

Summary of the SANDAG 2011 Binational Seminar  
"Enhancing Transit and Non-Motorized Mobility on the Border"

Tuesday, June 28, 2011

1. REGISTRATION AND NETWORKING TIME
2. WELCOME AND INTRODUCTORY REMARKS

Councilmember David Alvarez, City of San Diego, welcomed attendees and participants to the seminar and mentioned that the seminar is being digitally recorded and will be posted on the SANDAG Web site. He stated that the event is part of an effort that SANDAG initiated 15 years ago. The purpose of this year's seminar is to foster active communication among the binational stakeholders to plan improvements to transit and non-motorized mobility along the border.

Hon. Remedios Gómez-Arnau, Consul General of Mexico in San Diego, congratulated SANDAG for the binational work of the Committee on Binational Regional Opportunities (COBRO) and the contributions over the years. She stated that the Consulate General of Mexico is happy to support ways to address issues and interests of the border region such as this year's seminar topic. Consul General Gómez-Arnau emphasized that common interests of the border region, particularly this theme, can be improved.

Laurie Berman, Caltrans District 11 Director, welcomed and thanked the coordinating agencies and attendees. She stated that Caltrans is pleased to have been the host for the past three years and explained that Caltrans is a multi-modal transportation agency with great interest in improving non-motorized mobility at the U.S.-Mexico border area. Laurie Berman highlighted accomplishments like Friendship Plaza at San Ysidro and recognized that efforts need to continue with expansions such as the San Ysidro and Otay Mesa Ports of entry (POEs) to enhance bicycle and pedestrian mobility.

Fernando Esparza, City of Tijuana, explained that the City of Tijuana supports the programs of SANDAG and those expressed in this seminar. He stated that there is a plan to improve the pedestrian crossing to Avenida Revolución. Fernando Esparza explained that the city wants people to have a good crossing experience to Avenida Revolución and overall enhanced pedestrian mobility in the region. He concluded by stating that the seminar's conclusions will be presented to shape practices in Tijuana and he hopes plans to improve pedestrian crossings conditions at the border region continue to be shared.

Paul Ganster, COBRO Chair and Director of the Institute for Regional Studies of the Californias, San Diego State University (SDSU), thanked Caltrans for hosting the seminar as well as the colleagues from Tijuana and all attendees. He discussed the seminar's purpose and stated that the events provide a forum for binational perspectives on common issues and over the years, tremendous progress has been made. He concluded by stating that the more coordinated we become as a region the more we can accomplish.

### 3. SETTING THE STAGE FOR A DISCUSSION ON TRANSIT AND NON-MOTORIZED MOBILITY ON THE BORDER

Charles “Muggs” Stoll, SANDAG, discussed regional growth and the Draft 2050 Regional Transportation Plan (RTP). He stated that there are many issues in the San Diego region and across the border. According to the Draft 2050 RTP, the population of the San Diego region is forecasted to reach 4.5 million in the next 40 years and about five million more in the Tijuana region so planning for that growth is really important. He explained that the RTP refers to the term ‘active transportation’ which is non-motorized mobility and includes types of transportation projects such as bicycling and pedestrian programs and facilities. He specified that generally our region focuses on three border crossings, San Ysidro-Puerta México, Otay Mesa-Mesa de Otay, and Tecate-Tecate but this event will focus on San Ysidro, Otay Mesa, the potential crossborder terminal, and Otay Mesa East. He stated that in San Ysidro in 2010 nearly 30 million people crossed the border and of that number nearly six million were pedestrians. The POEs between the U.S. and Mexico are transportation hubs and need to be treated that way in all modes of transportation.

Muggs Stoll then presented a Google map video that shows the general overview of the four POEs along the border. He provided an overview of San Ysidro and emphasized that there are numerous scattered transportation components. Mr. Stoll highlighted that the bike lanes, jitney staging, and transit are all happening in a relatively small area and there should be ways to make this more efficient.

He then discussed the existing Otay Mesa POE, which is a similar setting but with additional factors because of the commercial activity. He highlighted the San Diego-Tijuana Crossborder Facility (CBF) and the potential for a transit station to be constructed to help serve that facility as well.

Sharon Cooney, Metropolitan Transit System (MTS), stated that the border region has many challenges but great potential. MTS sees this as a great way to improve transit in the region and on the border. She explained that in order to improve mobility in a border security context, MTS will also focus on an overview of the San Diego region’s plans for transit and non-motorized mobility while examining what is happening south of the border such as the public transportation plans in Tijuana as well as at the role of the private sector. She stated that the private sector has a rich network of transportation services and an active supporting role in the efforts of the public sector.

### 4. IMPROVING MOBILITY IN A BORDER SECURITY CONTEXT

Bruce Ward, U.S. Customs and Border Protection (CBP), stated that CBP has embraced many new initiatives for improving mobility. The 9/11 events changed how inspections were done. Prior to 9/11 one to three percent of people were subjected to name queries and now nearly 100 percent of pedestrians and vehicles crossing the border have name queries run. This has created challenges, with both positive and negative results. Last year 2,000 people were arrested with felony arrest warrants. To address increased border wait times, methods such as the Secure Electronic Network for Traveler’s Rapid Inspection (SENTRI) have been implemented to improve the flow of traffic. Currently, there are eight lanes available for SENTRI at San Ysidro. SENTRI enrollment costs \$122 per person, but CBP is working to lower that price to \$100. Bruce Ward also stated that enrollment was increasing. The new SENTRI office that was opened at the San Ysidro POE initially processed 25 applications a day, but currently is processing over 80 applications a day. SENTRI users can also participate in a Global Entry Program at over 17 international airports. He also stated that CBP

works to keep the wait times at SENTRI to 15 minutes, but the wait is longer during busier times. Bruce Ward explained that SENTRI lanes process 26 percent of total vehicle traffic at San Ysidro and 24 percent at Otay Mesa. SENTRI is not only important for CBP but for the region for business owners and many passenger vehicles.

Bruce Ward then discussed Ready Lanes. He explained that on May 2, 2011, the new Ready Lanes were opened at Otay Mesa. He stated that wait times average 20 percent less for Ready Lanes. He also stated that CBP is working with the City of Tijuana to expand Ready Lanes an additional two lanes. In regards to current infrastructure improvements, Bruce Ward stated that in November of 2011 eight vehicle lanes at the San Ysidro POE will be closed for construction and lanes three through sixteen will have double stacked booths. CBP has been working very closely with local stakeholders, as is the case of the South County Economic Development Council (SCEDC). The SCEDC has conducted a series of interviews of border pedestrian crossers regarding their experience and SENTRI enrollment. As a result of the surveys and the resulting recommendations, CBP opened the second location for SENTRI in San Ysidro. Bruce concluded by explaining that CBP continues to have ongoing discussions with other organizations and looks forward to continuing joint efforts.

Councilmember Alvarez asked if SENTRI was going to decrease in price to \$42.

Bruce Ward explained that Commissioner Alan Bersin was working to lower the price to \$42.50, but experienced difficulty getting the price lowered to that amount; however, the goal is to get the price lowered to \$100 for five years. A decision regarding the price decrease is anticipated by the end of year.

Councilmember Alvarez asked for clarification on closure dates for the eight SENTRI lanes.

Bruce Ward stated that eight lanes will be closed by the end of the year or early next year, and lanes three through sixteen will be double stacked at the San Ysidro POE to increase its capacity.

Judy Elliot, San Ysidro Business Association, asked what Ready Lanes were.

Bruce Ward responded that Ready Lanes are lanes designated for Radio Frequency Identification documents (RFID) such as the new border crossing Passport card, laser visas, and the new resident alien card, which have chips in them. The reason the process is faster is because the document appears on a computerized screen and the officer does not need to manually input information, so it makes inspection approximately 20 seconds faster.

Juan Lopez, Curcero USA, asked if there were plans to implement the Advanced Passenger Information System (APIS) program in San Ysidro and Otay Mesa like in Juarez and Nogales.

Bruce Ward explained that the APIS program is similar to airport operations where those whose names are on a passenger list have their background information run. CBP is currently investigating the application of APIS for bus situations.

A member of the audience asked how SENTRI card holders can participate in other POE crossing programs.

Bruce Ward stated that Global Entry is in 17 international airports and with SENTRI you automatically qualify for Global Entry programs. The program is being expanded and it is similar to a SENTRI Lane for airport passengers.

Chris Schmidt, Caltrans, asked what the relationship is between the U.S. General Services Administration (GSA) and CBP relative to planning the changes at the POEs.

Bruce Ward explained that GSA is the landlord and CBP communicates plans, and GSA works to implement them along with potential fees. Ultimately, it is like a landlord-tenant relationship.

A member of the audience asked if there are specific bicycle lanes planned for the border region.

Bruce Ward explained that after 9/11 the wait times were very long and averaged between three to five hours. This increased the number of people crossing on bicycles which made the facility congested and dangerous for bicyclists in the vehicle lanes.

Angelika Villagrana, former COBRO member, asked if the handicap access at the new POE will be examined.

Bruce Ward stated that handicap access will be examined for the new POE.

## 5. OVERVIEW OF THE SAN DIEGO REGION'S PLANS ON TRANSIT AND NON-MOTORIZED MOBILITY

Jennifer Williamson, SANDAG, explained her role as the Project Manager for South Bay Bus Rapid Transit (BRT) routes at the border and provided an overview of existing transit services and the coordination between Mexico and the U.S.

She explained that the CBF is part of the Airport Multi-Modal Accessibility Plan (AMAP), which is looking at connecting airport buses 'Flyaways' to provide direct access to that border crossing.

She then stated that for the Otay Mesa East POE, two acres of land are being cleared for a future transit facility. This is larger than the San Ysidro facility which has a Trolley turn-around and bus facility on 1.3 acres.

Jennifer Williamson explained that the existing MTS bus Route 905 connects the Otay Mesa POE with the Iris Avenue Trolley station and is the only public transportation that exists on the U.S. side at Otay Mesa. It operates at 15-minute intervals during peak times, and every 30 minutes in off-peak times.

She then discussed the following future transit plans.

The planned South Bay BRT (represented by a green line on the PowerPoint slide), which is essentially a Trolley on wheels with bigger and higher capacity vehicles, will travel up from Otay Mesa to downtown San Diego, passing through the eastern communities of Chula Vista, and would follow segments of State Route 125 (SR 125) and SR 805. Travel times are estimated at about 47 minutes from the Otay Mesa POE to downtown San Diego.

Another BRT route covers the same alignment as the South Bay BRT, but instead of serving downtown San Diego, the route will be extended into University Town Center (UTC) and up to Sorrento Mesa. This route has tremendous opportunity because it will operate in 100 percent dedicated lanes and will be connecting with in-line stations. South Bay BRT plans are being finalized and would be in operation in 2014.

She also explained that SANDAG has been working with the City of San Diego to identify smart growth areas in the Otay Mesa region to develop transit plans.

Regarding long term plans, for the horizon years of 2020 and 2030, plans include high speed rapid bus services to connect east Chula Vista to the west side of San Diego County as well as to the southern border areas. Given that the Trolley is the most utilized public transportation service, plans include the addition of a limited stop service between the southern border and downtown San Diego by 2050.

Jennifer Williamson then discussed the private operations at the San Ysidro Intermodal Transportation Center (SYITC). She highlighted the numerous transit choices that are dispersed in San Ysidro. She explained that the detailed mobility study completed by GSA in 2010 discussed the need to centralize transportation services in San Ysidro. She referred to Union Station in L.A. as a reference model for this. Jennifer Williamson then stated that only 1.8 acres are dedicated to transit at the SYITC, in comparison to the Old Town Transit Center which is nearly three times that size.

She explained that SANDAG is working with GSA and the City of San Diego to provide better transit access at Virginia Avenue, which will be the new western bus access point on the border, once Camiones Way is removed under the GSA improvements.

Jennifer Williamson then introduced Ron Saenz to narrate a Google virtual flyover of the San Ysidro POE to provide more context to the current pedestrian and bicyclist experience.

Jennifer Williamson then mentioned that the GSA's mobility study identifies possible location of the SYITC. The goal is to look at existing northbound and proposed southbound access in order to access the new POE on east side as well as to be close to the Trolley station. In addition to buses, jitneys and private bus operators, there were recommendations to evaluate private retail space and public parking.

Ron Saenz then provided an overview and narration of the flyover of the Otay Mesa POE describing the pedestrian and bicyclist crossing experience.

Jennifer Williamson stated that the future Otay Mesa Transit Center will have dedicated lanes directly from SR 905 into a 2.5 acre site for the South Bay BRT. The Environmental Impact Report is anticipated to be completed by December 2011, with design expected to start in 2012 and construction to begin in 2013, with completion in 2015. Additionally, the truck parking off Nicola Tesla Court will be removed to become a dedicated 'kiss and ride' location.

A member of the audience stated that it is difficult to imagine a large scale project that serves many components with the Trolley running in the middle; therefore, there is a need to explore alternatives.

Jennifer Williamson explained that SANDAG is looking to explore alternatives to incorporate the Trolley through possible grade separations to avoid conflict points but SANDAG does not want to add longer walking distance for people.

Stephan Vance, SANDAG, provided an overview of SANDAG's Active Transportation program with particular focus on bicycles. The Draft 2050 RTP includes a Sustainable Communities Strategy (SCS) that shows how the region will achieve greenhouse gas reduction targets. Additionally, the Safe Routes to School program supports walking and biking to school for students. SANDAG also recently adopted a Regional Bicycle Plan. The Bicycle Plan includes infrastructure improvements as well as programs to improve bicycling as the chosen mode of transportation by using educational tools, and other programs. He presented the regional bike map and emphasized the need for a rich network of facilities that encompasses a 515-mile bicycle network, of which 281 miles still need to be built. There are a number of facilities being proposed to San Ysidro and Otay Mesa.

Mr. Vance elaborated on the different types of facilities. He explained that the region is proposing to build 33 miles of bike routes with shared use facilities on the streets, taking advantage of shared lane markers to guide bicycle travel. He stated that the region is also looking to propose bicycle boulevards, which favor non-motorized traffic over vehicular travel through traffic calming devices and the re-orienting of stop signs. Another planned facility type is the cycle track which is like a bike path but barrier separated. There might be an application for this facility if the region chooses to restore a bicycle only lane at the border. The bicycle plan also includes a series of programs to ensure safe access at transit facilities and adequate parking for bicyclists. Additionally, SANDAG is proposing a system of regional route and way-finding signage to guide pedestrians along the regional network which could be used for crossborder travel. Also, other bicycle supportive efforts include the potential implementation of a relatively new program called Bike Sharing, which is quite common in Europe and Mexico City. Stephan Vance also highlighted that considering that the traffic volumes at San Ysidro are very high, there is a pressing need to think about directing travel and planning facilities with respect to safety and convenience.

## 6. OVERVIEW OF TIJUANA'S PLANNING EFFORTS ON TRANSIT AND NON-MOTORIZED MOBILITY

Rodolfo Argote, Tijuana's Metropolitan Planning Institute (IMPlan), thanked SANDAG for the invitation and organization of the seminar. He stated that IMPlan has recently organized a forum similar to this one with experts from both countries searching to improve non-motorized mobility. IMPlan has visited previous directives and initiatives and the main goal is to create an integrated transportation program emphasizing both non-motorized and motorized mobility improvements.

IMPlan is currently working on the Metropolitan Strategic Plan (Plan Estratégico Metropolitano), which SANDAG is actively participating in, as well as the creation of a binational roundtable to discuss economic, social, urban and cultural issues, where specialists in San Diego and Tijuana are immersed to create a binational vision. Today we see some results and we need to continue to cooperate to search for solutions together. IMPlan acknowledges that the people of San Diego are immersed in the binational economy so the agency is trying to address a vision to get results; therefore, cooperation is of necessity for solutions.

Mr. Argote then discussed the elements of the Metropolitan Vision. He stated that the Vision is broad and includes environmental, social, urban mobility and transportation, economic, and binational aspects. It also focuses on institutional, economic, and binational development. The

mobility and transportation vision includes the improvement of infrastructure to reduce vehicular emissions and improve air quality.

Mr. Argote concluded by explaining that the overall binational vision is of coordination and collaboration. However, critical factors are the lack of autonomous local governments in Mexico, the lack of joint planning on a large scale, and limited coordination among the three levels of government.

## 7. THE ROLE OF THE PRIVATE SECTOR ON BORDER MOBILITY

Richard Gomez, Border Transportation Council (BTC), discussed the role of the private bus operators and the private sector on the border mobility. He explained that bus operators work with large investments in infrastructure and facilities. Looking at transportation subsidies for 2009, the data indicate that the private sector provides the most cost-effective mode of travel. Therefore, as policy-makers contemplate a future, the motor-coach industry can provide cost effective solutions to transportation issues. Richard Gomez also stated that from an environmental standpoint the industry provides mobility that limits dependence on private vehicles and effective January 1, 2012, the California Air Resources Board (CARB) will set exhaust emission standards, which the industry must follow.

He then examined the challenges and opportunities in the industry and stated that one of the major challenges is the lack of space at San Ysidro. Operators are spread throughout the San Ysidro POE nearby area, thus requiring many travelers to endure difficult border crossing experiences. Therefore, there is an increasing opportunity to work with other organizations to develop a multi-modal system. Richard Gomez explained that another major challenge is border wait times, which run from one to four hours, therefore we need to provide alternatives to pedestrians and partner with CBP to find solutions to process people safely and expediently.

## 8. ROUNDTABLE DISCUSSION ON TRANSIT AND NON-MOTORIZED MOBILITY ON THE BORDER

Moderator Paul Ganster (COBRO) explained that the roundtable discussion will include brief presentations from the panelists.

Richard Gomez, BTC, stated that the private sector plays an integral part in overall transportation planning. This is especially important for the elderly who need better means of travel to centers as well as to catch inter-city transportation from different modes. He alluded to a recent study projecting the millions of people who will need means to travel from city to city. He stressed the need for various agencies and organizations to work hand in hand for our city, economy, and environment.

Dr. Jenny Quintana, SDSU, discussed the public health aspects of being close to traffic. Vehicles emit pollution and she explained that people breathe much higher levels of traffic pollutants when they are standing right next to them. She discussed her research measuring pollutants in vehicles with an average wait time of 40 minutes and the studies indicated the high exposure when the vehicle is idling while crossing the border. She is also currently participating in the Healthy Borders research study in San Ysidro in conjunction with Casa Familiar. The research analyzes the emission exposure to the pedestrians crossing the border and the surrounding community in San Ysidro. Crossers wear monitors to measure the pollutions such as carbon monoxide. Air quality at San Ysidro was also

measured at fixed site monitors. The studies found that air pollution was higher next to the border. Therefore, in terms of recommendations, reducing border delay time is important which would result in increased public health. The surveys indicate that people want a good experience crossing the border including shading and restrooms. Planning should include barriers to separate pedestrians from vehicles. Additionally, overall greater planning consideration should be placed on the communities in San Ysidro and Tijuana.

Isidro Olivares, City of Tijuana, discussed the city's transportation plan and the recently created the Municipal Transportation Council (Consejo Municipal de Transporte), which consists of representatives from different communities to create a diverse council that discusses new transportation issues and needs. The organization has 13 community representatives and 13 transportation industry representatives that comprise 90 percent of the transportation businesses. The Council addresses various transportation topics such as the environment and new public transportation routes. Air quality for pedestrians is a concern and the proposed method to mitigate the effects is double lanes for pedestrians. Tijuana cannot grow to the north so it is growing to the south and east towards Tecate and Playas de Rosarito. Tijuana is working to incentivize people to utilize public transportation and consequently searching for new routes for pedestrians and new bicycle paths.

Samir Hajjiri, City of San Diego, stated that from the city's perspective, the border region has unique features and there are several plans to align transportation and mobility needs. One of the challenges is assessing the intermodal aspects on both sides of the border and how these modes interact with a border crossing facility within a security context. The second challenge is funding, which is limited. Because of these challenges, not all solutions consider the full spectrum of mobility needs. There are plans in the city to address regional mobility needs and these point to the border crossing region. However, the main challenge is funding and operating within a security context.

Theresa Millette, City of San Diego, stated that she has been working on the Otay Mesa Community Plan Update. The draft update shows connections between land use planning and transportation planning. She explained that the implementation and funding for programs creates difficulties for the city. One of the biggest issues for the Otay Mesa Community Plan Update is that the circulation network is incomplete so there is a need to complete the network through planning and public processes. As a result, the community planning group and stakeholders have asked the city to include the circulation network into the city's financing plan and to consider what the fee will be for property owners as they build their properties. The city has also included Class I and Class II bikeways on major classified roads and the Village planning concept provides opportunities for residential to be close to employment centers or at least get to regional transit opportunities for BRT and anticipate further transit along Airway Road. The city is working to create a community with transit options and opportunities. The city has policies in the draft Plan that support the CBF. The city understands improvements are needed on existing POEs and also has worked with GSA to plan future expansion of the Otay Mesa facility. She explained that the most important policy goal is to continue the collaboration with the agencies in the area.

There are two planning efforts in the San Ysidro area that include the Community Plan update, which looks at mobility needs at the community level and the second is the intermodal transportation center. The city allocated for do a comprehensive feasibility analysis and to develop a conceptual plan for an intermodal transportation center. The city envisions that it will create a

grand central terminal with the benefits of all modes of transportation and will also create an international commerce hub that invites public and private opportunities.

Andy Hamilton, Air Pollution Control District (APCD) and member of Walk San Diego, explained that we need to imagine what the border crossing provides with regard to commerce, how it allows people to get to work and we need to ask ourselves how are we really trying to encourage people to cross the border? The regional maps show that there is a lot of land used for storage or parking but we need to investigate how we can use the land for other purposes as well as try and generate affordable housing in the South Bay. We need to investigate which agency sees bicycles in a safety context. The role of private carriers, pedestrians and passenger travelers also needs to be further investigated. If we look at this through the greenhouse gas lens then air quality and emissions will eventually become the issue and there will be greater focus on planning in the long term. It is a great lens because it adds to health outcomes and affordability.

Stephan Vance stated that planning and implementing projects at the border is incredibly complex because so many competing interests exist; whether border security, transit planning, or community needs. The region needs to agree on a broader set of metrics regarding border planning whether it is concerning pollutant exposure, wait times or distance travels, because moving forward the greenhouse gas and public health issue is going to be a large one. We need to create environments that are healthy for people to agree on missions and a broader range of values and ways to accomplish them.

Chris Schmidt, Caltrans District 11, examined the circulation concern and stated that there are numerous people on the street and everything is undersized. We are mixing people with vehicular travel. He examined bicycle parking which was envisioned to solve a problem that occurred after 9/11 and people were using the bicycles. When there were some abuses the decision was made not to provide expeditious traveling for cyclists and without the incentive the number of cyclists is not increasing. Chris Schmidt explained that investment cannot just fall onto one entity such as the city, county, and two countries. Caltrans recently worked to improve non-motorized mobility and leveraged its ability to garner transportation enhancement dollars for projects. Caltrans worked with the city to complete sidewalks and the bicycle path in the encouraged the pedestrian and bike project called Friendship Plaza. However, this is a band-aid that is dealing with what is and not with what could be. As part of the GSA modernization project the bike lane is being removed along with the transit facility and without a replacement so we are not recognizing the solutions to the problems. He stated that what is missing is the forum to have that conversation as well as more dedication and dollars. Chris Schmidt emphasized that when planning, the details matter and people enjoy that and are proud of it. Furthermore, there is a need for signage near the border that is welcoming, given that the region should be a gateway linking two cultures and economies. He concluded by stressing the need for good planning, cooperation, and a joint effort.

Sharon Cooney, MTS, stated that we need to remind ourselves that if we take too long to plan then someone will get it done but might neglect solutions to problems. Therefore we need to focus our energies not so much on the perfect but the good. Sharon Cooney stated that MTS will continue to serve the border and try to accommodate bus traffic on the border. If Camiones Way shuts down then access will be restricted to the border. We need to move quickly and unite transit and pedestrians.

Fausto Armenta, Instituto Metropolitano de Planeación de Tijuana (IMPlan), stated that two communities, San Diego and Tijuana, have great differences, in cultures, ideologies, economies and the transportation problem. Thus, the application of non-motorized mobility is a challenge. He explained that recently Tijuana hosted *Tijuaneando en Bici* in conjunction with Bike to Work Day in San Diego. He explained that bicycle improvements are not just a planning issue but a cultural one. Tijuana is aware of the problems posed to cyclists and understands the need to create various strategies to improve cultural perspectives for riding bikes and using transit. Bicycling and public transportation have great health and urban sustainability benefits. Fausto Armenta stressed the need for more legislation for internal changes to improve non-motorized mobility and public transportation. The border crossing times are also very important. There is great potential in using public transportation to move people across the border. There needs to be a sufficient system that saves time and appeals to people.

## 9. OPEN DISCUSSION

A member of the audience stated that people who implement the planning do not understand the reality from the user's perspective; whether it is the border or bicycling. He stated that planning needs to utilize infrastructure to encourage the use of bicycles and asked what solutions planners are going to take to encourage implementation now and not five years from now.

Richard Gomez, BTC, stated that the private sector can work to implement better planning because it lives and breathes transportation and has a good understanding of the needs of the people. He explained that the border traffic is a question of attitude and U.S. intercity transportation has diminished dramatically because people choose to rely more on personal vehicles.

Samir Hajjiri, City of San Diego, explained that one of the challenges is understanding mobility and the other is lack of funding. Therefore, there is a need to better coordinate with organizations such as GSA and SANDAG as well stakeholders to expand efforts.

Stephan Vance, SANDAG, stated that funding is a huge issue and collaboration is improving. The challenge that exists at the border is local to national coordination and the positive is that at the federal level we are seeing greater collaboration.

Judy Elliot, San Ysidro Business Association, commented that there exists a lack of projects and lack of consideration. She alluded to the draft RTP and highlighted the express Trolley, which is to be implemented in 2040 and the new Trolley line from Palomar inland along SR 805 to Chula Vista and National City scheduled for 2050. The other is the express bus which is anticipated to operate in the year 2035. A major point that the RTP was to address was environmental justice. However, connections for San Ysidro to job centers, education centers, to beaches and northern areas is lacking in the transportation plan. Furthermore, she stated that what is important to San Ysidro are things that will improve the region and current situation. She also stated that there are no mitigation measures regarding the air pollution issues on the border. She explained that San Ysidro needs more attention and infrastructure. Judi Elliot expressed that border plans should look more at connections across freeways that have bisected the community and consider elementary schools that are impacted by freeways.

Sharon Cooney, MTS, stated the near-term projects in the RTP include a \$600 million project for the existing Trolley line to improve performance and passenger throughput that will allow increased services. There is also a project to have a one seat ride from San Ysidro to UCSD, UTC, and La Jolla which is scheduled to be implemented by the year 2017. There are other projects such as grade separations in Chula Vista as well as East-West projects. These are interim steps that we can take before we can achieve an advanced Trolley network.

David Flores, Casa Familiar, stated that there is a need to consider the existing infrastructure that is in place. We have great opportunities. He stated that MTS started implementing small kiosks for vendors to generate income, which shows how space can be used in a self-regulating manner that can also form partnerships with the public sector and non-profits for maintenance. He commented on the GSA modernization project and explained that we have a chance to create a pilot bicycle plan to examine how we can make an efficient crossborder connection to Tijuana, before funding for Phases 2 and 3 is obtained. Additionally, these efforts need to be implemented with GSA in order to happen sooner rather than later. We need to look within our own infrastructure. The private sector can help us implement this. Recognizing the urgency and where we are given that funding is limited and looking at ourselves to generate real partnerships is a great opportunity in the future.

Tito Alegría, El Colegio de la Frontera Norte (COLEF), emphasized the need for the federal agencies to get involved now. We need to make an incentive package to share and provide them with so they can have a greater interest. The best agencies to do that are SANDAG and IMPlan with the support of the officials. This is a high-level and political task. We need to buy land in Otay Mesa to make a good facility for pedestrians.

Dennis La Salle, Consejo de Desarrollo Económico de Tijuana (CDT), stated that regarding the San Ysidro POE project, based on GSA's plan, there will be north and southbound travel at El Chaparral and at the existing one. He asked if transit plans include north and south pedestrian travel on the west and east.

Samir Hajjiri stated that the GSA project includes two pedestrian border crossings that have provisions for north-south crossing on both sides; one new crossing on the east side is included in Phase 1, which is slated for opening in late 2012, and full completion in 2014. The second crossing is at Virginia Avenue. There are efforts to examine pedestrian modes to serve pedestrians that cross at both sides of the border at Virginia Avenue.

Juan Antonio, WALK San Diego, referred to the regional maps that were presented and referred to his experience as a bicyclist commuter in San Ysidro and emphasized the long distance of the new pedestrian bridge at San Ysidro, which used to be shorter.

Nathan Owens, San Diego Dialogue UCSD-Extension, discussed the need for bicycle lanes to be better maintained. He concluded by stating that he hopes the expanded plans include funds for operations and maintenance. He then asked how much money has been set aside.

Stephan Vance stated that the SANDAG approach is that local cities would be the owners and operators because they typically operate public right-of-way. Furthermore, there is a need to ensure that they be maintained. Current and previous efforts include local assessment of services, the

adoption of bike plans. We have looked at things to provide resources to do those things and now need to break down funding.

Carlos García, Mexicali, explained we are planning but we do not have a solution. The problem is represented at the border crossings. The border crossing will be utilized in the future to accommodate growth in people and economies. The population is growing and will continue to grow along with the problems in cross border travel. Additionally, we lack funding to finance improvements. Travelers from both countries are affected by the security inspections of both countries. Carlos Garcia emphasized that San Diego and Tijuana are one metropolitan region, and every day San Diego is becoming a little more Tijuana and Tijuana is becoming a little more San Diego. He concluded by asking why we have segregated processes? Carlos Garcia stated that we should work to be one community and in doing so we can increase economic activity.

#### 10. SEMINAR CONCLUSIONS

Paul Ganster concluded by saying the vision for the region that the panelists and participants alluded to, is dependent on where we want our border region to be in 20 or 30 years. Europe is a model to refer to that gives hope to us as we plan for border regions with respect to transportation. Paul Ganster mentioned that many people can survive quite nicely without a private vehicle. The bottom line is we need to get better organized at the local, regional, and state level. Ultimately, non-motorized transportation is a good effort to push.

#### 11. CONCLUSION OF SEMINAR