRY RECONFIGURATION AND EXPANSION PROJECTS (DISCUSSION)

Hector Vanegas, Borders Committee Coordinator (SANDAG), presented slides of the San Ysidro Port of Entry reconfiguration project area and reviewed the concerns and potential regional impacts to transit and pedestrian infrastructure, private buses, and global warming with the Committee.

**a) SAN YSIDRO / VIRGINIA AVENUE PORT OF ENTRY RECONFIGURATION AND EXPANSION PROJECT**

Keith Lew, Project Executive (U.S. General Services Administration, GSA), presented background information on the project and said the project has been broken up into three phases. The first phase, referred to as a “throughput project”, has been authorized. This project will facilitate the processing of northbound traffic in order to reduce wait times at the border. It includes a temporary employee’s parking relocation to Virginia Avenue; construction of a new employee parking garage to be located at I-5; a central plant to provide heating ventilation and air conditioning to the inspection booths and administrative spaces, as well as air conditioning power for the facility; and, construction of new lanes for northbound traffic. Currently there are 24 northbound lanes, which will be increased to 30 lanes. Each lane will be outfitted with double-stacked booths, whereby there will be two inspection booths per lane in order to process inspections much quicker.

Chair McCoy asked Mr. Lew if he was going to use different forms of energy to make it as energy efficient as possible, as it looks like the size of a small town.

Mr. Lew responded that the administrative building alone was compared to the size of the USS Midway. It is a very large facility.

Mr. Lew said the energy performance criterion is fundamentally based on the American Standard of Heating Refrigeration and Air Conditioning, ASHRAY 90. Recent Presidential directives have directed this to be improved by 30 percent, and the most state-of-the-art energy savings devices will be implemented.
Mr. Lew continued to update the Committee on the project’s progress, concerns currently being addressed, and site acquisitions and modifications. He added that the second phase of the project is intended to provide administrative facilities for U.S. Customs and Border Protection (CBP), and the third phase is intended to address the southbound access and inspection facilities. Next steps for the Port include continuation of the design; resolving regional throughput issues; resolving CBP operational issues; continuing site acquisition; and, performing surveys. They also plan to begin soliciting contractors to manufacture off-site Port components. The ultimate goal is to effect throughput improvements in fiscal year 2009.

Council President Hueso recommended having a central location for taxi queuing and asked if discussions are being held regarding the potential pedestrian and vehicular southbound crossing on Virginia Avenue.

Mr. Lew responded that currently, it is only a pedestrian crossing and only southbound. It was an issue that the Border Liaison Mechanism brought up, something Mexico had expressed an interest in, and a concept that GSA can support. A diplomatic note correspondence process is necessary in order to make it happen.

Council President Hueso commented that it sounds like an excellent concept. He asked if there had been discussion regarding the southbound bridge and Mexico’s proposal to have a pedestrian staging area on the east side of the crossing.

Mr. Lew informed that the latest proposals for Puerta del Bicentenario (Bicentennial Gate) do not show a bridge as the bridge would occur on the Mexican side only.

Council President Hueso asked if it would be incorporated into the design if it were understood that a bridge would be built on the Mexican side that would connect pedestrians from the east side.

Mr. Lew replied it would be incorporated; however, to the best of his knowledge there has not been a formal request to incorporate it.

Council President Hueso stated he was just trying to understand if more work needs to be done in that area especially if they are trying to encourage pedestrians to cross and improve the pedestrian experience.

Mr. Lew said they have every intention of making the pedestrian experience as positive as possible. If there is a footbridge, it would require further discussions as it would require the installation of various facilities.

Council President Hueso said the bridge he was talking about would link the east side to the west side where northbound pedestrian accommodations currently exist.

b) PUERTA MEXICO / EL CHAPARRAL PORT OF ENTRY

Elisa Arias, Principal Planner (SANDAG), stated she was encouraged that GSA continues to address the comments Caltrans, MTS, City of San Diego, and SANDAG staff have made.
SANDAG will continue to evaluate new proposals in order to provide comments to GSA; however, comments at this point can only be conceptual in nature since no pedestrian or transit data is available to allow for a comprehensive analysis of GSA’s proposal to be made. SANDAG looks forward to GSA’s work on the pedestrian traffic analysis in order to assess the proposals to ensure they are addressing SANDAG’s issues regarding pedestrian access, circulation, and transit.

Sean Carlos Cázares (Mexico’s Secretariat of Foreign Affairs and Coordinator of the Mexican section of the U.S.-Mexico Binational Group of Bridges and Border Crossings) informed the Instituto Nacional de Avalúo de Bienes Nacionales (INDAABIN; Mexico’s equivalent to the GSA), and the U.S.-Mexico Binational Group of Bridges and Border Crossings (in charge of all border crossings infrastructure negotiations and modifications). He briefed the Committee on the results of the binational meetings which took place in September 2008 in Rosarito, B.C., Mexico, regarding the region’s border projects. They specifically addressed the concerns and challenges experienced in project analysis, property acquisition necessary in order to begin construction, and advances INDAABIN has made on the original proposed eastern pedestrian crossing. He also updated the Committee on the recent submission by the government of Baja California of new plans for the project known as “Bicentennial Gate” which includes a southbound pedestrian crossing on the eastern side of the border. He said the U.S.-Mexico Binational Group of Bridges and Border Crossings is currently reviewing and analyzing both projects to determine their feasibility in order to make a formal proposal to the Governor of Baja California.

Chair McCoy suggested moving on to Item No. 7, and then either stay for questioning or postpone questions until next time so we can submit them to the proper agencies. She asked if everyone agreed.

The Committee unanimously agreed.

Pedro Orso-Delgado, District 11 Director (Caltrans), informed the Committee on the recent developments regarding payment of contractors assigned to work on Highway 905 and other bond-funded projects. He said the contractors may not be paid by the Controller for work done in November and December 2008. Executive Director Gary Gallegos and the SANDAG Executive Committee are developing possible solutions to keep construction from stopping.

Action: This item was presented for discussion only.

7. STATUS REPORT ON OTAY MESA EAST – OTAY II PORT OF ENTRY AND CONNECTING ROADS (INFORMATION)

Mr. Cázares informed that in 2005, Mexico’s Border Master Plan ranked the Mesa de Otay II Port of Entry highest on its list of ports of entry. Mexico and the United States created a binational task force to expedite border flow and give priority to border infrastructure in order to decrease wait times as a result of discussions between President George W. Bush and President Felipe Calderón. For the first time in history, there are three new ports of entry, along with Otay II, under construction: San Luis Rio Colorado II (on the border of Sonora and Arizona); Reynosa-Hidalgo Anzaldua (on the border of Tamaulipas and Texas);,
and Rio Bravo-Dona, (in the same area between Tamaulipas and Texas). Mexico is planning to begin construction on the Mesa de Otay II Port of Entry in 2010; however, due to logistical and technical issues, it may not begin until 2012 in the United States. Significant advances made on this project include California legislation for the formation of an authority to collect tolls. Mexico has also decided to have a private entity collect a toll. Also, through the efforts of District 11 Director Pedro Orso-Delgado (Caltrans) and Executive Director Gary Gallegos (SANDAG), the Presidential Permit was obtained. An agreement was recently reached between Mexico’s Secretariat of Finance, Secretariat of Communication and Transport, and the State of Baja California to designate funding for land acquisition so construction can begin. Binational meetings will continue to be held every two months in order to monitor progress on Otay II. The next Border Liaison Mechanism meeting will be on January 27, 2009.

Chair McCoy commented it was exciting to see the two pieces together and gratifying to see both sides working together. She congratulated those involved in the effort.

Council President Hueso thanked Mr. Cázares for his wonderful presentation.

Mayor Crystal Crawford (North County Coastal) recommended further discussion, comments, and questions be held until the next agenda due to time constraints.

Chair McCoy said it would be left to staff to schedule.

Mayor Crawford added that she has comments in particular on the GSA item which she would like to present at the next meeting.

Chair McCoy informed comments can be presented at the February meeting. She asked Mr. Jason Wells, representing the San Ysidro Chamber of Commerce, if he wished to speak.

Mr. Wells responded he would wait until February 27, to speak.

Action: This item was presented for information only.

8. UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for Friday, February 27, 2009, at 12:30 p.m.

9. ADJOURNMENT

Chair McCoy adjourned the meeting at 2:41 p.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
**BORDERS COMMITTEE MEETING**
**JANUARY 9, 2009**
**12:30 p.m. to 2:30 p.m.**

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<th>GEOGRAPHICAL AREA</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ ALTERNATE</th>
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<tr>
<td>South County</td>
<td>City of Imperial Beach</td>
<td>Patricia McCoy (Chair)</td>
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<td>City of Calexico</td>
<td>David Ouzan</td>
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<td>Victor Carrillo</td>
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<td>Jack Feller</td>
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<td>Jim Desmond</td>
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<td>John Minto</td>
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<td>County of San</td>
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<td>Greg Cox (Vice Chair)</td>
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<td>Pam Slater-Price</td>
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<td>Pauma</td>
<td>Chris Devers</td>
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<td>Elsa Saxod</td>
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San Diego Association of Governments

BORDERS COMMITTEE

February 27, 2009

AGENDA ITEM NO.: 3

Action Requested: INFORMATION

COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES’ MEMBERSHIP UPDATES

File Number 3003200

Introduction

Every two years, the Committee on Binational Regional Opportunities (COBRO) reviews its membership and leadership and informs the Borders Committee of any changes. In February 2009, COBRO approved reinstatement of the Consulate General of the United States of America in Tijuana as a regular member, and removed Foro Esta Región from the list of Advisory Members.

The attached list (Attachment 1) includes 25 members; therefore, Quorum would remain at 13.

COBRO continues to follow its policies regarding vacancies, attendance, and quorum as stated in the COBRO Charter.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. COBRO Membership List

Key Staff Contact: Hector Vanegas, (619) 699-1972; hva@sandag.org
COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES
Membership List
(As approved by COBRO at its February 3, 2009, meeting)

Voting Members:
1. Institute for Regional Studies of the Californias (Chair)
2. Consul General of Mexico in San Diego (Co-Chair)
3. South County EDC (Vice Chair)
4. Saxod Enterprises – San Diego County Water Authority (Past Chair)
5. Caltrans
6. City of Chula Vista
7. City of Imperial Beach
8. City of San Diego
9. City of Tecate
10. City of Tijuana
11. Consulate General of the United States
12. County of San Diego
13. Desarrollo Económico e Industrial de Tijuana, A.C.
14. El Colegio de la Frontera Norte (COLEF)
15. Fundación Internacional de la Comunidad, A.C.
16. Gobierno de Baja California
17. Instituto Municipal de Planeación (IMPlan)
18. Otay Mesa Chamber of Commerce
20. San Ysidro Chamber of Commerce
21. San Diego Regional Chamber of Commerce
22. Tijuana River National Estuarine Research Reserve
23. U.S. Customs and Border Protection Agency (U.S. CBP)
24. U.S. Environmental Protection Agency (U.S. EPA)
25. Universidad Iberoamericana – Tijuana

Advisory Members
U.S. Federal Highway Administration (FHWA)
Universidad Autónoma de Baja California (UABC)
International Community Foundation (ICF)
Border Trade Alliance (BTA)
Bi-State Transportation Technical Advisory Committee (BTTAC)
Asociación de la Industria Maquiladora y de Exportación de Tijuana (AIM)
Southwestern College (SWC)
FOLLOW-UP DISCUSSION ON THE U.S. GENERAL SERVICES ADMINISTRATION (GSA) SAN YSIDRO PORT OF ENTRY (POE) RECONFIGURATION AND EXPANSION PROJECT:
SUMMARY OF COMMENTS ON GSA’S PROPOSALS

Introduction

The San Ysidro – Puerta México POE is the busiest international land POE in the world and is used by one out of every ten people entering the United States through any air, sea, and land POE. At the January 9, 2009, Borders Committee meeting, the U.S. GSA and Mexico’s Institute of Administration and Estimates of National Real Estate (Instituto de Administración y Avalúos de Bienes Nacionales or INDAABIN) briefed the Committee on progress toward the expansion of this POE. This report summarizes comments submitted to GSA by Caltrans, the City of San Diego, Metropolitan Transit System (MTS), and SANDAG staff and highlights unresolved areas of concern. The Borders Committee will be asked to provide additional input to transmit to GSA.

Discussion

On January 9, 2009, GSA updated the Committee on the San Ysidro POE Reconfiguration and Expansion project. GSA estimates the cost of the Reconfiguration and Expansion Project at $577 million. The project will be implemented in three phases: Phase 1 will include northbound capacity improvements and the acquisition of all required property; Phase 2 will include construction of northbound buildings; and Phase 3 will include construction of southbound roadways and facilities as well as renovations to facilities at the Virginia Avenue gate. Attachment 1 contains a GSA project fact sheet.

A pre-phase period was added to the program in order to initiate construction in federal Fiscal Year 2008. The pre-phase period includes the construction of an employee parking area on the vacant lot (formerly the location of a commercial operation facility) on Virginia Avenue; the retrofit of five northbound vehicle lanes, including the addition of double-stacking inspection booths; and the conversion of one northbound vehicle lane into a feeder lane which will serve four additional inspection booths. It is expected that these preliminary steps will assist POE operations while the initial phases of the project progress.
GSA continues the preparation of the draft Environmental Impact Statement (EIS), which is anticipated to be released for public review in mid-April 2009. GSA also may need to conduct environmental clearance in accordance with California Environmental Quality Act (CEQA) requirements depending on how GSA secures the non-federal property needed for the San Ysidro POE project.

SANDAG staff, the City of San Diego, MTS, and Caltrans have submitted a number of comment letters to GSA on the conceptual Master Plan. A summary of these comments and GSA’s responses is included as Attachment 2. In response to stakeholder comments GSA has taken the following actions:

- In November 2008, GSA proposed changes to the Master Plan to accommodate a potential southbound pedestrian gate on the eastern side of the project and initiated the preparation of cost estimates of the offsite associated projects that GSA identified for implementation by others. The cost estimates are scheduled to be completed in mid-February.
- A pedestrian study that will include current and future pedestrian flow numbers and transit data is being prepared. Data from this study will be included in the draft environmental document.
- The eastern access point for the pedestrian bridge has been relocated further south to minimize pedestrian conflicts with the Interstate 5 on/off-ramp.

SANDAG staff has continued to participate in GSA Community Representative Committee meetings; however, responses to several comments remain unaddressed:

- The elimination of Camiones Way, on the western side of the project, will affect current and future transit operations, passenger drop-offs, and pedestrians that utilize this facility. The GSA project does not include relocation of the MTS bus stops that currently utilize Camiones Way.
- The Greyhound facility will be eliminated as part of the POE Reconfiguration project. There are no plans to provide a site for long-haul bus operations.
- The proposed pedestrian bridge will worsen travel conditions for the current 29,000 daily users. Inadequate pedestrian facilities will hinder efforts to improve crossborder transit connections and future transit services, as crossborder travel demand continues to grow.
- The project has focused on the design of the federal footprint and has incorporated some feedback from stakeholders, but we remain concerned that as the design of the POE continues in order to maintain the project’s development schedule, project impacts and mitigations are not fully being considered and it may be difficult to make changes to the POE design in the future.
- Funding sources to mitigate regional mobility impacts resulting from the San Ysidro POE Reconfiguration and Expansion project have not been identified.
Next Steps

Additional comments from the Borders Committee will be transmitted to the U.S. GSA. Staff will continue to coordinate with the City of San Diego, MTS, and Caltrans to evaluate GSA proposals and develop comments on the upcoming draft EIS. Staff also will participate in planning activities in the community of San Ysidro described in Agenda Item Nos. 6b and 6c.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. U.S. General Services Administration San Ysidro POE Expansion Project Overview
2. Summary of San Ysidro POE Reconfiguration and Expansion Project Comments Matrix

Key Staff Contact: Rachel Kennedy, (619) 699-1929; rke@sandag.org
The San Ysidro Border Station, located between San Diego, California and Tijuana, Baja California, Mexico, is known as the world’s busiest Land Port of Entry (LPOE). This LPOE supports 24 northbound vehicle lanes in the United States and six southbound lanes into Mexico. Each day this land port serves up to 50,000 northbound vehicles and 25,000 northbound pedestrians.

Expansion of this port is needed to maintain border crossing services and to increase efficiency, security and safety for federal agencies and the traveling public. Three expansion options developed during recent master planning outline plans for a new northbound inspection facility, including primary vehicle inspection booths, secondary inspection area, administration space and a pedestrian processing facility. A new southbound inspection facility will also be developed, and Interstate 5 will be shifted to the west to align with Mexico’s planned use of a reconstructed entry facility at the vacant Virginia Avenue/El Chaparral commercial facility.

Expansion Project Time Frames

**Environmental Studies:** Spring 2003–Summer 2009

**Design Process**
- Program Development Study: Spring 2003–Winter 2004
- Space Programming: Fall 2004–Summer 2005
- Supplemental / Master Planning: Fall 2005–Fall 2007
- Design Documents: Summer 2008–Spring 2009 (Phase 1)

**Construction Phase**
- Phase 1: Fall 2008–Summer 2012
- Phase 2: Fall 2011–Summer 2014
- Phase 3: Spring 2012–Spring 2014

**Project Completion:** Fall 2014

*Photo Credit: Aerial view of San Ysidro Border Crossing, courtesy of Caltrans.*
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<th>Agency</th>
<th>Comment</th>
<th>GSA Response</th>
<th>Status</th>
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<tr>
<td>SANDAG, MTS</td>
<td>The elimination of Camiones Way, on the western side of the project, will affect transit operations, passenger drop-offs, and pedestrians that utilize this facility.</td>
<td>Contingent upon an agreement with MTS, GSA will relinquish the easement it currently holds from MTS for the temporary employee parking area at Camino de la Plaza near San Ysidro Boulevard. This area could be used as a drop-off point for taxis, jitneys, and private vehicles close to the proposed second southbound pedestrian walkway. To date MTS has not concurred with this proposal.</td>
<td>Not addressed. GSA’s proposal does not include relocation of the Route 929 and 932 bus stops. In a December 9, 2008 letter to GSA, MTS raised a number of questions that would need to be answered prior to a decision regarding the jitney taxi location proposed by GSA.</td>
</tr>
<tr>
<td>SANDAG</td>
<td>Several conceptual projects outside the federal footprint included in the Offsite Associated Projects Diagram should be incorporated in the San Ysidro Reconfiguration and Expansion project to mitigate impacts to the community. Cost estimates for off-site projects also are needed.</td>
<td>GSA has not incorporated off-site improvements into the project. According to GSA staff, GSA is not authorized to spend funds outside of the project footprint. GSA has agreed to provide cost estimates for the off-site projects. The cost estimates are anticipated in mid-February.</td>
<td>Partially addressed.</td>
</tr>
<tr>
<td>SANDAG</td>
<td>The proposed pedestrian bridge will worsen travel conditions for the current 29,000 daily users. Inadequate pedestrian facilities will hinder efforts to improve crossborder transit connections and future transit services, as crossborder travel demand continues to grow.</td>
<td>GSA has proposed minor modifications to the bridge design presented at the January 9, 2009 Borders Committee meeting. In addition, GSA is including a potential southbound pedestrian crossing on the east side of the project as part of the reconfiguration design.</td>
<td>Partially addressed. The proposed bridge will result in a longer walking distance for pedestrians. If the southbound pedestrian crossing on the east side of the POE is implemented, it would provide a more convenient option for transit users.</td>
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<tr>
<td>Caltrans, City of San Diego, MTS, SANDAG</td>
<td>The project has focused on the design of federal footprint and has incorporated some feedback from stakeholders, but we are concerned that as the design of the POE continues in order to maintain the project’s development schedule, project impacts and mitigations are not fully being considered and it may be difficult to make changes to the POE design in the future.</td>
<td>GSA must begin construction before the end of federal Fiscal Year 2009.</td>
<td>Not addressed. GSA continues design activities.</td>
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<tr>
<td>Caltrans, City of San Diego, MTS, SANDAG</td>
<td>The project needs to provide a balanced, multi-modal transportation system that serves pedestrians, bicyclists, transit users, and motorists in order to address state legislation related to climate change.</td>
<td>Staff note: GSA is not performing CEQA analysis for this project. NEPA requirements for climate change impacts apply.</td>
<td>Not addressed. The project as currently designed fails to provide a balanced multi-modal environment for crossborder travelers.</td>
</tr>
<tr>
<td>Caltrans, City of San Diego, MTS, SANDAG</td>
<td>Impacts on parking, access to public transit and the safety of pedestrians are issues that still are not resolved in the project.</td>
<td>GSA has proposed a new pedestrian bridge design that will eliminate the I-5 freeway on/off-ramp and pedestrian conflict.</td>
<td>Partially addressed.</td>
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<tr>
<td>Caltrans, City of San Diego, MTS, SANDAG</td>
<td>A pedestrian study that includes current and future flow numbers, explanation of methodology for projections, change of modes of transit when exiting or entering the facility should be prepared.</td>
<td>GSA will commission a pedestrian traffic count at the Port’s northbound exit to ascertain the volume of traffic and its immediate destination. The study information will be incorporated into the draft environmental document scheduled for release in mid-April 2009.</td>
<td>Study underway.</td>
</tr>
<tr>
<td>Caltrans, City of San Diego, MTS, SANDAG</td>
<td>Funding sources to mitigate regional mobility impacts resulting from the San Ysidro POE Reconfiguration and Expansion project should be identified.</td>
<td>GSA has indicated that it is limited to executing projects within the boundaries of federal property.</td>
<td>Not addressed.</td>
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PLANNING ACTIVITIES IN THE COMMUNITY OF SAN YSIDRO

Introduction

This report summarizes recently completed planning activities led by the City of San Diego in the community of San Ysidro, in collaboration with the San Ysidro Transportation Collaborative, and also outlines current and upcoming planning efforts. They include the San Ysidro Mobility Strategy (Phase I), the Pedestrian Health and Safety Assessment, the San Ysidro Port of Entry (POE) Reconfiguration Mobility Study (Phase II), and the San Ysidro Community Plan update. This planning work is being conducted in coordination with the U.S. General Services Administration (GSA) San Ysidro POE Reconfiguration and Expansion project.

Discussion

San Ysidro Mobility Strategy (Phase I)

The San Ysidro Mobility Strategy evaluated ways to improve vehicular, pedestrian, bicycle, and transit circulation within the community of San Ysidro. It was conducted by the City of San Diego and the San Ysidro Transportation Collaborative, which includes the following stakeholder entities: Border Transportation Council, Casa Familiar, Hearts & Hands, MAAC Project, San Ysidro Business Association, San Ysidro Chamber of Commerce, San Ysidro Community Planning Group, San Ysidro School District, and San Ysidro Women's Club. Staff from Caltrans, U.S. GSA, Metropolitan Transit System (MTS), and SANDAG also participated in this study.

A total of 19 project concepts were recommended, ranging from road improvements to several pedestrian improvements, such as sidewalk pop-outs, new sidewalks, new crosswalks, and a new pedestrian bridge. Several of these conceptual projects are in the vicinity of the San Ysidro POE. The feasibility of the recommended project concepts, including preliminary design, engineering, and financing, would be evaluated as follow up work.

San Ysidro POE Reconfiguration Mobility Study

The goal of the San Ysidro POE Reconfiguration Mobility Study is to evaluate impacts on transportation mobility of the proposed U.S. GSA San Ysidro POE Reconfiguration and Expansion project and identify alternatives to address these impacts. This study is anticipated to begin in March 2009.
The study has four main objectives, as follows:

1. Identification of the extent of the impacted area.
2. Analysis of the POE circulation, including all modes of travel and parking, vis-à-vis the POE reconfiguration.
3. Development of a refined conceptual mobility strategy, to be incorporated in the update of the San Ysidro Community Plan, taking into consideration outcomes of the San Ysidro Transportation Collaborative – San Ysidro Mobility Strategy (Phase I).
4. Conceptual designs and cost estimates that can be used to update the San Ysidro Facilities Financing Plan.

The City of San Diego intends to establish a Technical Working Group with participation from Caltrans, MTS, the U.S. GSA, the San Ysidro Transportation Collaborative, and SANDAG staff. Community input and involvement would be sought through a bilingual (English and Spanish) public outreach strategy, including public workshops and informational presentations.

The Mobility Study will evaluate traffic circulation, parking, transit, freeway interchanges, pedestrian and bicycles access, and other transportation modes (e.g., taxis, shuttles, and jitneys) within the impact area associated with the POE reconfiguration. The study will develop and analyze transportation alternatives to address impacts of the POE reconfiguration project including road and freeway interchange reconfiguration, pedestrian and bicycle facilities, sites to accommodate a multi-modal transportation center, transit service options, and smart parking concepts. Cost estimates, a preliminary implementation plan, and funding strategy also will be developed.

**Pedestrian Health and Safety Assessment**

Casa Familiar and the San Diego Prevention Research Center recently received a grant from the California Endowment to support a community advocacy process to reduce pedestrian exposure to vehicular emissions and improve pedestrian safety at and near the international border crossing through development of a binational pedestrian plan in the San Ysidro border community.

The expected outcomes of the two-year research project are outlined below:

1. Increased understanding of the health issues related to air pollution among San Ysidro pedestrians, as evidenced by inclusion of health impact data and community planning priorities into the final design for the San Ysidro POE.
2. Demonstration of a successful community engagement and accountability process in a federally-controlled planning and construction process affecting low-income residents and visitors in the context of an international border crossing, as evidenced by community and Congressional approval to proceed with implementation.
3. Enhanced skills of organizations on the border region of San Diego to look at how the built environment contributes to health disparities in their community, as evidenced by community participation in planning meetings and public testimony.
San Ysidro Community Plan Update

In October 2008, the San Diego City Council authorized the initiation of an update of the San Ysidro Community Plan. The purpose of this update is to reflect current conditions and the long-term vision for the Community of San Ysidro, including coordination with the San Ysidro POE Reconfiguration and Expansion project. The Community Plan update also will assess possible locations for a major intermodal facility. In summer 2008, the San Ysidro Community Planning Group unanimously supported beginning the community plan update. This update is anticipated to begin in June 2009 and take about two years to be completed.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contacts: Ron Saenz, (619) 699-1922; rsa@sandag.org
Elisa Arias, (619) 699-1936; ear@sandag.org
FEDERAL ECONOMIC RECOVERY LEGISLATION:
LAND PORTS OF ENTRY ALLOCATIONS

Introduction

On February 17, 2009, President Barack Obama signed H.R. 1, the American Recovery and Reinvestment Act of 2009 (ARRA), a multibillion federal stimulus package intended to stave off the loss of millions of jobs and increase economic activity. The long-term intent of the bill is to make the needed investments in infrastructure, clean energy, and technology in order to become more competitive, energy efficient, and produce more job opportunities for future generations. This report provides information on the federal stimulus funding programs that could support improvements to land Ports of Entry (POEs).

Discussion

ARRA provides $789 billion in tax cuts and incentives and domestic spending, including funding for infrastructure, energy, science and technology, education, healthcare, and assistance to states. The act is comprised of $282 billion in tax cuts and $507 billion in spending for priority investments.

U.S. Customs and Border Protection (CBP)

The legislation provides $420 million for planning, management, design, alteration, and construction of CBP-owned land border POEs. In addition, $100 million is dedicated for expedited development and deployment of border security technology on the Southwest border, as originally proposed by the Senate. No later than 45 days after the date of enactment of the ARRA (approximately the end of March 2009), the Secretary of Homeland Security is required to submit an expenditure plan to Congress.

U.S. General Services Administration (GSA)

ARRA provides $5.5 billion for the Federal Buildings Fund, of which $300 million is dedicated for land POEs. The majority of the funds are made available to convert GSA facilities to High Performance Green Buildings (no less than $4.5 billion). The legislation requires at least $5 billion of these funds to be obligated by September 30, 2010, and the remainder of the funds to be obligated no later than September 30, 2011.
GSA is required to submit a detailed plan, by project, to Congress within 60 days of enactment (in mid-March 2009).

**U.S. Department of Transportation (DOT)**

ARRA also includes a $1.5 billion discretionary program within U.S. DOT. Funds will be used to award competitive grants for major surface transportation infrastructure projects. Eligible projects include highway, transit, freight and passenger rail, and port infrastructure investments, including projects that connect ports to other modes of transportation and improve the efficiency of freight movement.

These discretionary funds will be available through September 30, 2011. Preference will be given to projects that can be completed within three years of bill enactment. The minimum grant size is $20 million with a maximum grant size of $300 million. No more than 20 percent of the funds available may fund projects in a single state. U.S. DOT is required to publish criteria to evaluate competitive grants within 90 days of bill enactment. Applications for funding are required within 180 days of the publication of evaluation criteria, and U.S. DOT must announce the selected projects within one year of enactment of the bill.

**California Land POEs**

On December 19, 2008, the SANDAG Board of Directors gave initial approval to a comprehensive regional economic stimulus proposal. SANDAG staff worked with member agencies, North County Transit District, Metropolitan Transit System, Port of San Diego, Caltrans District 11, and other agencies as well as the business community – including the San Diego Regional Economic Development Corporation and the San Diego Regional Chamber of Commerce – to develop a comprehensive economic stimulus proposal that includes the construction of both transportation and public works projects.

This proposal contains POE projects on the California-Mexico border, including the Otay Mesa POE Expansion and the Calexico POE Improvements - Phase 1 (both projects could be advertised in six months) as well as the San Ysidro POE Improvements - Phase 2 and Calexico POE Improvements - Phase 2 (both projects ready to advertise in 12 months).

According to GSA staff, no POE projects in California would be ready to commence within the first 120 days from enactment of the federal stimulus plan. Phase 2 of the San Ysidro POE project and the Calexico West project would be ready for construction within a one-year timeframe while Phase 3 of the San Ysidro POE project and improvements to the Otay Mesa POE would be ready within a two-year timeframe.

**Fiscal Year 2009 Federal Budget**

The FY 2009 GSA Budget includes a $58.9 million request to complete construction of Phase 1 of the San Ysidro POE Reconfiguration and Expansion project. Future budget requests will include the remaining funds ($284.4 million) needed to complete construction of Phases 2 and 3 of this project. The total cost of the San Ysidro POE project is estimated at $577 million.
Next Steps

Staff will provide an oral update on any new developments at the meeting.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contacts: Victoria Stackwick, (619) 699-6926; vst@sandag.org
Elisa Arias, (619) 699-1936; ear@sandag.org
Introduction

Since 1997, SANDAG has organized an annual event to address binational topics. The Committee on Binational Regional Opportunities (COBRO) has supported the organization of all 11 SANDAG’s annual binational events, including six conferences, two workshops, two mobile seminars, and one seminar. At its February 3, 2009, meeting COBRO agreed to recommend the theme, format, and possible date for the 2009 annual binational event.

Discussion

The conclusions from the 2008 binational seminar (proceedings can be accessed at www.sandag.org) were discussed by COBRO in September 2008, and led to the recommendations that were approved by the SANDAG Board of Directors on November 19, 2008 (Attachment 1). In addition to the 2008 binational seminar conclusions, participants recommended continued discussion on the opportunities for collaboration among strategic partners on smart growth and sustainability on the border, including exploring the possibility that the 2009 binational event build upon the mentioned recommendations.

Since the 2008 binational seminar recommendations were approved by the SANDAG Board, SANDAG attended the December 2, 2008, meeting of the Governing Board of Tijuana’s Municipal Planning Institute. Staff also held a meeting with authorities and researchers from Baja California to explore possibilities to collaborate on climate change issues, which is recommended as the theme for the 2009 binational event. COBRO and SANDAG staff are exploring a seminar format for this event, which would include presentations from researchers or professionals conducting climate change planning activities in the San Diego region and Baja California as well as a roundtable discussion where experts and stakeholders could share their perspectives on challenges and opportunities for crossborder collaboration focusing on climate change issues.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. 2008 Binational Seminar Recommendations

Key Staff Contact: Hector Vanegas, (619) 699-1972; hva@sandag.org
2008 Binational Seminar Recommendations

1. Explore the feasibility of developing a map of the regional transportation infrastructure of the San Diego region and the Municipality of Tijuana through 2010.

2. Explore the feasibility of developing mapping of existing and planned water, sewer, energy, natural gas, and electrical infrastructure in the San Diego/Tijuana region.

3. Evaluate coordination with the appropriate agencies on both sides of the border to investigate and gather existing baseline data on greenhouse gas (GHG) emissions in the San Diego/Tijuana region and corresponding target reductions. If baseline data on GHG emissions can be gathered by sector, create a graphic of the San Diego/Tijuana Region carbon footprint. (Sectors may be defined as transportation, electricity, industrial, natural gas end uses, agriculture, and other waste.)

4. Proceed with the appropriate arrangements for SANDAG to consider accepting the IMPlan invitation to become a permanent advisory member on its Governing Board.

5. When the Otay Mesa–Mesa de Otay Binational Corridor Strategic Plan is next updated, include a new action to incorporate coordination of Smart Growth and Climate Change planning efforts between the San Diego region and Baja California.

6. Explore opportunities for COBRO members to invite practitioners to discuss best practices at borders around the world to evaluate San Diego/Tijuana border crossings.
San Ysidro Port of Entry (POE) Reconfiguration and Expansion Project

Borders Committee
February 27, 2009

Presentation Outline

- GSA San Ysidro POE Project: Regional Comments and Concerns
- Planning Activities in the Community of San Ysidro
- Intermodal Transportation Plan – Conceptual Proposal
- Next Steps and Discussion
GSA San Ysidro POE
Reconfiguration and Expansion Project

U.S. GSA’s Proposed San Ysidro POE
Reconfiguration Project – Phase I
U.S. GSA’s Proposed San Ysidro POE Reconfiguration Project – Phase II

U.S. GSA’s Proposed San Ysidro POE Reconfiguration Project – Phase III
Pedestrian Impacts

1) Unsafe crossing at the San Ysidro Boulevard\-I-5 NB on ramp intersection for east\-west trips

2) Lost pick-up \-drop-off location

3) Lost accessibility to southbound pedestrian gate

4) Lost drop-off\-pick-up and access to southbound pedestrian gate

Transit Impacts

- MTS trolley service & bus services must utilize congested San Ysidro Boulevard\-I-5 NB on ramp intersection

- Loss of MTS Routes 929 and 932 and bus stop, and impacts to future planned route service

- Loss of Greyhound facilities and impacts to long-haul private bus operations
GSA Project Modifications

- Accommodation of potential eastern southbound pedestrian gate
- Eastern access point for the pedestrian bridge relocated
- Pedestrian study to include current and future pedestrian and transit data
- Initiated cost estimates for offsite projects

Outstanding Areas of Concern with Proposed GSA project

- Unfriendly to pedestrians and transit users
- Eliminates current Greyhound and MTS bus facilities and passenger drop-off areas with no relocation provisions
- Fails to effectively integrate all modes of travel due to focus on vehicles
Outstanding Areas of Concern with Proposed GSA project (cont.)

- Community and regional circulation and access impacts also not addressed
- Vital to address these issues now before GSA planning and design continue to move forward
- Critical opportunity to forge a win-win strategy for the nation’s busiest border crossing

Project Schedule

- Draft Environmental Impact Statement (EIS) to be released in April 2009
- Construction Schedule:
  - Phase I: Fall 2008 – Summer 2012 (bid for pedestrian bridge in September 2009)
  - Phase II: Fall 2011- Summer 2014
  - Phase III: Spring 2012 – Spring 2014
Planning Activities in the Community of San Ysidro

San Ysidro Mobility Strategy (Phase I)

- City of San Diego and the San Ysidro Collaborative effort
- Evaluated potential ways to improve vehicular, pedestrian, bicycle, and transit circulation
- 19 projects recommended – several in the San Ysidro POE vicinity
- Study completed in December 2008
San Ysidro POE Reconfiguration Mobility Study

- City of San Diego effort
- Will evaluate the transportation mobility impacts from the GSA SY POE project
- Evaluate locations for a multi-modal transportation center
- City will form a Technical Working Group
- Study will commence in March 2009 and conclude in February 2010

Pedestrian Health and Safety Assessment

- Casa Familiar and the San Diego Prevention Research Center received a grant from the California Endowment
- Goal: Reduce pedestrian exposure to vehicular emissions and improve pedestrian safety at and near the international border crossing
- Develop a binational pedestrian plan in the San Ysidro border community
- Two year research project
San Ysidro Community Plan Update

- City of San Diego effort
- Goal: To reflect current conditions and the long-term visions for the community of San Ysidro
- Will assess possible locations for a major intermodal facility
- Anticipated to start in June 2009
- Two year effort

Intermodal Transportation Plan – Conceptual Proposal
Coordinated Transit Center

- Facilitate access to multi-modal services
  - “One-stop shop for alternative choices”
- Evaluate size and scale of space needs
- Determine operational feasibility with GSA proposal
- Provide inputs to planning efforts with City of San Diego, GSA, MTS, Off-site operators, and SANDAG

Existing San Ysidro Transportation Facilities

Total Existing Facilities:
740 Linear Feet
1.88 Acres
San Ysidro Intermodal Transit Center
Estimated Space Needs

SYITC On-site Space Needs
- Eight Bus Bays (MTS Local Bus & BRT)
- Four Taxi spaces
- Two Jitney spaces
- Greyhound and other private operator bus staging, processing, storage

Off-site Space Needs
- Jitney Space – 13 spaces for staging
- Taxi Space – 25 spaces for staging

Total Estimated Space Requirements: 3.5 Acres
On-going Activities
Intermodal Transit Center/Staging Facility

- Evaluate off-site locations based on space limitations
- Incorporate results of GSA pedestrian study into space considerations
- Evaluate additional operating scenarios
- Continued work with stakeholders to integrate intermodal transit station

Next Steps

- Review and comment on GSA Draft EIS
- Continue advocacy for a world-class international border crossing project
  - A project that improves mobility - not only for vehicles but for pedestrians & transit users - and the environment
  - A project that mitigates community and environmental impacts resulting from the federal project
- Continue to urge GSA to pursue a finance plan to ensure the completion of all phases of the project
San Ysidro Port of Entry (POE)
Reconfiguration and Expansion Project

Borders Committee
February 27, 2009