Members

John Minto, Chair
Councilmember, City of Santee
(Representing East County)

Greg Cox, Vice Chair
Vice Chair, County of San Diego

Al Ovrum
Councilmember, City of Coronado
(Representing South County)

Gary Felien
Councilmember, City of Oceanside
(Representing North County Coastal)

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

David Alvarez
Councilmember, City of San Diego

John Renison
Supervisor
(Representing Imperial County)

Alternates

Ruth Sterling
Councilmember, City of La Mesa
(Representing East County)

Pam Sater-Price
Supervisor, County of San Diego

Rudy Ramirez
Councilmember, City of Chula Vista
(Representing South County)

Farnah Douglas
Councilmember, City of Carlsbad
(Representing North County Coastal)

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

Sherri Lightner
Councilmember, City of San Diego

Daniel F. Romero
Mayor, City of Calexico
(Representing Imperial County)

Advisory Members

Brian Tisdale
Mayor, City of Lake Elsinore
(Representing Riverside County)

Jim Dahl
Mayor Pro Tem, City of San Clemente
(Representing Orange County)

Remedios Gómez-Arnau
Consul General
Consulate General of Mexico

Elsa Saxod
San Diego County Water Authority

Laurie Berman
District 11 Director, Caltrans

Mark Romero (Mesa Grande)
Southern California Tribal Chairmen’s Association

Richard Macias
Director of Planning
Southern California Association of Governments

Gary L. Gallegos
Executive Director, SANDAG

SANDAG
BORDERS COMMITTEE
AGENDA
Friday, May 25, 2012
12:30 to 2:30 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• AMERICAN INDIAN CHAMBER OF COMMERCE UPDATE

• STATUS REPORT ON INTERREGIONAL PLANNING – ORANGE COUNTY

• PROPOSAL TO ACCELERATE THE PLANNED UPGRADE AND EXPANSION OF THE CALEXICO WEST PORT OF ENTRY BY UTILIZING A PUBLIC-PRIVATE PARTNERSHIP

• PROGRESS REPORT ON THE SAN YSIDRO LAND PORT OF ENTRY RECONFIGURATION AND EXPANSION PROJECT

PLEASE TURN OFF CELL PHONES DURING THE MEETING

YOU CAN LISTEN TO THE BORDERS COMMITTEE MEETING BY VISITING OUR WEB SITE AT WWW.SANDAG.ORG

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. Members of the public may address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The 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. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form available on the Web site. E-mail comments should be received no later than 12 noon, two working days prior to the Borders Committee meeting. Any handouts, presentations, or other materials from the public intended for distribution at the Borders Committee meeting should be received by the Clerk of the Board no later than 12 noon, two working days prior to the meeting.

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ITEM # | RECOMMENDATION
--- | ---
  +A. Minutes of the March 23, 2012, meeting.
  +B. Minutes of the April 27, 2012, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

CONSENT (3)

+3. 2012 SANDAG ANNUAL BINATIONAL EVENT UPDATE (Elsa Saxod, Committee on Binational Regional Opportunities or COBRO) | INFORMATION

Attached is a Save the Date for the Binational Seminar “The Mechanics of Crossborder Collaboration: the San Diego Region and the Tijuana, Tecate, and Playas de Rosarito Metropolitan Zone” to be held on Tuesday, June 26, 2012. COBRO Past Chair Elsa Saxod will be available for questions or comments.

REPORTS (4 through 8)

+4. REPORT FROM THE CONSUL GENERAL OF MEXICO (Hon. Remedios Gómez-Arnau, Consulate General of Mexico in San Diego) | INFORMATION

The Consul General of Mexico in San Diego, Hon. Remedios Gómez-Arnau, would like to contribute to the Borders Committee dialogue by providing periodic reports on binational activities within the purview of the Committee. This report highlights Mexico’s interest in joining the Trans-Pacific Partnership.
5. AMERICAN INDIAN CHAMBER OF COMMERCE UPDATE  
(Cheri Myron, San Diego Chapter Coordinator)  

The American Indian Chamber of Commerce of California started in 1995 in 
Southern California. The mission of the Chamber is to provide opportunities for 
networking and support of American Indian business people in California. The 
Chamber provides a mentoring environment for those individuals beginning new 
endeavors and acts as a vehicle for education, networking, and growth 
opportunities. Cheri Myron, the San Diego Chapter Coordinator, will provide an 
overview of the Chamber and brief the Committee on its activities.

+6. STATUS REPORT ON INTERREGIONAL PLANNING - ORANGE COUNTY  
(Heather Adamson)  

Staff members from the Orange County Transportation Authority, Southern 
California Association of Governments, and SANDAG meet periodically to 
collaborate on long-range planning efforts including updates to long-range 
transportation plans, implementation of Senate Bill 375, and rail and corridor 
planning. This informational report provides a status on recent collaboration 
activities.

+7. PROPOSAL TO ACCELERATE THE PLANNED UPGRADE AND EXPANSION  
OF THE CALEXICO WEST PORT OF ENTRY BY UTILIZING A PUBLIC-
PRIVATE PARTNERSHIP (Jeff Kinsell, Nick Inzunza, and Victor Carrillo, 
Kinsell-Newcomb-DeDios (KND))  

The U.S General Services Administration (GSA) has proposed a reconfiguration 
and expansion of the Calexico West Port of Entry that would include new 
pedestrian facilities, north and southbound inspection booths for privately owned 
vehicles, secondary inspection stations, and parking spaces. As the federal 
government has delayed funding for this project, the Imperial County Board of 
Supervisors and the City of Calexico City Council have explored and supported a 
proposal to use a public-private partnership to finance and build the new facilities 
in accordance with GSA’s plans and specifications. This report will brief the 
Committee on this proposal.

8. PROGRESS REPORT ON THE SAN YSIDRO LAND PORT OF ENTRY  
RECONFIGURATION AND EXPANSION PROJECT  
(Anthony Kleppe, U.S. General Services Administration (GSA))  

The San Ysidro Land Port of Entry in San Diego County is a federal multimodal 
inspection facility that provides service for pedestrians, passenger vehicles, buses, 
and freight rail. GSA staff will provide an update on the three construction phases.
9. UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for Friday, June 22, 2012, at 12:30 p.m.

10. ADJOURNMENT

+ next to an item indicates an attachment
JOINT MEETING OF THE BORDERS COMMITTEE, THE COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES (COBRO), AND THE CITY OF TIJUANA
DISCUSSION AND ACTIONS
MEETING OF MARCH 23, 2012

The joint meeting of the Borders Committee, the Committee on Binational Regional Opportunities (COBRO), and the City of Tijuana was called to order by Chair John Minto (East County) at 12:41 p.m. See the attached attendance sheet for Borders Committee member attendance.

Chair Minto welcomed COBRO and City of Tijuana representatives and introduced Mayor of Calexico Daniel Romero from the City of Calexico as new alternate member representing Imperial County. Self-introductions were conducted.

Chair Minto provided an introduction and update on the overview of the joint meeting of the Borders Committee, COBRO, and the City of Tijuana. He noted that this was the fifth time meeting to review the progress of the Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan.


   Action: Upon a motion by Councilmember David Alvarez (City of San Diego), and a second by Councilmember Ed Gallo (North County Inland), the Borders Committee unanimously approved the minutes from the November 18, 2011, and January 27, 2012, Borders Committee meetings.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

   John Renison, Supervisor District 1 (Imperial County), announced the Imperial Valley tour scheduled on Friday, April 27. Supervisor Renison provided the highlights including a visit to the ORMAT Heber Complex Geothermal Plant, an onboard discussion on the efforts within the entire Imperial Valley on green energy, and a view of the Pedestrian Access at the Calexico West Port of Entry (POE).

   Chair Minto further commented on viewing the alternative energy facilities provided in the Imperial Valley.
Councilmember David Alvarez (City of San Diego) commented on binational border crossing issues and efficiencies.

CONSENT ITEMS (#3 and #4)

3. OVERVIEW OF THE POLITICAL SYSTEMS ON THE SAN DIEGO – BAJA CALIFORNIA BORDER REGION (INFORMATION)

This report provided a brief overview of the government and political systems of Mexico and the United States that converge in our border region.

Chair Minto introduced this item and briefly described the Attachment 1.

Action: This item was presented for information only.

4. THEME AND DATE OF THE 2012 SANDAG BINATIONAL ANNUAL EVENT (INFORMATION)

Every year since 1997, SANDAG has organized an annual event to address binational topics. COBRO recommends that the 2012 binational event be held on Tuesday, June 26, 2012, focusing on opportunities for regional collaboration with Tijuana, Tecate, and Playas de Rosarito in the context of their Metropolitan Strategic Plan and the upcoming update of the San Diego Regional Comprehensive Plan.

Chair Minto introduced this item.

Action: This item was presented for information only.

REPORT ITEMS (5 through 7)

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

The Consul General of Mexico in San Diego, Honorable Remedios Gómez-Arnau, contributes to the Borders Committee dialogue by providing periodic reports on binational activities within the purview of the Committee. This report highlighted the U.S.-Mexico Bilateral Action Plan on the Twenty-First Border Management.

Honorable Remedios Gomez-Arnau, Consulate General of Mexico in San Diego, introduced this item.

Supervisor John Renison (Imperial County) commented on the City of Calexico’s strategy to fund a port of entry.

The Hon. Remedios Gómez-Arnau provided a brief announcement on the facilities of El Chaparral at the San Ysidro-Puerta México Port of Entry to the Borders Committee and responded to questions.

Councilmember David Alvarez (City of San Diego) would like the Borders Committee to send a message and letter of support to the SANDAG Board of Directors on this issue.
Supervisor Pam Slater-Price (County of San Diego) provided an update to the Borders Committee and expressed appreciation for Councilmember Alvarez’s comments regarding the border. She recommended a resolution of support from the Borders Committee members to send a letter to each congressman and council representative to address these issues.

Councilmember Rudy Ramirez, City of Chula Vista (South County), expressed his support to send a letter of support from the Borders Committee and to bring back a discussion on this item.

Gary Gallegos, Executive Director (SANDAG), commented on finding a short-term solution to address this issue.

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


SANDAG and the City of Tijuana Metropolitan Planning Institute (IMPlan) staff provided a progress report on the implementation of key actions included in the Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan in the areas of transportation, economic development, housing, and environment.

Chair Minto introduced this item and presenters.

Ron Saenz, Associate Regional Planner (SANDAG), and Rodolfo Argote, IMPlan (City of Tijuana), provided the progress report and responded to questions.

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

7. **BRIEFING ON STATE ROUTE 11/OTAY MESA EAST PORT OF ENTRY PROJECT (INFORMATION)**

SANDAG, in cooperation with Caltrans, the U.S. General Services Administration, and other stakeholders, is developing the new Otay Mesa Port of Entry and associated transportation network, including State Route 11.

Marney Cox, Chief Economist (SANDAG), and Mario Orso, Corridor Director (Caltrans), introduced this item. Messrs. Cox and Orso provided a brief presentation on this item and responded to questions.

**Action:** This item was presented for information only.
8. **TIJUANA, TECATE, AND PLAYAS DE ROSARITO METROPOLITAN STRATEGIC PLAN 2012-2034 (INFORMATION)**

The process to create a new Metropolitan Zone to encompass the municipalities of Tecate, Tijuana, and Playas de Rosarito started in 2009 and was finalized in November of 2011. This presentation provided an overview of the eight key objectives that have been identified in the first version of the Metropolitan Strategic Plan.

Rodolfo Argote, IMPlan, introduced this item and provided a presentation and video to the Committee.

Mario C. Lopez, Executive Director Economic Development Council (City of Tijuana), spoke in support of this item.

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

9. **UPCOMING MEETINGS (INFORMATION)**

The next meeting of the Borders Committee is scheduled for Friday, April 27, 2012, at 12:30 p.m.

10. **ADJOURNMENT**

Vice Chair Cox adjourned the meeting at 2:44 p.m.

Attachment: Attendance Sheet
CONFIRMED ATTENDANCE
BORDERS COMMITTEE MEETING
MARCH 23, 2012
12:30 p.m. to 2:30 p.m.

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The meeting of the Borders Committee was called to order by Chair John Minto (East County) at 9:01 a.m. See the attached attendance sheet for Borders Committee member attendance.

Chair Minto provided an introduction and update on the overview of the Borders Committee, Imperial County Tour Highlights. Chair Minto stated that this was an opportunity for the Borders Committee members and guests to view the progress of the Geothermal Power Plant, Crossborder Conveyor Belt and existing and planned transit and transportation projects in Imperial County.

1. WELCOME AND INTRODUCTIONS

Chair Minto welcomed the Borders Committee members and guests.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

There were no public comments.

3. IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) ADMINISTRATIVE OFFICES (INFORMATION)

Borders Committee members and guests arrived to the Imperial County Transportation Commission (ICTC) offices at approximately 10:00 a.m. for a brief meet and greet.

Chair Minto introduced this item.

Action: This item was presented for information only.

4. THE ORMAT HEBER COMPLEX GEOTHERMAL PLANT (INFORMATION)

Tour participants heard an onboard presentation about the Geothermal Plant along Dogwood Road. In addition, information about green energy initiatives within Imperial County was provided.
Chair Minto introduced this item.

Susan M. Giller, Valley Solutions Group Inc., and Sergio Cabanas, Environmental Engineer, (Ormat Heber), provided onboard an overview of the facility and updated the Borders Committee members and guests on the Geothermal Plant operations and other green energy efforts within Imperial County. Ms. Giller and Mr. Cabanas responded to questions on this item.

Chair Minto commented on the extensive renewable energy activities in Imperial Valley and thanked the Ormat representatives for providing the tour of the Ormat Heber Complex.

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

5. THE CROSSBORDER CONVEYOR BELT FACILITY AND ONBOARD VIEW OF THE FUTURE INTERMODAL TRANSIT CENTER (INFORMATION)

Participants toured the Aggregate Product, Inc., Gateway facility, the first permanent crossborder conveyor system designed to span the United States-Mexico border. While onboard the bus traveling toward the Calexico East Port of Entry (POE), participants learned about efforts to modernize the POE, improve connecting roads, and plans for an intermodal transit center.

Chair Minto introduced the item.

Randy M. Arbogast, Branch Chief Trade Operations (U.S. Customs and Border Protection), welcomed the Borders Committee members and guests to the facility and introduced his colleagues.

John Corcoran, Aggregate Products Inc. (API), provided an introduction of staff and briefly described the Crossborder Conveyor belt which is almost a quarter of a mile in length and transports aggregate materials (rock, sand, and gravel) from Mexico to the United States. An actual demonstration of the operation of the conveyor belt was provided.

Rudy Camacho (Rudy M. Camacho & Associates, Inc.), representing API, provided information about the project development implementation process. The Conveyor Belt facility has been in operation since December 2007.

Mark Baza, Executive Director (ICTC), provided an update on the Calexico West and Calexico East POE border crossing.

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

6. OVERVIEW OF EXISTING AND PLANNED TRANSIT AND TRANSPORTATION PROJECTS IN IMPERIAL COUNTY (INFORMATION)

Executive Director Mark Baza (ICTC) welcomed the group and thanked Borders Committee Chair John Minto, Supervisor District 2 Jesus “Jack” Terrazas (Imperial County), and Mayor Daniel F. Romero, City of Calexico for attending the meeting.
Eusebio Arballo, Chair of the Imperial County Comprehensive Economic Development Strategy (CEDS) Committee, made a presentation of the vision and highlights of this project, including renewable energy projects and economic and demographic information.

Mathew Gleason, Advisory Member (SCAG), provided an overview on regional transportation planning efforts and showed a video on the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy, adopted by SCAG’s Regional Council on April 4, 2012.

Chair Minto provided closing remarks on the importance of economic development and shared his thoughts and visions with the attendees.

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

7. **UPCOMING MEETINGS (INFORMATION)**

The next meeting of the Borders Committee is scheduled for Friday, May 25, 2012, at 12:30 p.m.

8. **TOUR ADJOURNMENT**

Chair Minto adjourned the meeting at 2:01 p.m. The bus arrived at SANDAG facilities at approximately 4:30 p.m.

Attachment: Attendance Sheet
CONFIRMED ATTENDANCE  
BORDERS COMMITTEE MEETING  
APRIL 27, 2012  
8:00 a.m. to 4:00 p.m.

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2012 SANDAG ANNUAL BINATIONAL EVENT UPDATE

Attached is a Save the Date for the Binational Seminar “The Mechanics of Crossborder Collaboration: the San Diego Region and the Tijuana, Tecate, and Playas de Rosarito Metropolitan Zone” to be held on Tuesday, June 26, 2012. COBRO Past Chair Elsa Saxod will be available for questions or comments.

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

Attachment: 1. Save the Date: SANDAG 2012 Binational Seminar

Key Staff Contact: Hector Vanegas, (619) 699-1972, Hector.Vanegas@sandag.org
SAVE THE DATE

SANDAG 2012 Binational Seminar

Tuesday, June 26, 2012
Caltrans District 11
4050 Taylor Street, San Diego, CA 92110
Garcia Conference Room
12:15 – 5:00 p.m.

The SANDAG 2012 Binational Seminar will be an opportunity to evaluate and discuss current planning efforts and cross-border collaboration, and identify the challenges and possibilities of capitalizing on shared opportunities. The goal of the event is for attendees to share their experiences and introduce them to the regional strategic plans, such as the San Diego Regional Comprehensive Plan (RCP) and the Metropolitan Strategic Plan (PEM) of Tijuana, Tecate, and Playas de Rosarito. The expert panel will also discuss actions and strategies that could be of interest for the future of our region.

The seminar will provide opportunities to share information on how Tijuana, Tecate, Playas de Rosarito, and the San Diego region are developing planning strategies. It will be an opportunity to learn from one another’s experiences.

This event is free, but space is limited. We would appreciate confirmation of attendance to Freslinda Vera at Freslinda.Vera@sandag.org or (619) 699-7316. Please do not hesitate to contact us if you have comments or suggestions.
RESERVE LA FECHA

Seminario Binacional de SANDAG 2012

Martes 26 de junio de 2012
Caltrans District 11
4050 Taylor Street, San Diego, CA 92110
Salón de Conferencias García
12:15 – 5:00 p.m.

El evento anual binacional de SANDAG 2012 será una oportunidad para evaluar y discutir los actuales esfuerzos de planeación y colaboración transfronteriza, así como para identificar retos y posibilidades para capitalizar las oportunidades compartidas. Se busca que en este evento, los participantes y asistentes compartan experiencias y conozcan los planes estratégicos regionales, como el Plan Regional Integral de San Diego o RCP (por sus siglas en inglés) y el Plan Estratégico Metropolitano de Tijuana, Tecate y Playas de Rosarito o PEM. Igualmente, un panel de expertos discutirá acciones y estrategias que podrían ser de interés para el futuro de nuestra región.

Los organizadores esperan propiciar oportunidades para intercambiar información sobre cómo las regiones de Tijuana, Tecate, Playas de Rosarito y San Diego están desarrollando las estrategias de planeación y aprender así de las experiencias mutuas.

Este evento es gratuito, pero el cupo es limitado. Le agradeceremos nos confirme su intención de asistir con Freslinda Vera en Freslinda.Vera@sandag.org o al (619) 699-7316. Por favor no dude en comunicarse con nosotros si tuviera algún comentario o sugerencia.
REPORT FROM THE CONSUL GENERAL OF MEXICO

The Consul General of Mexico in San Diego, Hon. Remedios Gómez-Arnau, contributes to the Borders Committee dialogue by providing periodic reports on binational activities within the purview of the Committee. This report highlights Mexico’s interest in joining the Trans-Pacific Partnership (TPP).

TPP is an ambitious accord to promote a significant expansion of trade among Pacific nations including the United States, Australia, Brunei, Chile, Malaysia, New Zealand, Peru, Singapore, and Vietnam, with the goal of creating a free-trade zone that not only eliminates tariff and non-tariff barriers to goods and services, but also develops regional supply chains to speed the production, sale, and movement of goods; coordinates regulatory regimes; helps small- and medium-sized firms export more; and ensures state-owned enterprises compete fairly with private companies.

Attachment: 1. Trans-Pacific Partnership, May 4, 2012

Key Staff Contact: Hector Vanegas, (619) 699-1972, Hector.Vanegas@sandag.org
Trans-Pacific Partnership

Mexico’s secretary of economy: We deserve a seat at trade table

By Bruno Ferrari

While governments and the public have been concentrating on challenges to global financial recovery, a historic economic alliance has been budding in meetings held around the world. The alliance is called the TPP, for the Trans-Pacific Partnership, an ambitious accord to promote a significant expansion of trade among Pacific nations, and this week Dallas hosts the 12th round of TPP negotiations.

What exactly is the TPP? It is composed of nine nations — the United States, Australia, Brunei, Chile, Malaysia, New Zealand, Peru, Singapore and Vietnam. Their aim is to create a free-trade zone that not only eliminates tariff and nontariff barriers to goods and services but also develops regional supply chains to speed the production, sale and movement of goods, coordinates regulatory regimes, helps small- and medium-sized firms export more, and ensures state-owned enterprises compete fairly with private companies.

The TPP negotiations are the most important trade talks in the world, and the TPP accession process requires consensus. The United States should take the lead to give Mexico a seat at the table.

This would be to the advantage of the United States and Mexico, because over the past two decades the U.S. and Mexican economies have become so integrated that what benefits one benefits the other as well: 37 percent of the value added of Mexican exports comes from the United States. Thus, Mexican exports are also in good part U.S. exports.

That represents a sizable part of the nearly 6 million U.S. jobs that the U.S. Chamber of Commerce estimates are supported by U.S. trade with Mexico, which, as the second-largest U.S. export market, consumed $200 billion of U.S. goods last year. Mexico buys over 13 percent of U.S. exports, about twice as much as the combined purchases of current U.S. TPP partners ($105 billion). The $34 billion increase in U.S. exports to Mexico last year represents the largest U.S. sales increase worldwide and more than twice the increase of U.S. exports to the rest of the TPP members together.

Mexico has stepped up efforts to work with the United States to increase regional cooperation, building a modern and efficient border, boosting innovation and intellectual property rights, and promoting exports of small and medium-sized enterprises. These efforts parallel the TPP agenda.

To forge a truly significant pan-Pacific agreement, the United States should take into account Mexico’s expanding market. With a GDP of over $1 trillion, Mexico is the largest Latin American economy in the Pacific and ranks third among current TPP members (behind the United States and Australia). Trade generated a substantial part of GDP growth in 2011, which rose 4 percent
to $701 billion. Moreover, Goldman Sachs projects that Mexico will become the world’s fifth largest economy by 2050, and the Brookings Institution estimates that Mexico’s flourishing middle class will make up 80 percent of its population by 2030.

Our long-standing bilateral trade relationship has shown Mexico to be well-suited for inclusion into the TPP. We are a trusted ally, one that plays by the rules. This fact should not be minimized when the threat of protectionism is ever present in today’s international landscape. The most effective way to fight protectionism is to open markets, an action to which Mexico is fully committed.

The United States should advocate for the inclusion of its southern neighbor and encourage further development of the trade ties that have been so mutually beneficial. This was highlighted in a bipartisan letter that 28 congressmen sent to the United States trade representative on March 30, supporting Mexico’s accession to the TPP negotiations.

Mexico’s participation in the TPP would enrich this new initiative, bringing together countries in Asia-Pacific and the Americas.

Bruno Ferrari García de Alba is Mexico’s Secretary of Economy
STATUS REPORT ON INTERREGIONAL PLANNING - ORANGE COUNTY

Introduction

In order to strengthen cooperative relationships with Orange County, staff members from the Orange County Transportation Authority (OCTA), Southern California Association of Governments (SCAG), and SANDAG meet periodically to collaborate on long-range planning efforts including updates to long-range transportation plans, implementation of Senate Bill 375 (SB 375), and rail and corridor planning. This informational report provides a status on recent collaboration activities.

Discussion

Long-Range Transportation Planning Activities

Over the last few months, SANDAG staff has met three times with OCTA and SCAG staff to discuss items of joint interest including the SCAG Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and the SANDAG 2050 RTP/SCS. The SANDAG Board of Directors adopted the $214 billion 2050 RTP/SCS in October 2011. On April 4, 2012, the SCAG Regional Council adopted the 2012 RTP/SCS: Towards a Sustainable Future. The 25-year RTP/SCS totals more than $524 billion for a variety of improvements to the multimodal transportation system. A video developed for the SCAG 2012 RTP/SCS will be shown at the Borders Committee.

SANDAG and OCTA will begin updates to the 2050 RTP/SCS and the 2014 Long-Range Transportation Plan (LRTP), respectively, in Fiscal Year (FY) 2013. The OCTA 2014 LRTP will incorporate recent regional bicycle planning efforts. SANDAG will prepare a work program and schedule for the update to the 2050 RTP/SCS. Many of the 2050 RTP/SCS implementation activities are already underway or will begin in FY 2013.

Interregional Rail Planning Activities

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency is a Joint Powers Authority (JPA) whose members are the rail owners and operators and regional transportation planning agencies along the 351-mile coastal rail corridor. SANDAG, SCAG, and OCTA are members. The LOSSAN JPA’s goals are to improve passenger rail service along the entire corridor through better coordination of train schedules and policies, capital improvements, enhanced customer experience, and development of a long-term vision for service. In April, the Joint Powers Board finalized the LOSSAN Corridorwide Strategic Implementation Plan that details ways to attain this vision (this report is available at www.lossan.org). This plan includes short- and long-term service
plans for additional passenger rail service and evaluates new intercounty service between Los Angeles and San Diego for a one-seat ride for passengers and the conversion of most peak period Amtrak trains to limited stop express. A map of the rail corridor is included as Attachment 1. The plan also documents a possible local governance structure for intercity service including the risks and possible mitigation strategies for a local authority to oversee the service (currently, Amtrak’s Pacific Surfliner intercity service is managed by the Caltrans Division of Rail in Sacramento). As a result of this work, SB 1225 (Padilla) was introduced this legislative session to authorize the LOSSAN JPA to oversee this service.

The California High-Speed Rail Authority (Authority) finalized the California High Speed Rail Program Revised 2012 Business Plan in April. A key component to the service plan is early investment in the Los Angeles-Anaheim corridor that will result in a blended approach of both high-speed rail service beginning in the Central Valley south to Los Angeles and conventional rail services in the Los Angeles to Anaheim corridor. The Authority has committed up to $1 billion in state Proposition 1A funds for improvements in this southern California corridor. The Authority has also committed to working with a number of southern California partners, including SANDAG, SCAG, and OCTA, to advocate for Prop 1A and other funds for improvements along the LOSSAN corridor as well as existing Metrolink lines to the Inland Empire which act as feeder routes to the future high speed rail system. These regional agencies and the Authority have signed a memorandum of understanding (MOU) to work cooperatively on this approach. A key component of the MOU is a prioritized capital projects list that will be used to determine funding priorities. This list is currently being finalized by the MOU agencies.

**Next Steps**

As part of the Borders Planning and Coordination work program, SANDAG will continue to meet regularly with staff from OCTA and SCAG to discuss items of joint interest with a focus on RTP/SCS implementation activities and rail planning and will keep the Borders Committee informed.

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

Attachment:  1. LOSSAN Corridor Map

Key Staff Contact:  Heather Adamson, (619) 699-6967, Heather.Adamson@sandag.org
PROPOSAL TO ACCELERATE THE PLANNED UPGRADE AND EXPANSION OF THE CALEXICO WEST PORT OF ENTRY BY UTILIZING A PUBLIC-PRIVATE PARTNERSHIP

The U.S. General Services Administration (GSA) has proposed a reconfiguration and expansion of the Calexico West Port of Entry that would include new pedestrian facilities, north and southbound inspection booths for privately owned vehicles, secondary inspection stations, and parking spaces. Because the federal government has delayed funding for this project, the Imperial County Board of Supervisors and the City of Calexico Council have explored and supported a proposal to use a public-private partnership to finance and build the new facilities in accordance with GSA plans and specifications (Attachment 1).

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

Attachment: 1. Resolution of the Board of Supervisors of Imperial County Recommending the Various Agencies of the United States, Specially, the Office of Homeland Security and the General Services Administration to Consider Joint Efforts of Local Governments and Private Industry to Finance and Build the Proposed Renovation and Expansion of Port of Entry, Calexico West, Located in Downtown Calexico

Key Staff Contact: Hector Vanegas, (619) 699-1972, Hector.Vanegas@sandag.org
RESOLUTION OF THE BOARD OF SUPERVISORS OF IMPERIAL COUNTY RECOMMENDING
THE VARIOUS AGENCIES OF THE UNITED STATES, SPECIFICALLY, THE OFFICE OF
HOMELAND SECURITY AND THE GENERAL SERVICES ADMINISTRATION TO CONSIDER
JOINT EFFORTS OF LOCAL GOVERNMENTS AND PRIVATE INDUSTRY TO FINANCE AND
BUILD THE PROPOSED RENOVATION AND EXPANSION OF THE PORT OF ENTRY, CALEXICO
WEST, LOCATED IN DOWNTOWN CALEXICO

Resolution No. 2011-072

WHEREAS, the Port of Entry, Calexico West, is located in the downtown area of the City of Calexico and
currently consists of approximately 102,040 sq. ft. of improvements; and

WHEREAS, federal agencies have considered the need to renovate and expand this facility for many years,
having evaluated and planned to move portions of the border entry process approximately three blocks west and
expand its operation for pedestrians, automobiles, and to a lesser extent, some commercial vehicles; and

WHEREAS, planning began in 2005, and millions of dollars have been spent planning the new facilities;
however, due to the current fiscal situation facing the federal government and its agencies, as well as most local
governments nationwide and especially in California, public financing sources are difficult to identify and it
appears that the financing and construction of this much needed project may be delayed, not only this year, but
perhaps for many years; and

WHEREAS, the delay in the construction of these facilities creates national security issues, causes delays of
travelers both entering and exiting the United States to and from Mexico, and exacerbates environmental issues
and economic inefficiencies from the use of the existing facilities which are decades old. It is estimated that the
costs of such inefficiencies are well in excess of $500 million per year to the region;

WHEREAS, the long waiting times to enter the United States from Mexico cause concerns for health and safety
for all travelers, especially during the periods of extreme heat of summer. The region and affected communities
are currently experiencing very burdensome levels of unemployment, estimated to be at least twenty five percent.
Much of the region is still affected by the losses experienced with the earthquake of Easter Sunday 2010. The
renovation project, which is estimated to cost approximately $325 million and take approximately 24 months to
complete will provide approximately 6,000 jobs, mostly from regional sources; and

WHEREAS, many federal agencies including those within the umbrella of the Agency of Homeland Security have
procured infrastructure and other capital improvements through the utilization of private capital markets for
financing and construction activities. Discussions are currently being held to potentially formulate a proposal of a
joint venture with private parties to finance, construct and lease the proposed new Port of Entry, Calexico West,
facilities. Such arrangements are contingent upon Congress providing guiding legislation to implement such plan;
and

WHEREAS, the County of Imperial supports the potential of such efforts as a means of providing the new Port
of Entry, Calexico West, improvements in a more timely manner, the creation of jobs in the region, and all of the
economic and environmental benefits which accrue from a private public partnership; and

NOW, THEREFORE BE IT RESOLVED, that the Board of Supervisors of the Imperial County does hereby
declare its support of a private/public partnership to achieve a more timely construction of the improvements with
the new Port of Entry, Calexico West.

PASSED AND ADOPTED, by the Board of Supervisors, County of Imperial, State of California, this 13th day of
September, 2011 by an affirmative roll call vote.

[Signature]
Jesus J. Terrazas, Chairman
Imperial County Board of Supervisors
San Diego Association of Governments
Borders Committee

Cross-Border Project Case Study

Calexico West Port of Entry

May 2012
The Need

- Tremendous capacity demand as shown by the following table

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<td>Permanent Residents/Crossers/Day</td>
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- $1.4 billion estimated regional annual economic loss due to border crossing inefficiencies.
- Facilities over 40 years old
- National security issues – POE at border with no buffer zone
- Waiting times for automobiles and trucks cause significant air quality issues.
The Need (cont.)

- Social effects – waiting time as long as several hours in 100 degree plus heat
- Lingering effects of Easter Sunday 2010 earthquake
- High unemployment – estimated to be as high as 30%
- General economic malaise – federal and state, plus local issues of meeting public infrastructure and public service requirements
Proposed Solution

- Cooperative agreement between our truly private group and local governments
- Local governments treated by federal agencies and regulations as "private"
- Structure of partnership purposefully designed to be flexible (no land port of entry ever completed as a PPP)
The Parties

**Local**
- County of Imperial
- City of Calexico
- Other local agencies (ICTC)

**State**
- Support resolutions by Assembly and Senate
- Possible assisting legislation

**Federal**
- DHS – Tremendously cooperative with time and information
- GSA – Necessity creating much cooperation
- GSA/OMB – Regulatory process is a tremendous hurdle but potential solutions within current regulatory background
- Congress – Increasing support for enabling legislation to address the tremendous need
San Diego Association of Governments
Borders Committee

Public Private Partnerships Presentation

May 2012
Public Private Partnerships Overview

- PPP’s give us a new way to look at public projects.
- Allows public agencies to transfer performance risk to the private sector by contracting out certain services and projects.
- PPP’s incentivize private companies to perform their job as efficiently as possible.
- PPP’s make the entire focus of a project or service the output. With regards to output, they eliminate any politics involved within the public agency.
- Utilizes private expertise in order to enhance the public need.
# Benefits and Considerations

**Benefits**

- Minimal upfront capital costs
- Cost savings of 15% or greater from integrated project delivery
- Better quality through integrated design, construction and maintenance
- Likely faster development of capital improvement
- Certainty of budget
- Allocation of risk
- High level of accountability by private sector
- Transparency
- Private sector expertise in design standards, efficiency and delivery
- Public sector retains oversight

**Considerations**

- Procurement Process
- Risks still exist and must be managed
- Less flexibility for mid or late project scope revisions
- Structuring payment mechanism
  - Securing long term funding stream to finance performance payments
Alternative Delivery Methods
Partnership Between Public and Private Sectors

- Private sector can be an important partner in delivering cross border capital projects
  Examples include: Ports of entry, Rail transportation, integrated logistics, roads, communications and energy infrastructure

Addressing Design, Build, Finance, Operate ("DBFO") Elements

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**Traditional Public**
- Input Specification
- Design and Engineering
- Traditional Funding Sources
- Acts as Operator
- Covers Operating / Maint. Costs

**Public/Private Sector:**
- Mix of Roles & Responsibilities

**Traditional Private**
- Output Specification
- Oversight

**Private Sector:**
- Design
- Build
- Finance
- Operate
- Maintain

**Private Sector**
- Design/Build
- Fits to UC Contracting Rules
## Asset Types

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## Market Overview

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The Infrastructure Opportunity

Demand for Infrastructure

Is

Driven by

POPULATION GROWTH

Population Increase (1930-2010)

Capital Outlay has not kept pace with the population increase. Many of California's facilities were constructed in the 1950's and 1960's and have already reached the end of the designed life cycle.

The Infrastructure Opportunity

$500 Billion Deficit:
California is expected to have $500 billion infrastructure deficit by 2026

Private Company Engagement:
More and more local governments are seeking to engage private companies in the building and management of state and local public works projects.

Status of CA Infrastructure:
Over-used, old and obsolete

CA growth over next 20 yrs:
- Population will surpass 47 million by 2027.
- Needs goods and services for 12 million new residents
- Needs educational facilities for upward of 2M new school children.

Population Projections (2010-2050)
RESOLUTION NO. 2012-44


WHEREAS, the Port of Entry, Calexico West ("POE"), is located in the downtown area of the City of Calexico and currently consists of approximately 101,040 sq. ft. of improvements; and

WHEREAS, federal agencies have considered the need to renovate and expand this facility for many years, having evaluated and planned to move portions of the border entry process approximately three blocks west and expand its operation for pedestrians, automobiles, and to a lesser extent, some commercial vehicles; and

WHEREAS, planning began in 2005, and millions of dollars have been spent planning the new facilities at the POE; however, due to the current fiscal situation facing the federal government and its agencies, as well as most local governments nationwide and especially in California, public financing sources are difficult to identify and it appears that the financing and construction of this much needed project may be delayed, not only this year, but perhaps for many years; and

WHEREAS, the delay in the construction of these facilities at the POE creates national security issues, causes delays of travelers both entering and exiting the United States to and from Mexico, and exacerbates environmental issues and economic inefficiencies from the use of the existing facilities which are decades old. It is estimated that the costs of such inefficiencies are well in excess of $500 million per year to the region; and

WHEREAS, the long waiting times to enter the United States from Mexico cause concerns for health and safety for all travelers, especially during the periods of extreme heat of summer. The region and affected communities are currently experiencing very burdensome levels of unemployment, estimated to be at least twenty five percent. Much of the region is still affected by the losses experienced with the earthquake of Easter Sunday 2010. The renovation project at the POE, which is estimated to cost approximately $325 million and take approximately 24 months to complete will provide approximately 6,000 jobs, mostly from regional sources; and

WHEREAS, the City of Calexico believes that the number one priority is for the Federal Government to fund this POE expansion project and proceed with it expeditiously and the City of Calexico is dedicated to using every means possible to encourage and insist that the Federal Government carry out this much needed project; and
WHEREAS, as an alternative measure when federal funding is not readily available, many federal agencies including those within the umbrella of the Agency of Homeland Security have procured infrastructure and other capital improvements through the utilization of private capital markets for financing and construction activities. Discussions are currently being held to potentially formulate a proposal of a joint venture with private parties to finance, construct and lease the proposed new Port of Entry, Calexico West, facilities. Such arrangements are contingent upon Congress providing guiding legislation to implement such plan; and

WHEREAS, the City of Calexico and the County of Imperial support the potential of such efforts as a means of providing the new Port of Entry, Calexico West, improvements in a more timely manner, the creation of jobs in the region, and all of the economic and environmental benefits which accrue from a private public partnership; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Calexico that after careful consideration, the City Council does hereby declare (1) its support for implementing all means possible to encourage the Federal Government to provide funding for this POE expansion project and (2) as an additional measure, the City Council supports the use of a private/public partnership to achieve a more timely construction of the improvements with the new Port of Entry, Calexico West.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Calexico at its regular meeting held on the 14th day of March 2012.

DANIEL ROMERO, MAYOR

ATTEST:

Lourdes Cordova, City Clerk

APPROVED AS TO FORM:

Jennifer Lyon, City Attorney
I, Lourdes Cordova, City Clerk of the City of Calexico, do hereby certify that the above foregoing Resolution No. 2012-44 was duly passed and adopted and adopted by the City Council of the City of Calexico on this 14th day of March 2012, by the following vote-to-wit:

AYES:       Romero, Hurtado, Hodge, Moreno, Castro
NOE:        None
ABSENT:     None
ABSTAIN:    None

Lourdes Cordova, City Clerk
San Ysidro Land Port of Entry
Interim Southbound Connection
Progress Update

What is the Project
TIMELINE OF EVENTS

- 2/2012  Mexico’s informed GSA/CBP of the start of construction of El Chaparral
- 3/2012  GSA starts its traffic study of the proposal from Mexico to route traffic from the I-5 to El Chaparral
- 4/2012  GSA begins its Engineering Study of the interim connection

Construction of the Curve

- Mexico identified two options for connecting I-5 with El Chaparral: A curve that starts in the US, or a curve that occurs south of the international border
- GSA began a traffic study to identify the effectiveness of both options in March 2012 and an engineering study to assess the constructability of a US curve in April 2012
Pedestrian Connection

- Interim connection will result in closure of the current pedestrian crossing

- GSA is opening new pedestrian crossing at Puerta Mexico and investigating a potential new southbound pedestrian crossing at Virginia Avenue (El Chaparral)

Concept Being Studied
Decision Process

- Regional GSA to finalize its decision - est. 6/2012
- Review with Regional Stakeholder Agencies
- Anticipate Answer to Availability of funding due 9/2012
- Construction timing / NEPA - TBD

Summary

- Mexico is building a new port of entry at El Chaparral which will require vehicles to enter approximately 500 meters west of the I-5
- Mexico has developed a plan to move traffic south of the border along Avenida Internacional
- GSA was informed of Mexico’s Construction Start in February 2012
Summary cont.

- GSA is completing a traffic and engineering studies to gauge the effectiveness and safety of the two options for moving vehicular traffic from the I5 to El Chaparral

- GSA is considering both vehicular and pedestrian travelers

- No final decision (funding) will be available until approx. 9/2012

San Ysidro Land Port of Entry Interim Southbound Connection Progress Update

QUESTIONS