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 Slater-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

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**AGENDA HIGHLIGHTS**

- **STATUS REPORT ON INTERREGIONAL PLANNING – ORANGE COUNTY**
- **STATE ROUTE 11/OTAY MESA EAST PORT OF ENTRY IMPLEMENTATION STRATEGY**

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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.

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(619) 699-1900 • Fax (619) 699-1905 • www.sandag.org
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ITEM # | RECOMMENDATION
--- | ---
+1. | APPROVAL OF THE MAY 25, 2012, MEETING MINUTES
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.

REPORTS (3 through 6)

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

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.

4. | UPDATE FROM THE SOUTHERN CALIFORNIA TRIBAL CHAIRMEN’S ASSOCIATION (Chairman Mark Romero, Mesa Grande)

Chairman Mark Romero, representative of the Southern California Tribal Chairmen’s Association on the Borders Committee, will brief the members on issues and activities affecting tribal nations in the region and the state.

5. | STATUS REPORT ON INTERREGIONAL PLANNING - ORANGE COUNTY
   (Elisa Arias)

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.
6. STATE ROUTE 11/OTAY MESA EAST PORT OF ENTRY IMPLEMENTATION STRATEGY (Mario Orso, Caltrans)

SANDAG and Caltrans, along with numerous partner agencies, are developing the State Route 11 (SR 11)/Otay Mesa East Port of Entry (POE) project. This project will be developed in segments in order to address many critical timelines associated with the project. The segmented approach requires the Board of Directors to approve use of the design sequencing method for the implementation of the first segment of SR 11, which will link SR 905 to SR 11. The Transportation Committee will be asked to make a recommendation to the Board of Directors at its meeting on June 15, 2012.

7. UPCOMING MEETINGS

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

8. ADJOURNMENT

+ next to an item indicates an attachment
The meeting of the Borders Committee was called to order by Chair John Minto (East County) at 12:38 p.m. See the attached attendance sheet for Borders Committee member attendance.

Chair Minto welcomed the Borders Committee members and guests, and provided an overview of the Borders Committee Agenda Highlights. Chair Minto announced that Item 4 was moved out of order.


   Action: Upon a motion by Councilmember Ed Gallo, City of Escondido (North County Inland), and a second by Councilmember Gary Felien, City of Oceanside (North County Coastal), the Borders Committee unanimously approved the minutes from the March 23, 2012, and April 27, 2012, Borders Committee meetings.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

   There were no public comments.

   Chair Minto welcomed the newly appointed alternate representative Chairman Raymond Hunter Sr. (Jamul Indian Village ~ A Kumeyaay Nation) from the Southern California Tribal Chairmen’s Association (SCTCA) to the Borders Committee.
Chairman Ray Hunter sat in for Chairman Mark Romero and referred the SCTCA update to Claudine Montes, Marketing & Community Liaison. Ms. Montes briefed the Committee on the new program that the Southern California Tribal Association’s Nativehire.org which is a Native American Job Search Database, and responded to questions.

**REPORTS (4 through 8)**

7. **PROPOSAL TO ACCELERATE THE PLANNED UPGRADE AND EXPANSION OF THE CALEXICO WEST PORT OF ENTRY BY UTILIZING A PUBLIC-PRIVATE PARTNERSHIP (INFORMATION)**

The U.S. General Services Administration (GSA) 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 briefed the Committee on this proposal.

Chair Minto introduced speakers and the item.

Victor Carrillo and Jeff Kinsell, Kinsell-Newcomb-DeDios (KND), provided background information on the item, and responded to questions.

Councilmember David Alvarez (City of San Diego) asked several questions and commented on this item.

Victor Carrillo, Kinsell-Newcomb-DeDios (KND), presented the item.

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

8. **PROGRESS REPORT ON THE SAN YSIDRO LAND PORT OF ENTRY RECONFIGURATION AND EXPANSION PROJECT (INFORMATION)**

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 provided an update on the three construction phases.

Chair Minto introduced the item.

Anthony Kleppe, U.S. General Services Administration (GSA), presented the item and responded to questions.

**Action:** This item was presented for information only.
4. 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 Mexico’s interest in joining the Trans-Pacific Partnership (TPP).

Chair Minto introduced this item.

Honorable Remedios Gómez-Arnau, Consul General of Mexico in San Diego, introduced the item, and responded to questions.

Action: This item was presented for information only.

5. AMERICAN INDIAN CHAMBER OF COMMERCE UPDATE (INFORMATION)

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.

Chair Minto introduced the item and speaker.

Cheri Myron, San Diego Chapter Coordinator, presented the item and responded to questions.

Action: This item was presented for information only.

6. STATUS REPORT ON INTERREGIONAL PLANNING – ORANGE COUNTY (INFORMATION)

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.

Chair Minto announced that this item would be presented at the next meeting scheduled on Friday, June 22, 2012.

Action: This item was not presented at this time.

9. UPCOMING MEETINGS (INFORMATION)

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

10. ADJOURNMENT

Chair Minto adjourned the meeting at 2:00 p.m.

Attachment: Attendance Sheet
CONFIRMED ATTENDANCE
BORDERS COMMITTEE MEETING
MAY 25, 2012
12:30 p.m. to 2:30 p.m.

<table>
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<th>GEOGRAPHICAL AREA/ORGANIZATION</th>
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<th>NAME</th>
<th>MEMBER/ALTERNATE</th>
<th>ATTENDING</th>
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<td></td>
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<td>Ed Gallo</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>COBRO</td>
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<td>Elsa Saxod</td>
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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. Planning efforts have resumed on the Los Angeles to San Diego via the Inland Empire corridor. A preliminary alternatives analysis report was released in March 2011 and the supplemental alternatives analysis will be complete in June 2013.

**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: Elisa Arias, (619) 699-1936, Elisa.Arias@sandag.org
STATE ROUTE 11/OTAY MESA EAST PORT OF ENTRY
IMPLEMENTATION STRATEGY

SANDAG and Caltrans, along with numerous partner agencies, are developing the State Route 11 (SR 11)/Otay Mesa East Port of Entry (POE) project. This project will be developed in segments in order to address many critical timelines associated with the project. The segmented approach requires the Board of Directors to approve use of the design sequencing method for the implementation of the first segment of SR 11, which will link SR 905 to SR 11. This report will update the Borders Committee on the discussions and recommendation from the Transportation Committee at its June 15, 2012, meeting.

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

Attachment: 1. Agenda Item No. 10 of the June 15, 2012, Transportation Committee Meeting

Key Staff Contact: Hector Vanegas, (619) 699-1972, Hector.Vanegas@sandag.org
STATE ROUTE 11/OTAY MESA EAST PORT OF ENTRY
PROPOSED IMPLEMENTATION STRATEGY

Introduction

During the last year, SANDAG, in cooperation with Caltrans, the U.S. General Services Administration (GSA), counterpart agencies in Mexico, and numerous other project stakeholders have continued to make progress to advance State Route 11 (SR 11) and the Otay Mesa East Port of Entry (POE) and ancillary connecting roads on both sides of the border (collectively the “Project”). Important project milestones have been reached, including posting of the Tier Two Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) in the Federal Register, and approval from the California Transportation Commission to divide the Project into three construction segments. This report provides an overview of each segment of the Project, discusses this segmentation strategy in the context of the state enabling legislation – Senate Bill 1486 (Ducheny, 2008), and provides the rationale for using the Design-Sequencing delivery method for construction of Segment 1 of the Project corridor.

Discussion

The planned SR 11/Otay Mesa East POE project is located approximately two miles east of the existing Otay Mesa border crossing and will provide a third major border crossing along region’s border with Mexico. The improvements on the United States side of the border are expected to cost in the range of $615 million to $715 million and are proposed to be funded through tolls, fees, and other revenues, including the Proposition 1B Trade Corridors Improvement Fund (Prop. 1B TCIF).

The need to improve our region’s border crossing capacity stems from steady growth in global and regional economic integration that squeezes ever more people and goods through border infrastructure that was sized for a much smaller and significantly less security-conscious economy. The existing San Ysidro-Puerta Mexico POE is the busiest international land crossing along the U.S.-Mexico border, and the Otay Mesa-Mesa de Otay POE continues to accommodate the third highest dollar value of trade among all U.S.-Mexico border POEs. Studies have shown that the impact of border wait times on the regional and national economies is substantial. Northbound peak wait times at these existing facilities routinely exceed two hours for passenger vehicles. Commercial truck drivers have logged up to a four-hour wait in line.

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors adopt Resolution No. 2012-33 in substantially the same form as Attachment 2, finding that utilization of the Design-Sequencing project delivery method on Segment 1 of the State Route 11 and Otay Mesa East Port of Entry Project would expedite the Project’s completion, and authorizing utilization of the Design-Sequencing project delivery method on said project.
The demand for border infrastructure far outstrips the current federal resources to build new crossings. The SR 11/Otay Mesa East POE project presents a unique opportunity to develop a state-of-the-art border crossing facility in a strategic location using creative financing and delivery methods.

Implementation Strategy

At its January 2012 meeting, the California Transportation Commission (CTC) approved implementation of the Project in three segments. A map of the segments is included as Attachment 1.

- **Segment 1**: construct a 4-lane freeway between SR 905 and Enrico Fermi Drive
- **Segment 2**: construct a 4-lane freeway from Enrico Fermi Drive to the new Otay Mesa East POE and the Commercial Vehicle Enforcement Facility (CVEF)
- **Segment 3**: construct the new POE

The segmentation of the Project recognizes the complexity of project implementation and allows the $75 million in Prop. 1B TCIF funds allocated to the Project to be applied to the construction of Segment 1. The TCIF funds require award of the construction contract by December 2013.

**Senate Bill 1486 and Evaluation of Alternative Project Delivery Methods**

The state enabling legislation for the Project, Senate Bill 1486 (SB 1486), known as the Otay Mesa East Toll Facilities Act, provides optional, alternative procedures for bidding and building the international POE facility and ancillary border crossing projects. It permits SANDAG to utilize either Design-Sequencing or Design-Build delivery methods after evaluation of the traditional Design-Bid-Build process of construction and the alternative design and construction method in a public meeting. To enable the use of an alternative project delivery method, SB 1486 requires that the Board of Directors make written findings that use of such a method on a specific project under consideration will accomplish at least one of the following objectives: reduce comparable project costs, expedite a project's completion, or provide features not achievable through the traditional Design-Bid-Build method.

After detailed analysis of the schedule for each of the three delivery methods, it was concluded that certification of the right-of-way for Segment 1 was the critical item of work in order to award a construction contract by December 2013 as each delivery method has a different certification requirement. Below is a summary of this analysis.

**Design-Bid-Build**

- Traditional method of project delivery in which the agency or owner contracts with separate entities each for the design and construction of a project.
The right-of-way certification process for Design-Bid-Build requires full possession of all the rights-of-ways needed for the project. This would include parcels to be acquired as well as any temporary or permanent easements to be obtained. The Design-Bid-Build delivery method would require the longest amount of time for right-of-way certification compared to the other two delivery methods.

- Projected right-of-way certification: January 2014
- Projected construction contract award: June 2014

Design-Build

Under the Design-Build project delivery method both design and construction services are contracted by a single entity known as the design-builder or design-build contractor. This method would allow overlap of the design phase and construction phase of a project.

Use of Design-Build method for Segment 1 of this Project would require a special right-of-way certification since the actual right-of-way needs have not been fully identified, and full possession of all rights-of-way and any easements has not been acquired. To award a Design-Build contract without the possession of the majority of the rights-of-way also would expose the project to delay and added costs.

- Projected right-of-way certification: August 2013
- Projected Design-Build contract award: February 2014

Design-Sequencing

The Design-Sequencing project delivery method allows the sequencing of design activities to permit each construction phase to commence when design for that particular phase is complete - instead of requiring the design for the entire project to be complete before construction can begin.

Use of the Design-Sequencing on Segment 1 of the Project would allow Caltrans to award a construction contract immediately after completion of the design for the initial sequence of work. The remainder of the design would be delivered at predetermined dates during the construction phase.

- The first sequence of work is entirely within existing state right-of-way, and more importantly the majority of the structures and higher cost items are contained in this early portion.
- Special right-of-way certification could be issued once full possession is obtained for the first sequence of work and the first written offers are made on the subsequent sequences. The Design-Sequencing delivery method would require the shortest amount of time for right-of-way certification compared to the other two delivery methods.

- Projected right-of-way certification: March 2013
- Projected construction contract award: September 2013
As shown above, it is projected that the Design-Sequencing method would allow work to start nine months earlier than a Design-Bid-Build method and five months earlier than a Design-Build method. Most importantly, Design-Sequencing is the only method that would meet the December 2013 Prop. 1B TCIF funding deadline for award of the construction contract.

The use of Design-Sequencing by Caltrans District 11 is not new; it was used to deliver ten separate construction contracts for the recently completed Interstate 15 Express Lanes. Design-Sequencing allowed Caltrans to begin work on certain segments up to one year sooner than the traditional Design-Bid-Build method. For a Design-Sequencing project, Caltrans engineers work hand-in-hand with the construction contractor on the final design plans for the project. This allows for close coordination and real-time problem solving when issues arise. Risks in the use of Design-Sequencing include potential claims if plans are not delivered and issues are not resolved in a timely manner, and therefore, teamwork would be key.

Therefore, Caltrans and SANDAG staffs propose using the Design-Sequencing delivery method for Segment 1.

**Next Steps**

Pending action by the SANDAG Transportation Committee, at its July 27, 2012, meeting the Board of Directors will be briefed on the relative merits of the various project delivery methods and asked to approve attached Resolution No. 2012-33 (Attachment 2).

JIM LINTHICUM
Director of Mobility Management and Project Implementation

Attachments:
1. SR 11/Otay Mesa East POE Project Segments approved by CTC
2. Resolution No. 2012-33

Key Staff Contact: Mario Orso, (619) 688-2561, Mario.Orso@dot.ca.gov
RESOLUTION ADOPTING FINDINGS FOR UTILIZING
DESIGN-SEQUENCING PROCUREMENT METHOD

WHEREAS, THE OTAY MESA EAST TOLL FACILITY ACT (The “Act”), set forth as Chapter 7 (commencing with Section 31460) of Division 17 of the Streets and Highways Code provides for the construction the Otay Mesa East Port of Entry as well as ancillary border crossing projects including but not limited to highway and roadway facilities; and

WHEREAS, the Act provides optional, alternative construction project delivery methods, including design-build and design-sequencing, for bidding and building the Port of Entry facility and ancillary border crossing projects under specified conditions; and

WHEREAS, said specified conditions include the governing board adopting written findings, following an evaluation of the various construction processes, that use of an alternative project delivery method on the specific project under consideration will accomplish at least one of the following objectives: reduce comparable project costs, expedite a project’s completion, or provide features not achievable through the traditional design-bid-build method; and

WHEREAS, SANDAG, in cooperation with Caltrans, the U.S. General Services Administration (GSA), counterpart agencies in Mexico, and numerous other project stakeholders have continued to make progress to advance State Route 11 (SR 11) and the Otay Mesa East Port of Entry and ancillary connecting roads on both sides of the border (collectively the “Project”); and

WHEREAS, the SANDAG Board of Directors has evaluated in a public meeting utilization of the design-bid-build, design-build, and design-sequencing project delivery methods as applied to Segment 1 of the Project considering their impact on cost and schedule; and

WHEREAS, the design-sequencing project delivery method uniquely allows the sequencing of design activities to permit each construction phase to commence when design for that particular phase is complete, instead of requiring the design for the entire project to be complete before construction can begin as would be the case under the design-bid-build project delivery method; and

WHEREAS, use of the design-sequencing project delivery method on Segment 1 of the Project would allow the award of a construction contract immediately after completion of the design for the initial sequence of work, rather than after completion of the entire project design as would be required under the design-bid-build project delivery method, thus expediting overall Project delivery.
NOW, THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. That the Board of Directors does hereby find that use of the design-sequencing project delivery method on Segment 1 of the Project is expected to expedite the Project’s completion; and

2. That the Board of Directors does hereby find that utilization of the design-sequencing project delivery method on Segment 1 of the Project is in SANDAG’s best interests; and

3. That the Board of Directors does hereby approve utilization of the design-sequencing project-delivery method on Segment 1 of the Project consistent with the allowances and mandates of the Act.

PASSED AND ADOPTED this 22nd day of June 2012.

________________________________________           ATTEST: ________________________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
Design-Bid-Build

• Traditional method of project delivery
• Agency contracts with separate entities for the design and the construction of the project
• Right-of-Way Certification, January 2014
• Construction contract award, June 2014

Design-Build

• Design and construction services are contracted by single entity
• Allows overlap of design and construction phases
• Right-of-Way Certification, August 2013
• Construction contract award, February 2014
Design-Sequencing

- Allows sequencing of design
- Permits each construction phase to commence when design is complete
- Would permit awarding construction contract after completing initial sequence of work
- Right-of-Way Certification, March 2013
- Construction contract award, September 2013

LEGEND:

SEGMENT I: SR 11/SR 905 CONNECTORS
SEGMENT II: SR 11/CVEF
SEGMENT III: POE
Out of step on progress at the border

By U-T San Diego Editorial Staff

Thursday, June 21, 2012

International drama is playing out at the San Ysidro border crossing. With binational discussions at the ambassadorial or even presidential level, the plot’s twists and turns are largely cloaked from public view.

A painful unveiling could come Oct. 31, however, if Mexico and the United States cannot compromise on the opening of the El Chaparral point of entry for southbound auto traffic into Mexico. Get it wrong and stalled traffic could routinely back up onto Interstates 5, 805 and 905.

The two nations are involved in a three-phase project to upgrade the world’s busiest land border crossing. Eventually, northbound auto traffic will have 62 inspection gates, up from 24. Eventually, there will be better electronic processing and secondary inspection areas. Trolley passengers will have a convenient pedestrian lane into Mexico.

But hundreds of thousands must be kept moving 24/7 and the outdated structures torn down before replacements can be built. That involves coordination between two nations, two states, two cities. While Mexico is ready for the Oct. 31 opening, the United States is not.

Moving the southbound lanes some 1,300 feet to the west will create more space for travelers entering the United States. It also requires a new alignment for southbound auto traffic. The outgoing Calderón administration decided El Chaparral would be a legacy project and accelerated its opening. The United States did not keep pace; federal funding for the next phase is not even approved.

Mexico’s proposals for a five-lane temporary transition road across U.S. territory to the new inspection station have not found favor. Now, Mexico has threatened to build a transition road entirely across its own territory.

But the plan calls for a temporary road with a hard right turn that, it is feared, would bring traffic to a crawl. Backups would devastate commerce in San Ysidro and overflow onto I-5, the 805 and the 905.

Solutions have been bandied about. Keep old and new inspection stations open for months or years? The staffing expense would be costly to Mexico. Open the former Virginia Street gate to relieve the pressure? San Diego sees expensive implications.

The calendar is turning on a vexing problem that requires international cooperation at the highest levels. The Smart Border Coalition and San Ysidro Chamber of Commerce are watching closely and offering ideas.

Chamber Executive Director Jason Wells suggests that the next mayor of San Diego create a Cabinet position to analyze and vocalize how the border plays into any common issue, be it water, sewage, daily commuter traffic, air pollution or even cultural and sporting event attendance.

The idea has merit for the long term. But impending traffic gridlock commands our attention right now. We urge Washington and Mexico City to find a solution, and fast.

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Mexico City, June 5, 2012.- President Calderón signed the decree of the General Law on Climate Change.

In his message, he highlighted that Mexico was one of the first developing countries to have a national strategy to confront climate change, which was presented in 2007 and was complemented with a Special Program for Climate Change, which dates from 2009. Furthermore, he informed that Mexico had advanced 87 percent on ceasing to emit 44.5 million tons of carbon dioxide with respect to its goal of reducing 51 million this year. The President stated that by signing the decree into law, Mexico placed itself in the vanguard worldwide in environmental legislation, since the standard provided for national goals in both mitigation and measures for adaptation to climate change. He then explained the four main aspects of the decree:

- It implements the treaties and protocols to which Mexico is a party and harmonizes the country’s regulations with the advances in international negotiations and agreements.
- It defines a new institutional framework, for it establishes the concurrence of the three levels of government through the National Climate Change System (SNCC). Also, the Inter-Ministerial Commission on Climate Change is raised to the level of law, which will be assisted by the Climate Change Council and the National Institute of Ecology and Climate Change (INECC) is created.
- It has two guiding themes. With regard to mitigation of greenhouse gas emissions, regulatory instruments are established (the National Inventory of Emissions and the National Register of Emissions) as well as economic instruments (voluntary system of trade in emissions permits, that is, carbon bonds market; as well as the Climate Change Fund), for compliance with emission reduction goals. Thus, Mexico pledges to reduce its emissions by 30 percent toward 2020; as well as 50 percent toward 2050, in relation to emissions in 2000. With regard to adaptation measures, the law establishes diagnosis instruments, such as the National Atlas for Risk by 2013, or the creation of urban planning instruments and natural disaster prevention.
- It guarantees that the national climate change policy will be subject to periodic appraisal by an independent council made up of representatives of the scientific community, private initiative and civil society.

To conclude his participation, the Federal Executive pointed out that Mexico was already a key player in the world struggle against climate change, and also that the law guarantees following the path toward green growth and toward a more competitive economy that preserves our natural wealth for the coming generations.
The MECHANICS OF CROSSBORDER COLLABORATION
The San Diego Region and the Tijuana, Tecate, and Playas de Rosarito Metropolitan Zone

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

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.

The SANDAG 2012 Binational Seminar will be an opportunity to evaluate and discuss current planning efforts and crossborder collaboration, and identify the challenges and possibilities of capitalizing on shared interests. 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 also will discuss actions and strategies of interest for the future of our region.

This year, the binational seminar is divided in two parts: the first includes overview presentations, and the second features a panel of experts and public discussion.

The experts will share their views on crossborder collaboration and planning, and help identify common ground between the San Diego region and the Tijuana, Tecate and Playas de Rosarito Metropolitan Zone –areas where we can implement more effective planning and collaboration, as well as areas that represent challenges for the future.

BE PART OF THE DISCUSSION
We would like to include you in the discussion with experts from both sides of the border.

HON. JOHN MINTO, Chair of the Borders Committee; HON. REMEDIOS GOMEZ-ARNAU, Consul General of Mexico in San Diego; LAURIE BERMAN, Director of Caltrans District 11; DANIEL RUBIO, Tijuana Metropolitan Planning Institute; HON. DAVID ALVAREZ, Councilmember City of San Diego; BILL ANDERSON, President of the American Planning Association; ELSA SAXOD, Past Chair of COBRO, San Diego County Water Authority; TITO ALEGROA, El Colegio de la Frontera Norte; FREERK BOEDELTJE, Institute for Regional Studies of the Californias.
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.

Este año, el seminario binacional se divide en dos partes: la primera incluye presentaciones de contexto general y la segunda, un panel de expertos y una discusión pública.

Los expertos compartirán sus puntos de vista sobre la planeación y colaboración transfronteriza, además de ayudar a identificar puntos en común entre la región de San Diego y la Zona Metropolitana de Tijuana, Tecate y Playas de Rosarito –áreas en donde podríamos implementar una planeación y colaboración más efectiva, además de aquellas que representen retos para el futuro.

HON. JOHN MINTO, Presidente del Comité de Fronteras; HON. REMEDIOS GOMEZ-ARNAU, Cónsul General of México en San Diego; LAURIE BERMAN, Directora de Caltrans District 11; DANIEL RUBIO, Instituto Metropolitano de Planeación de Tijuana; HON. DAVID ALVAREZ, Miembro del Consejo de la Ciudad de San Diego; BILL ANDERSON, Presidente de la Asociación Americana de Planeación; ELSA SAXOD, Ex Presidente de COBRO, Autoridad del Agua del Condado de San Diego; TITO ALEGRIA, El Colegio de la Frontera Norte; FREERK BOEDELTJE, Instituto de Estudios Regionales de las Californias.