Members
Patricia McCoy, Chair
Councilmember, Imperial Beach
(Representing South County)

Victor Carrillo, Vice Chair
Chairman, Imperial County
(Representing Imperial County)

David Allan
Vice Mayor, La Mesa
(Representing East County)

Greg Cox
Chair Pro Tem, County of San Diego

Shari Mackin
Deputy Mayor, Oceanside
(Representing North County Coastal)

Pia Harris-Ebert
Vice Mayor, San Marcos
(Representing North County Inland)

Ben Hueso
Councilmember, City of San Diego

Alternates
Phil Monroe
Councilmember, Coronado
(Representing South County)

David Ouzan
Councilmember, Calexico
(Representing Imperial County)

Jillian Hanson-Cox
Councilmember, El Cajon
(Representing East County)

Pam Slater-Price
Supervisor, County of San Diego

Henry Abarbanel
Councilmember, City of Del Mar
(Representing North County Coastal)

Ed Gallo
Mayor Pro Tem, Escondido
(Representing North County Inland)

Brian Maienschein
Councilmember, City of San Diego

Advisory Members
Thomas Buckley
Councilmember, City of Lake Elsinore
(Representing Riverside County)

Debbie Cook
Councilmember,
City of Huntington Beach
(Representing Orange County)

Luis Cabrera C.
Consul General,
Consulate General of Mexico

Howard Williams
San Diego County Water Authority

Pedro Orso-Delgado
District 11 Director, Caltrans

Robert Smith
Chairman of the Board,
Southern California Tribal Chairmen's Association

Gary L. Gallegos
Executive Director, SANDAG

Friday, October 27, 2006
12:30 to 2:30 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• 2007 REGIONAL TRANSPORTATION PLAN (RTP) WHITE PAPER: CROSSBORDER TRANSPORTATION

• PORT OF ENSENADA’S MASTER PLAN

• STATUS REPORT ON THE FOOTHILL-SOUTH CORRIDOR/STATE ROUTE (SR) 241 TOLL ROAD

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). The preparation and implementation of SANDAG’s Binational Planning and Interregional Planning Programs are included under its purview. It advises the SANDAG Board of Directors on major interregional planning policy-level matters.

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 · Fax (619) 699-1905 · www.sandag.org
Welcome to SANDAG. Members of the public may speak to the Borders Committee on any item at the time the Committee is considering the item. Please complete a Speaker's Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Borders Committee may take action on any item appearing on the agenda.

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

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

SANDAG offices are accessible by public transit. Phone 1-800-COMMUTE or see www.sdcommute.com for route information.
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<th>ITEM #</th>
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<td>+1.</td>
<td>APPROVAL OF SEPTEMBER 8, 2006, MEETING MINUTES</td>
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<td>2.</td>
<td>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</td>
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Members of the public will have the opportunity to address the Borders Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

**CONSENT (Items 3 - 4)**

+3. COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES (COBRO): MEMBERSHIP AND LEADERSHIP (Chair Paul Ganster, COBRO)

At the COBRO meeting held on September 5, 2006, COBRO agreed to present to the Borders Committee updates to its membership, and to continue and reaffirm its leadership (Chair and Vice Chair).

+4. OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR: FOLLOW UP ON TRANSPORTATION EARLY ACTIONS (Elisa Arias, SANDAG)

On behalf of Caltrans District 11, SANDAG is conducting a financial feasibility assessment of developing State Route 11 and the East Otay Mesa Port of Entry as toll or fee-based facilities. This report describes the study’s main tasks, schedule, and progress to date.

**REPORTS (Items 5 -7)**

+5. 2007 REGIONAL TRANSPORTATION PLAN (RTP) WHITE PAPER: CROSSBORDER TRANSPORTATION (Elisa Arias, SANDAG)

Several white papers are being developed for the 2007 RTP. Staff will present the draft white paper that addresses crossborder transportation. This paper describes current crossborder travel patterns, discusses projected growth in the border region and implications for crossborder travel, and identifies issues and potential solutions for evaluation. The Borders Committee is asked to provide input and comments to this white paper for the development of the 2007 RTP.
6. PORT OF ENSENADA’S MASTER PLAN (Carlos Jáuregui, Administración Portuaria Integral (API) de Ensenada)

The Port of Ensenada’s Master Plan 2006-2011, released in July 2006, describes the development of the port’s three multimodal transportation strategies. One is the development of a new deep-water seaport at Punta Colonet and a rail connection to Mexicali; a second component are the facilities of El Sauzal which will be dedicated to manage bulk and mineral cargo, and commercial fisheries; and the third is Ensenada’s port, which will be dedicated to tourism and sport fishing activities. With this strategy, API Ensenada (the Port Authority) will compete to attract freight movement from Asia to North America.

+7. STATUS REPORT ON THE FOOTHILL-SOUTH CORRIDOR/STATE ROUTE (SR) 241 TOLL ROAD (Heather Werdick, SANDAG; Lisa Telles and James Brown, Transportation Corridor Agencies)

The Transportation Corridor Agencies (TCA) is proposing to construct the Foothill-South Corridor as a limited access toll road from Interstate 5 (I-5) in San Diego County to the existing SR 241 in Orange County. TCA staff will provide a status report on the SR 241 toll road.

8. UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for November 17, 2006, at 12:30 p.m.

9. ADJOURNMENT

+ next to an item indicates an attachment
The meeting of the Borders Committee was called to order by Vice-Chair Victor Carrillo (Imperial County) at 12:34 p.m. The attendance sheet for the meeting is attached.

Vice-Chair Carrillo began by welcoming and introducing Carey Tovar, a new Clerk for the Borders Committee, and thanked Doree Henry for her support over the years. He also welcomed and introduced Chairman Lee Acebedo, new Alternate Advisory Member representing the Southern California Tribal Chairmen’s Association (SCTCA).

1. APPROVAL OF MEETING MINUTES

   Action: Upon a motion by Councilmember Hueso (City of San Diego) and a second by Councilmember Allan (East County), the Borders Committee approved the minutes from the June 23, 2006, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

   None.

   BOARD MEMBER COMMENTS

   Councilmember Monroe (South County) commented on Chair McCoy’s absence stating she was on vacation in Colorado and sent best wishes to all.

CONSENT ITEMS (Items 3 - 5)

3. SANDAG’s BINATIONAL ANNUAL EVENT (APPROVE)

   Action: Upon a motion by Councilmember Allan and a second by Councilmember Hueso, the Borders Committee approved Consent Item 3 and accepted Items 4 and 5 for information.

4. STATUS REPORT ON INTERNATIONAL BORDER SEWAGE ISSUES (INFORMATION)

5. REPORT ON WESTERN HEMISPHERE TRAVEL INITIATIVE (INFORMATION)
REPORTS (Items 6 - 11)

6. CALIFORNIA BIODIVERSITY COUNCIL MEETING TO DISCUSS NATURAL RESOURCES ALONG THE BORDER (INFORMATION)

City of Del Mar Mayor Crystal Crawford reminded everyone of the California Biodiversity Council (CBC) meeting to be held September 27 and 28, 2006, in San Diego. On September 27, representatives from state, federal, and local agencies, members of the public, elected officials, and others with interests in border affairs and border efforts to protect special habitat and other resources will begin a tour of the Otay Mesa area, then cross the border into Tijuana, travel toward Tecate and then through the city of Tijuana to Cañón de Los Laureles, and end the tour at Border Field State Park.

On September 28, conference meetings to discuss issues important to the border region will be held at the Coronado Community Center in Coronado. Chair Patricia McCoy will assist Mayor Crawford in hosting. One of the invited speakers, Dr. Exequiel Ezcurra, Director of the Biodiversity Research Center for the San Diego Natural History Museum, will share his experiences and challenges to preserve habitat and protect the environment. Other guests include City of Tijuana Mayor Hank, and the Co-Chairs of the Biodiversity Council, Secretary Mike Chrisman from the California Resources Agency and Mike Pool, the State Director of the Bureau of Land Management.

Vice-Chair Carrillo introduced and welcomed Mr. Alfonso Bustamonte, Director of Binational Affairs for the City of Tijuana, representing Tijuana Mayor Jorge Hank.

Councilmember Monroe asked that arrangements be made with the City of Coronado to make some welcoming remarks to initiate the meeting.

7. OTAY MESA – MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN: DRAFT FINAL EARLY ACTION PLAN (APPROVE)

Vice-Chair Carrillo began by congratulating Ms. Arias on her promotion to the position of Regional Principal Planner. He also welcomed and introduced Alejandro Flores, Secretary of the Tijuana Council’s Commission on Border Affairs.

Elisa Arias, SANDAG, explained that the Draft Final Early Action Plan proposed several initiatives. In the transportation arena, it includes advancing the implementation of the East Otay Mesa-Otay II Port of Entry (POE) and connecting roads, improvements to the current Otay Mesa POE, and advanced planning for the Otay Mesa segment of the South Bay Bus Rapid Transit service. Among the initiatives related to economic development and housing strategies, the plan includes the update of the San Diego Regional Economic Prosperity Strategy, selected tasks from San Diego Dialogue’s Borderless Innovation research project, and collaboration with the City of San Diego in the update of the Otay Mesa Community Plan update. In the area of environmental conservation, the Plan seeks to develop a framework for a binational approach for habitat conservation for the Tijuana river watershed; exploring the feasibility of binational land use and open space conservation study in relation to State Route 11, the new POE, and connecting roads in Tijuana, and supporting the Air Pollution Control District’s binational clean air demonstration projects.
The Plan was distributed for review and comment to many agencies and organizations. A request was made to update the housing data for the Otay Mesa Community Plan to reflect the latest figures from the City of San Diego. Another was to include San Isidro Mountain and Jesus Maria Mesa, located in Tijuana, in future studies as potential mitigation areas and/or open space/conservation zones due to their high habitat and connectivity values. Staff concurred with both requests and revised the draft plan accordingly. Staff will continue to develop the Strategic Plan along with members from IMPLAN (Tijuana’s Municipal Planning Institute), Caltrans and SIDUE (Secretariat of Infrastructure and Urban Development of Baja California). It is anticipated that the Plan will be finalized in early 2007.

Vice-Chair Carrillo noted the uniqueness of this Plan, in that it collaborates with the City of Tijuana in adopting and approving the Plan.

Mr. Alejandro Flores, Secretary to the Tijuana Council’s Commission of Border Affairs, commented on the Plan’s mutual benefit to both countries and indicated the issue will soon be brought to vote by Council members in Tijuana.

Councilmember Monroe commented that the South County Economic Council should be briefed on the Plan.

SANDAG Borders Program Manager, Hector Vanegas, advised that the Vice-Chair of COBRO, Cindy Gompper-Graves will be contacted to do so.

Councilmember Hueso commended staff on the Plan and suggested an eventual formation of an Infrastructure Finance District, provided by State Senate Bill 207. He also said that partnering with Mexico and co-investing in the development of the border region will bring about some very significant improvements to all.

Vice-Chair Carrillo also said that the creation of dialogue and a partnership is instrumental to the improvement of the border region.

Councilmember Allan praised the Borders Committee for their efforts and positive contributions to the quality of life in San Diego. He suggested investigating the proposal to provide a pedestrian crossing linking the Otay Mesa Community with the Tijuana airport.

Consul Cabrera congratulated Ms. Arias, stating the binational cooperation greatly aids in the development of the new border crossing.

Action: Upon a motion by Councilmember Allan and a second by Councilmember Hueso, the Borders Committee approved Item 7.
8. **CHARTER FOR INTERAGENCY TECHNICAL WORKING GROUP ON TRIBAL TRANSPORTATION ISSUES (APPROVE)**

Vice-Chair Carrillo brought the blue sheet, which provided updated information on the item to everyone’s attention and informed them that Items 8, 9, and 10, were outcomes of the 2006 San Diego Regional Tribal Summit.

Jane Clough-Riquelme, SANDAG, reported that a set of recommended “next steps” from the 2006 San Diego Regional Tribal Summit were approved by the SANDAG Board of Directors and the Board of the Southern California Tribal Chairmen’s Association (SCTCA). Those steps included the formation of an ongoing Interagency Technical Working Group on Tribal Transportation Issues (Working Group). The purpose of the Working Group is to serve as a forum for tribal governments in the region to discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region.

The blue sheet provided is an updated version of the Draft Charter, which is to be approved. If approved, the Draft Charter will then be presented to the SCTCA Board and the Reservation Transportation Authority (RTA) Executive Council for approval. One of the main changes reflected on the blue sheet is that the voting membership of the working group shall be comprised of one representative of each of the federally recognized tribal governments and California tribes in San Diego County appointed by the leadership of their respective tribes for a term of one calendar year. The RTA and the public agencies, including Caltrans, County, MTS, and NCTD shall each be entitled to appoint an advisory member to the Working Group. The working group shall have a Chair and Vice-Chair, who will be chosen by a vote of the voting members of the group on an annual basis. The working group will meet quarterly. The location will rotate among tribal reservations, and when deemed appropriate, at the SANDAG offices. The working group will continue as long as the tribal governments and participating agencies determine that it serves an effective means of communication and coordination on transportation-related planning and will be subject to annual review.

Councilmember Abarbanel (North County Coastal) asked if there would be a representative from the Transportation Committee on the working group. He recommended that a provision be entered to show that reports could be given to other committees for their input.

Ms. Clough-Riquelme responded that as a technical working group elected officials would not be included.

Mr Bob Leiter, SANDAG Director of Land Use and Transportation Planning, responded by saying that the proposed technical working group would report to the Borders Committee on a number of transportation issues. The Borders Committee would then, if necessary, take it to the Transportation Committee before having it finalized.

Councilmember Monroe questioned the one-year term for members of the Working Group and asked that the term be extended. He also inquired as to the product resulting from this Working Group.
John Kirk, SANDAG General Counsel, stated the annual appointment is not dictated, and as a committee, the Working Group itself could decide upon a reasonable term.

Mr. Leiter explained the working group is an technical advisory group that discusses and tries to reach a consensus on issues and make recommendations to a policy committee.

Ms. Clough-Riquelme added that the technical working group creates a mechanism for obtaining input from each of the tribal nations in the region, but it doesn’t exclude outreach to each of the individual nations.

Vice-Chair Carrillo said the Working Group will provide feedback and comment on current and planned transportation activities and provide technical advice on the implementation of these activities.

Councilmember Allan offered a motion to replace the words “one calendar year” with “up to three calendar years”.

Vice-Chair Carrillo asked for a second to the amended motion. Councilmember Monroe seconded the amended motion, however, asked for input from the representative of the Southern California Tribal Chairmen’s Association.

Vice-Chair Carrillo introduced Chairman Lee Acebedo of the Jamul Band of the Kumeyaay Nation.

Mr. Acebedo explained that he is the Chairman of the Jamul; however, he sits on the Borders Committee representing the Southern California Tribal Chairmen's Association on this particular item. Mr. Acebedo supported the amended motion to provide flexibility within tribal governments regarding the term of appointment to the Working Group.

Councilmember Allan expressed concern in dictating how the Working Group should operate.

Mr. Kirk added that under the original wording, every tribe has the ability to reappoint the same member for an unlimited amount of terms or to appoint new member. Both the amendment and the original wording allow flexibility to the tribes.

A member of the public, Andrew Masiel Sr., from the Pechanga Tribal Council, and part of the Tribal Alliance of Sovereign Indian Nations, representative to the SCAG (Southern California Association of Governments) Regional Council offered his experience with the process of tribal representation in a Council of Governments.

Further discussion ensued and Mr. Kirk read the amended motion, which was to approve the Charter with the amendment showing members shall be appointed by the leadership of their respective tribes for a period of up to three calendar years.

Vice-Chair Carrillo asked for a vote on the amended motion. It resulted in a 3-3 stalemate. It therefore did not pass.
Mr. Kirk stated that in the absence of a majority, there is no action taken.

Vice-Chair Carrillo then asked for a vote on the first motion, reading as “Adopting the Charter for Interagency Technical Working Group on Tribal Transportation Issues” as presented to the Board.

**Action:** Upon a motion by Councilmember Allan and a second by Councilmember Abarbanel the Borders Committee unanimously approved Item 8.

9. **IMPLICATIONS OF SAFETEA-LU ON THE INDIAN RESERVATION ROADS PROGRAM (INFORMATION)**

Cynthia Gomez, Branch Chief of Caltrans Native Americans Liaison from Sacramento explained that she did not represent the Bureau of Indian Affairs (BIA). She was providing information on the Indian Reservation Roads Program (IRR), in which State or Federal funding is used for the maintenance, construction or reconstruction of routes and bridges. Established in 1928, the BIA IRR Program is funded under the Federal Lands Highway Program and jointly administered by the BIA and Federal Lands Highway Office of the FHWA. The IRR Program includes local routes, bridges and associated rights of way, and other programs, such as bridge and ferry boat discretionary programs and public transportation on Indian Reservations. A funding priority list is generated in March and funds are distributed in May. The California IRR Program includes 108 tribes, and fund distribution is based on population, vehicle miles traveled, and construction costs. The IRR Program beneficial in that it provides tribes with funding for transportation planning and programming, system planning, and the information assists all during consultation, collaboration, and coordination.

Vice-Chair Carrillo asked if there is a requirement for matching funds, and if so, does it come from the Metropolitan Planning Organization, such as SANDAG, or would it come from the tribe themselves.

Ms. Gomez responded that if the project meets the criteria, it does not require matching funds. It also is the only Federal money that is eligible to be a matching fund to the Federal aid money.

Mr. Thomas Buckley (Western Riverside Council of Governments) asked for clarification of coverage for city streets.

Ms. Gomez replied there are a few Reservations with city streets going through them. In most cases, however, state highways and county roads pass through or provide access to the Reservation.

10. **WATER MANAGEMENT ISSUES FROM A TRIBAL PERSPECTIVE (INFORMATION)**

Councilman Michael Connolly Miskwish of the Campo Band of the Kumeyaay Nation presented information on ground water and policy decisions regarding ground water on the Reservation. The Reservation consists of fractured bedrock, decomposed granite, and
sandy alluvium. Over the years, there has been a downtrend in precipitation recharge. Water usage in the area of the Reservation comes from water companies, agriculture, cattle grazing, invasive species, recreation, human consumption, and septic systems. So far, there has been no encouragement to do projects to increase water storage occurring in the basins and no incentive to conserve. Unfortunately tribes are accused of using all the water and have to compensate due to impact on wells in the area. They are asking for realistic proposals to control usage and enhancement of supply and tribal usage should, at a minimum, be assumed to be 100% of safe yield.

Supervisor Pam Slater (County of San Diego) remarked that due to general development and gaming, there are now competing interests for water and agreed that they need to continue to work together. She recommended the presentation be made at the San Diego County Water Authority. She concurred that the County of San Diego would be a good partner in discussion and possibly SANDAG, the San Diego County Water Authority and the County of San Diego could look at the issue in terms of a global arrangement.

Councilmember Monroe noted that this could be part of a County workshop and expressed an interest in attending the workshop to discuss the actions that are going to be taken regarding the uses that exist and the basin that is there presently.

Mr. Howard Williams of the San Diego County Water Authority invited Councilman Miskwish to meet with the Water Authority to begin discussions.

Vice-Chair Carrillo, as a representative of Imperial County, empathized with Councilman Miskwish and offered to act as a conduit for meetings with the Imperial Irrigation District or Imperial County Supervisors.

11. 2007 REGIONAL TRANSPORTATION PLAN (RTP) WHITE PAPER: CROSSBORDER TRANSPORTATION (DISCUSSION)

Vice-Chair Carrillo pulled Item 11 and rescheduled it for the October 27, 2006, meeting due to time constraints.

12. UPCOMING MEETINGS

Vice-Chair Carrillo noted that the next meeting of the Borders Committee is scheduled for Friday, October 27, 2006, at 12:30 p.m.

13. ADJOURNMENT

Vice-Chair Carrillo adjourned the meeting at 2:23 p.m.

Attachment: Attendance Sheet
# CONFIRMED ATTENDANCE
## BORDERS COMMITTEE MEETING
### September 8, 2006
#### 12:30 p.m. to 2:30 p.m.

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<td>Dr. Paul Ganster</td>
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<td>Cindy Gompper-Graves</td>
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COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES (COBRO):  File Number 3003200
MEMBERSHIP AND LEADERSHIP

Introduction

At the September 5, 2006, meeting of the Committee on Binational Regional Opportunities (COBRO), the Committee agreed to amend its charter to add a category of Advisory Members. Also, COBRO reaffirmed its leadership (Chair and Vice Chair) for the coming two years and approved a new membership list. This revised draft charter and membership list is now being presented to the Borders Committee for review and comment.

Discussion

COBRO’s mission is to provide input to the Borders Committee of the San Diego Association of Governments (SANDAG) concerning both short- and long-term binational-related activities, issues, and actions; provide input regarding binational border-related planning and development; and identify ways to assist and coordinate with existing efforts in the binational area.

Since 2002, COBRO has brought together representatives from cities, government agencies, businesses, academia, and other organizations located on both sides of the U.S.-Mexico border. COBRO informs the Borders Committee regarding its leadership and membership every two years or as needed. Appointments are for a two-year term but have no limit on consecutive terms.

This year, COBRO formed a task force to discuss issues related to its guidelines on membership and leadership, vacancies, and quorum. The task force reviewed an attendance matrix and a list of stakeholders that have expressed interest in becoming members of COBRO and others whose work is related to COBRO’s work plan. Recommendations from the task force were approved by COBRO at its September 5, 2006, meeting.

The following is presented to the Borders Committee for review and comment:

1. COBRO is considering changes to its Charter (Attachment 1) to form a category of Advisory Members, and to establish a rule for regular members that fail to attend three consecutive meetings to be changed in status to advisory members. COBRO will endeavor to keep a minimum membership of 15 regular members.

2. COBRO approved a new membership list (Attachment 2).
3. COBRO reaffirmed its current leadership (Chair and Vice Chair) for the coming two years. The Chair will continue to be Dr. Paul Ganster and the Vice-chair will continue to be Ms. Cindy Gompper-Graves.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. Draft COBRO Charter
               2. List of Members

Key Staff Contact: Hector Vanegas, (619) 699-1972, hva@sandag.org
Committee on Binational Regional Opportunities
Working Group Charter

Purpose
The Committee on Binational Regional Opportunities (COBRO) was formally established in 1996 as a policy advisory committee to the SANDAG Board of Directors. In 2002, COBRO was changed to serve as a working group to the SANDAG Borders Committee in order to facilitate a better understanding of binational border-related issues and needs of the California-Baja California region.

Line of Reporting
The COBRO reports to the Borders Committee, and the Borders Committee reports to the Board of Directors. COBRO approves its own Charter and periodically presents information to the Borders Committee.

Responsibilities
Its mission is to “advise the Borders Committee of the San Diego Association of Governments (SANDAG) concerning both short- and long-term binational-related activities, issues, and actions; provide input regarding binational border-related planning and development; and identify ways to assist and coordinate with existing efforts in the binational area.” Every year since 1997, the COBRO has been tasked to support the organization of SANDAG’s annual binational event, which is held in coordination with the Office of the Consul General of Mexico in San Diego and the Office of the Consul General of the United States in Tijuana. Input provided by COBRO will be reported to the Borders Committee for consideration at its regular scheduled meetings.

Membership
Since 2002, COBRO brings together representatives from cities, government agencies, businesses, academia, and other organizations located on both sides of the U.S.-Mexico border. The Committee has regular members, as well as advisory members. COBRO follows policies regarding vacancies, attendance and quorum, approved by SANDAG’s Board on January 10, 2003. Members that fail to attend three consecutive meetings will be considered as advisory members, and the Committee should keep a minimum membership of 15 voting members. COBRO informs the Borders Committee regarding its membership every two years or as needed.

Meeting Time and Location
COBRO meets at 3 p.m. on the first Tuesday of every month. At least two meetings a year are held in Baja California.

Selection of the Chair
COBRO informs the Borders Committee regarding its leadership every two years or as needed. Appointments are for a two-year term but would have no limit on consecutive terms. The criteria for selecting Chair and Vice Chair of COBRO are the following:

- Experience with COBRO;
- Significant experience with and understanding of a broad range of binational border issues;
- Understanding of systems and “rules of the game” of both sides of the border; and
- Bilingual preferred.

The Consul General of Mexico is Co-Chair of COBRO.

Duration of Existence
Ongoing.
## COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES
### Membership List

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<thead>
<tr>
<th>Number</th>
<th>Position</th>
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<td>Current Member</td>
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<tr>
<td>2</td>
<td>Co Chair</td>
<td>Consulado General de México en San Diego</td>
<td>Current Member</td>
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<tr>
<td>3</td>
<td>Vice Chair</td>
<td>South San Diego County Economic Development Council</td>
<td>Current Member</td>
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<td>Asociación de la Industria Maquiladora</td>
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<td>Bi-State Transportation Technical Advisory Committee</td>
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<td>Caltrans</td>
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<td>U.S. Customs and Border Protection</td>
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<td>Desarrollo Económico e Industrial de Tijuana, A.C.</td>
<td>New Member</td>
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**Advisory Members:**

- International Community Foundation | Current Member
- Universidad Autónoma de Baja California | Reinstated
- Border Trade Alliance | New Member
- U.S. Federal Highway Administration | New Member
- U.S. General Services Administration | New Member
Introduction

The Otay Mesa-Mesa de Otay Binational Corridor Early Action Plan includes several initiatives to address transportation issues identified by stakeholders. One of the early actions is the creation of the East Otay Mesa-Otay II Port of Entry (POE) Technical Commission to advance planning and implementation of the future POE and connecting roads as a binational project. As part of this early action, one of the objectives of the Technical Commission is to evaluate the feasibility of financing the new POE and connecting roads through tolls and other innovative financing mechanisms. This report describes progress on this early action as well as next steps.

Discussion

In June 2006, the Consulate General of Mexico in San Diego and the Consulate General of the United States in Tijuana established the East Otay Mesa-Otay II POE Technical Commission under the umbrella of the San Diego-Tijuana Border Liaison Mechanism (BLM). The BLM enables the Consuls General to convene the three levels of government from both sides of the border to discuss issues of mutual interest, such as infrastructure and POEs, public safety, environmental, and natural resources.

The East Otay Mesa-Otay II POE Technical Commission held its first meeting in July 2006. The U.S. Federal Highway Administration and Mexico’s Secretariat of Communications and Transportation are the co-chairs. The Technical Commission agreed to develop a joint work program and master calendar of tasks to align implementation activities for the new POE and connecting transportation facilities in the United States and Mexico. The next meeting of the Technical Commission is anticipated in November 2006.

A feasibility analysis to determine the viability of financing State Route (SR) 11 and the East Otay Mesa POE using tolls or fees was identified as one of the studies to advance this project. SANDAG is conducting this feasibility study with consultant assistance, on behalf of Caltrans District 11.

An expert peer review panel with participation from local, state, and federal government agencies and universities from both sides of the border is providing input on methodology, data, and key study assumptions. Other interested parties also have been invited to attend. The first meeting of
the expert panel was held in September 2006 and two additional sessions are scheduled in November 2006.

The study will develop a traffic and toll revenue forecasting model using risk analysis for three scenarios (SR 11 only as well as SR 11 and the East Otay Mesa POE including and excluding POE operating costs), assess the investor market, and provide recommendations for the next phases of the project. The financial feasibility analysis is anticipated to be completed in December 2006.

**Next Steps**

Staff will provide periodic status reports of the East Otay Mesa-Otay II POE Technical Commission’s activities. Findings from the financial feasibility study also will be presented to the Borders Committee in early 2007.

BOB LEITER  
Director of Land Use and Transportation Planning

Key Staff Contact: Elisa Arias, (619) 699-1936, ear@sandag.org
2007 REGIONAL TRANSPORTATION PLAN (RTP) WHITE PAPER:
CROSSBORDER TRANSPORTATION

Introduction

SANDAG has identified several key issue areas to be addressed in the 2007 Regional Transportation Plan (RTP) update. For each of these areas, staff is preparing a white paper to generate discussion and gather input from SANDAG’s policy committees and working groups. The Crossborder Transportation white paper describes current travel conditions at the San Diego-Baja California Ports of Entry (POEs), identifies problems, and outlines potential solutions or alternatives. Recommendations from this paper will help guide the evaluation of projected crossborder travel demand and the assessment of needs related to border transportation infrastructure and services.

On July 18, 2006, staff presented the Crossborder Transportation paper to the Regional Planning Stakeholders Working Group. Comments from this working group have been addressed in the attached paper, as appropriate. On September 5, 2006, the Committee on Binational Regional Opportunities discussed this white paper. The Crossborder Transportation white paper has been translated to Spanish to facilitate information sharing with stakeholders in Baja California.

Discussion

Border regions face the challenge of balancing security and the efficient movement of people and goods through the international POEs. Over time delays at the border have increased and become more unpredictable.

The Crossborder Transportation white paper describes several projects that would improve crossborder travel capacity and enhance security at the San Diego-Baja California border region. However, most of these projects have limited funding available for implementation, share challenges for timely implementation, and compete with development pressure and rapid growth along the border.

These challenges can lead to opportunities to work with policy makers to advance transportation projects with the goal of reducing congestion and crossborder delays, while enhancing security and improving the economy. Input from technical committees and working groups will be shared with SANDAG’s policy committees to develop strategies for inclusion in the 2007 RTP.
**Next Steps**

After review and comments from the Borders Committee, the Transportation Committee will be asked to accept the Crossborder Transportation white paper for planning purposes in the 2007 RTP in December 2006.

BOB LEITER  
Director of Land Use and Transportation Planning

2. Crossborder Transportation White Paper for the 2007 RTP (Spanish translation)

Key Staff Contact: Elisa Arias, (619) 699-1936, ear@sandag.org
CROSSBORDER TRANSPORTATION WHITE PAPER

INTRODUCTION

For many years, radio and television stations have been broadcasting traffic reports for major highways in the San Diego region. But it was not until the past few years that those traffic reports also began transmitting information on the number of vehicles and pedestrians waiting to cross at the Tijuana-San Diego border crossings.

Every day, about 68,000 passenger vehicles and 30,000 pedestrians travel from Mexico through the San Ysidro, Otay Mesa, and Tecate ports of entry (POEs). More than 2,500 northbound trucks also cross the border at Otay Mesa and Tecate on a daily basis. A similar number of border crossings are estimated to take place in the southbound direction.

Border regions face the challenge of balancing security and the efficient movement of people and goods through the international POEs. Over time, delays at the border have increased and become more unpredictable. These delays—especially in the northbound direction—are a result of growth in crossborder travel, transportation infrastructure that has failed to keep pace with this growth, and the implementation of stricter security screenings.

Objectives for 2007 RTP

The objectives of this white paper for the 2007 RTP are threefold. They include:

1. Assessing current crossborder travel conditions.
2. Identifying current and future multimodal transportation needs to facilitate crossborder travel, based on an evaluation of projected growth in the San Diego-Baja California border region.
3. Evaluating potential traditional and innovative funding sources to advance implementation of transportation and port of entry infrastructure.

Background

San Diego Region-Baja California Ports of Entry: Current Conditions

Three POEs link the San Diego region and Baja California. The San Ysidro-Puerta México border crossing serves passenger vehicles and pedestrians while the Otay Mesa-Mesa de Otay and the Tecate-Tecate POEs handles passenger vehicles, pedestrians, and commercial vehicles. Freight rail inspections are conducted at the San Ysidro rail yard. Figure 1 illustrates the border region and the three POEs.
Figure 1
San Diego-Baja California Ports of Entry
San Ysidro-Puerta México

The San Ysidro POE is the busiest passenger border crossing along the United States-Mexico border. In fact, it is reported to be the busiest land port of entry in the world. It operates 24 hours a day, seven days a week, and handles about 70 percent of the vehicle crossings and more than 80 percent of people traveling on foot into the San Diego region.

Up to four of the 24 primary vehicle inspection lanes at the San Ysidro POE are dedicated commuter or SENTRI\(^1\) lanes, where travelers and vehicles that have passed background checks and inspections are processed more quickly. The SENTRI vehicle lanes operate between 4 a.m. and midnight, seven days a week. A separate pedestrian facility serves people crossing on foot. Since September 2004, a pedestrian SENTRI lane has been operating as a trial program during peak crossing hours (5 to 9 a.m. and 3 to 7 p.m.) on weekdays.

Processing of bicyclists is handled at the pedestrian facility. Following a significant increase in travelers crossing the border on bicycles after 9/11, CPB allowed cyclists to be processed ahead of other pedestrians in line. However, this expedited process was terminated in May 2006 because, according to CBP, some crossborder travelers rented bicycles just before crossing the border to get ahead in the pedestrian line.\(^2\)

To accommodate crossborder cyclists who continue their trip by other modes, Caltrans has installed a small bicycle parking facility with racks for about 15 bicycles west of Interstate 5 (I-5) (on Camiones Way). A second bicycle parking facility will be located east of I-5 (on San Ysidro Boulevard adjacent to the I-5/San Ysidro Boulevard on-ramp). This facility will accommodate parking for about 110 bikes and is expected to be completed in spring 2007.

Completed in 2005 and adjacent to the San Ysidro POE, the San Ysidro Intermodal Transportation Center improved pedestrian access to the Blue Line Trolley, intercity buses, taxis, and shuttles. More than 28,000 people are estimated to access transit services at this location daily.

Otay Mesa-Mesa de Otay

The Otay Mesa POE is the busiest commercial border crossing on the California-Mexico border. Among all United States-Mexico commercial POEs, Otay Mesa-Mesa de Otay ranks third in terms of trade value, after the Laredo and El Paso POEs in Texas. In 2005, the Otay Mesa-Mesa de Otay border station handled $24.4 billion in merchandise in both directions, which were moved in more than 1.4 million trucks. Loaded trucks crossing into San Diego are processed from 6 a.m. to 8 p.m. on weekdays.

In 2005, the Free and Secure Trade (FAST) program began operating at the Otay Mesa POE. FAST is a commercial process offered to pre-approved importers, carriers, and registered drivers that results in quicker clearance across the border.

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\(^1\) SENTRI is the acronym for Secure Electronic Network for Travelers Rapid Inspection. This program began operating at the Otay Mesa POE in 1995 and at the San Ysidro POE in 2000. In June 2005, two additional lanes were converted for optional SENTRI use at San Ysidro depending on traffic conditions.

\(^2\) Before 9/11, bicyclists were inspected at the primary inspection booths for the current SENTRI lanes. However, since then, CBP has moved all bicyclists to the pedestrian facility for safety reasons.
Since 2003, the passenger inspection facility operates 24 hours a day, seven days a week, and serves about one-fourth of the northbound passenger vehicle and bus crossings. There is a total of 14 inspection lanes at this facility. One is a SENTRI lane that operates between 5 a.m. and 8 p.m., seven days a week. People crossing on foot are processed at a separate pedestrian facility.

The Metropolitan Transit System (MTS) operates bus Route 905 between the Otay Mesa POE, the Iris Trolley Station, and the San Ysidro Trolley Station. In 2005, nearly 441,000 passengers traveled on MTS Route 905.

Tecate-Tecate

The Tecate POE is the smallest of the three land border crossings in the San Diego-Baja California region. The passenger inspection facility operates seven days a week between 5 a.m. and 11 p.m., with two inspection lanes. This border station also handles commercial vehicles. Northbound loaded trucks are processed from 8 a.m. to 4 p.m. on weekdays.

Figures 2 and 3 show historical northbound border crossing data at the three POEs for pedestrians and personal vehicles, including buses. Figure 4 illustrates northbound truck crossings as well as U.S.-Mexico trade by truck via the Otay Mesa and Tecate commercial POEs.

**Figure 2**

Northbound Pedestrian Crossings

Figure 3
Northbound Passenger Vehicle and Bus Crossings


Figure 4
Northbound Truck Crossings and Two-Way Truck Trade via the Otay Mesa and Tecate POEs

Identification of Problems

Despite significant growth in bilateral trade moving across the Otay Mesa-Mesa de Otay and Tecate-Tecate POEs and established social and economic ties between the San Diego-Baja California border region, few improvements to border crossing infrastructure have been implemented in the San Diego-Baja California border during the past 20 years. Projected population increases and continued growth in international trade will result in greater demands on the existing infrastructure.

On a typical day, approximately 160,000 people cross the border from Mexico into the San Diego region in private vehicles, buses, and on foot. By 2030, crossborder vehicle traffic is projected to double from current volumes (2005).

Congestion and delays for freight movements and crossborder personal travel at the San Diego-Baja California POEs have increased and have become more unpredictable. These delays were estimated to cost the San Diego-Baja California economies nearly $4.2 billion in lost output and a loss of more than 35,000 jobs in 2005. Both output and job losses are projected to more than double in the next ten years if steps are not taken to improve border crossing and transportation infrastructure and management. Air quality at the border also is affected by excessive idling from trucks and private vehicles.

While the priority mission of U.S. Customs and Border Protection (CBP) is homeland security, one of CBP’s strategic goals is to “facilitate the more efficient movement of legitimate cargo and people.” CBP has implemented programs such as SENTRI and FAST to expedite border crossings for pre-screened participants. Up to four vehicle SENTRI lanes and one pedestrian SENTRI lane operate at San Ysidro and one vehicle SENTRI lane functions at Otay Mesa, but even these lanes experience congestion at peak periods. Innovative approaches to manage current POE infrastructure as well as to develop and operate new, smart border crossings will be needed to accomplish CBP’s goals.

Better intermodal access for travelers who cross on foot also is needed. Pedestrians crossing from Mexico are unable to be picked up conveniently since there are no short-term parking lots in the vicinity of the San Ysidro or Otay Mesa POEs. Unlike the Blue Line Trolley in San Ysidro, the stop for MTS Route 905 is not adjacent to the Otay Mesa inspection facility.

Improving or developing new border crossings and connecting roads is more complex than implementing transportation projects within the San Diego region. In addition to sharing similar funding shortfalls, POE projects involve close coordination and collaboration with governmental agencies on both sides of the international border at the federal, state, regional, and municipal levels. Project development includes the border stations in each country and roads connecting those border stations to the regional transportation network. Various entities are responsible for different planning, approval, and implementation activities in the United States and Mexico, which results in long lead times for project completion.

There are community concerns regarding the impact that the upcoming implementation of the US-Visit program may have on southbound vehicular traffic, including backups on Interstates 5 and 805 and local interchanges in San Ysidro. In addition, the Western Hemisphere Travel Initiative will

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require U.S., Mexican, and Canadian citizens entering or re-entering the United States through land POEs to carry a valid passport by January 1, 2008.5

Both land POEs and connecting regional highways are an integral component of international and domestic trade corridors. Since benefits from trade expand well beyond the San Diego region to California and the United States, it is vital to secure scarce state and federal resources to improve this trade corridor infrastructure.

DISCUSSION

Potential Solutions/Alternatives

As described in this section, several projects to improve crossborder travel capacity and security are under various planning and execution stages. However, most of these projects have limited funding available for implementation.

The U.S. Department of Homeland Security has begun to implement the US-VISIT program, which will lead to an automated entry/exit system for crossborder travelers at the land POEs. Incorporating smart border technologies to optimize security screenings of people, vehicles, and trade at the POEs will be crucial to facilitate crossborder travel while enhancing security at the border.

Land POEs, Highways, and Transit

San Ysidro POE Realignment

The U.S. General Services Administration (GSA) is leading a project to upgrade and expand the San Ysidro border station to increase efficiency, security, and safety for federal agencies and crossborder travelers. In 2002, GSA prepared a Feasibility Study that developed four expansion options, including facility layouts and north-south traffic routes. Three of the four options were devised to align with a southbound crossing point at the proposed Virginia Avenue-El Chaparral facility in Tijuana, located west of the current crossing. The fourth option would maintain the current routing of southbound and northbound traffic via I-5.

In 2003, GSA initiated the preparation of an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) in cooperation with Caltrans. A draft EIS/EIR is scheduled to be completed in fall 2006. Construction of this project is anticipated to begin in 2009 and be completed in 2013, pending the allocation of additional funding.

A concept currently under discussion by private transit operators and CBP is the implementation of Advanced Bus Manifests. This program would allow enrolled transit operators to transmit passenger travel information to CBP in advance to expedite the identification process at the POE.

5 For land border crossings, SENTRI and FAST program cards as well border crossings cards (i.e. laser visas) also are anticipated to be acceptable under this Initiative.
More frequent service for the Blue Line Trolley is planned for phased implementation in the Regional Transportation Plan (RTP). In the off-peak, frequencies would increase to 10 minutes from the current 15 minutes in 2010, and to 7.5 minutes by 2020. Peak frequencies will remain at 7.5 minutes.

Las Americas Pedestrian Bridge

In 1998, the City of San Diego Redevelopment Agency received a proposal from a private developer for the construction of a tolled crossborder pedestrian bridge west of the San Ysidro POE. The bridge is part of the International Gateway of the Americas project. It would span the Tijuana River and connect the Las Americas site (west of the southern terminus of Virginia Avenue) and an area of commercial development in north Tijuana.

The goals of the project are to decrease traffic congestion at the San Ysidro-Puerta México POE, increase pedestrian crossings through the Las Americas shopping center to promote economic growth, and establish a world-class gateway.

Two Presidential Permit applications for this project have been submitted to the U.S. Department of State (DOS) since 1999, but no approvals have been granted. A new application to U.S. DOS is anticipated in late 2006.

Transportation Improvements Serving the Otay Mesa POE

Interim State Route (SR) 905 (SR 905/Otay Mesa Road) links the Otay Mesa POE to the regional highway system. The first segment of the SR 905 extension, from the Otay Mesa POE to Airway Road, opened to traffic in September 2005. Construction of the second segment, from east of I-805 to Airway Road, is scheduled to begin in early 2007 and would take three to four years to complete. The City of San Diego is working on improvements to the southbound truck route serving the Otay Mesa Commercial POE, which are anticipated to be finalized in 2010. Cost increases, especially related to right-of-way acquisition, and funding shortfalls have delayed the completion of these projects.

Scheduled to open in early 2007, the Southbay Expressway (SR 125 Toll Road) will provide a new north-south corridor linking the border area and eastern Chula Vista to the rest of the San Diego region. This toll road is being funded through a public-private partnership.

As a result of the MTS Comprehensive Operational Analysis, improvements to bus Route 905 were implemented in September 2006. Route 905 now operates with 30-minute frequencies (instead of only morning and afternoon peak periods) until 8:25 p.m. During peak periods, additional service is provided to Otay Mesa business parks (Route 905A). Also, there is new transit service on weekends every 30 minutes. The end point of bus Route 905 is at the Iris Avenue Trolley Station, while Route 929 provides service between the Iris Avenue Trolley Station and the San Ysidro Trolley Station. Route 929 increased its services to 15-minute frequencies all day on weekdays and 30-minute service on weekends.

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6 City of San Diego Redevelopment Agency, Las Americas Pedestrian Bridge Fact Sheet, 2005.
The planned South Bay Bus Rapid Transit (BRT) will provide direct service between the Otay Mesa POE and downtown San Diego. This BRT route would travel on the South Bay Expressway, I-805, and SR 94, and would serve the developing communities in eastern Chula Vista. Service between eastern Chula Vista and downtown San Diego would be implemented in 2010, and the extension to the Otay Mesa POE is anticipated to begin operations in 2015.

Tecate POE

Upgrades to the Tecate POE were completed in 2005. Planning is underway for a new Commercial Vehicle Enforcement Facility, which is anticipated to be built by late 2008.

Federal agencies in Mexico and the United States are investigating ways to better connect the Tecate POE with the proposed Mexican Commercial Vehicle Customs Facility (700 meters to the east of the existing POE). One proposal is a 700-meter sterile corridor (fenced truck route) between both border stations, while the other is construction of a U.S. Commercial Vehicle POE directly across from the proposed Mexican facility.

Proposed East Otay Mesa-Otay II POE

Caltrans is sponsoring the development of a new border crossing at East Otay Mesa. The East Otay Mesa POE will be linked to SR 905 and the South Bay Expressway via the future SR 11. In Mexico, the Otay II border station will connect to the Tijuana-Tecate Toll Road and the Tijuana-Rosarito corridor.

In January 2006, the U.S. DOS sent the Embassy of Mexico a diplomatic note stating the interest of the U.S. federal government in the construction of a new border crossing at East Otay Mesa. A response from the Embassy of Mexico was forwarded to U.S. DOS in May 2006 indicating the Mexican government’s interest in conducting the necessary feasibility studies on both sides of the border.

The proposed East Otay Mesa POE and SR 11 are currently in the environmental phase. Caltrans will prepare a Tiered or Programmatic environmental document. The first phase will consist of a preliminary environmental document that will cover the footprint for both the POE and SR 11. This will allow for protection of the corridor and will improve the ability to compete for capital funding. The second phase would include project-level environmental documents developed separately for each portion of the project.

The cost of SR 11 is estimated to range between $230 million and $280 million. While approximately $9 million is programmed for SR 11, no additional funding sources have been identified. As noted in the Transportation Funding Revenues White Paper, certain transportation corridors—such as SR 11—may be candidates for Public Private Partnerships (PPPs), pending findings of financial feasibility studies.

In Mexico, Tijuana’s Municipal Planning Institute (Instituto Municipal de Planeación or IMPlan) coordinated the preparation of a Partial Program for the Improvement of Mesa de Otay Este (Programa Parcial de Mejoramiento de la Mesa de Otay Este), which covers the period from 2004 to 2025. This document considered the location of the future Otay II POE in Mesa de Otay Este. It also developed a circulation study to analyze three alternatives to link the proposed POE to Tijuana’s
regional transportation network. Concurrently with the preparation of the Partial Program, in August 2005, the Municipality of Tijuana issued a resolution that restricts the use of a 37-hectare parcel adjacent to the international border in Mesa de Otay Este for the future Otay II POE.

Binational coordination of planning and implementation activities for the proposed East Otay Mesa-Otay II POE and connecting roads will be accomplished through the East Otay Mesa-Otay II POE Technical Commission under the San Diego-Tijuana Border Liaison Mechanism. This Technical Commission was established in June 2006 and held its first meeting in July 2006. Staffs from U.S. Federal Highway Administration and the Mexican Secretariat of Communications and Transportation are co-chairs of this Technical Commission.

Proposed Jacumba-Jacumé POE

An additional port of entry is being considered as a long-term project east of Tecate. In 2000, SANDAG and Caltrans evaluated a future border crossing linking Jacumba, in southeastern San Diego County, and Jacumé, in the Municipality of Tecate, Mexico. The State of Baja California Secretariat of Infrastructure and Urban Development (SIDUE) also has considered this location for a future port of entry in its long-range planning work.

Representing the state governments, both Caltrans and SIDUE have made presentations on this future POE to the United States-Mexico Binational Group on Bridges and Border Crossings for the past several years. Currently, no additional planning activities are being conducted to advance the implementation of the Jacumba-Jacumé POE.

Freight Rail and Maritime Transportation

The San Diego & Arizona Eastern (SD&AE) Railway connects the San Diego region to the north via the Burlington Northern Santa Fe and Union Pacific Railways. The SD&AE also links San Diego to the Imperial Valley via the Tijuana-Tecate Railway, which is owned by Mexico, and the SD&AE Desert Line. The Desert Line was reopened to limited service in 2005. Further rehabilitation of both the Desert and Tijuana-Tecate Lines and restoration to modern service is necessary to improve the market potential of this route for international and interstate movement of goods in, out, and through the Southern California-Baja California region.

Rehabilitation of the Desert Line to modern service would likely attract companies with east-west shipping interests to locate in northern Baja California. In addition, proposals to expand facilities at the Ports of San Diego and Ensenada (Mexico) and a proposal for a new Baja California seaport and rail line at Punta Colonet (south of Ensenada) are likely to affect crossborder freight transportation. No evaluation of those potential impacts has been conducted at this time.

Crossborder Airport Terminal

Since the late 1990s, the concept of a crossborder passenger terminal has been discussed to improve access for travelers from the United States to the Tijuana International Airport. Travelers would park at a terminal to be located in the community of Otay Mesa and proceed to the Tijuana Airport via a secured walkway. This airport serves passenger and cargo with routes to major cities in Mexico.

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7 Secretaría de Desarrollo Urbano and IMPlan, Programa Parcial de Mejoramiento de la Mesa de Otay Este, en la ciudad de Tijuana, Baja California, 2005
8 XVIII Ayuntamiento de Tijuana, Declaratoria de Destino para la Localización del Puerto Fronterizo Otay II, 2005
In 1998, the South County Economic Development Council conducted a study that concluded that a crossborder terminal would reduce vehicular congestion at the San Ysidro and Otay Mesa POEs by as much as three percent.\(^9\) According to the study, direct foreign flights would increase the economic activity along the Otay Mesa-Tijuana corridor and extend the operational life of the San Diego International Airport. Surveys conducted at the Tijuana airport for this study estimated that 1.09 million annual passengers originate from Southern California.

In December 2005, the possibility of the crossborder terminal was discussed with Mexican government officials during a trade mission to Mexico City arranged by the San Diego Regional Chamber of Commerce’s Mexico Business Center. In July 2006, the San Diego County Regional Airport Authority’s Board accepted its Strategic Planning Committee recommendation to develop a scope of work for a crossborder terminal development with participation from other stakeholder agencies, including the operator of the Tijuana International Airport. In October 2006, the Authority’s Board directed staff to proceed with one task of the market demand study for a crossborder airport connection to identify feasibility issues, including legal and regulatory..\(^{10}\)

**Issues and Policy Implications**

As described earlier in this paper, several projects to add crossborder travel capacity or improve operations are under development or have been proposed as future solutions. The following are the primary challenges for timely project implementation:

- Shortfalls of traditional funding sources for POE infrastructure and operations as well as for transportation facilities serving POEs.
- Binational coordination and collaboration is required with a myriad of local, regional, state, and federal agencies in the United States and Mexico.
- Lack of clear understanding among governmental agencies on how each agency’s project priorities are established.

In addition, development pressure and rapid growth in border communities conflict with the long lead-time for project implementation and can preclude crossborder transportation improvements as land develops for other uses. For example, vacant land available in Tijuana for the future Otay II border crossing has been urbanized over the years. Understanding this situation, the Municipality of Tijuana has taken steps to restrict the use of the only vacant area adjacent to the international border for the proposed Otay II POE.

The challenges outlined above can lead to opportunities to work with policymakers to advance transportation projects, with the goal of reducing congestion and crossborder delay while enhancing security and improving the economy. As described in the Transportation Funding Revenues White Paper, it will be important for the San Diego region to be an active participant as enabling state or federal legislation is drafted to implement PPPs or public tolled facilities.

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\(^{10}\) San Diego County Regional Airport Authority, Authority Board Meeting; July 24, 2006, September 7, 2006, and October 2, 2006.
RECOMMENDATIONS

For RTP Update

It is recommended that the RTP consider projected growth in northern Baja California and the San Diego region, in conjunction with the crossborder projects described in this paper, to evaluate future crossborder travel demand.

Also, it is recommended that a financial feasibility assessment of SR 11 and the East Otay Mesa POE be conducted to evaluate the viability of using tolls and/or fees to establish a revenue stream that would cover the overall project costs, including the ability of the project to attract capital (debt or private equity) at a reasonable cost.

For Future Analysis

As proposals for maritime and freight rail projects move forward in the Southern California-Baja California region, an evaluation of the implications for crossborder freight movements at the California-Baja California POEs is recommended to be undertaken, as well as an analysis of the potential use of rail for crossborder passenger service.

It is recommended that SANDAG monitor developments related to the proposed crossborder airport terminal, in the context of airport planning activities in the region.

Also, it is recommended that DHS explore and implement state-of-the-art technologies and processes at the POEs to achieve the dual goals of facilitating the crossborder movement of people and goods, while securing the international border (e.g., stacked booths, all lanes SENTRI-compatible, and electronic seals for cargo containers). These processes should include contingency plans developed in partnership with agencies in Mexico in case of emergency situations at the POEs. Expansion of effective programs such as FAST and SENTRI to include additional lanes for trucks, buses, and private vehicles, as well as dedicated lanes for pedestrians and bicycles also should be considered.

In addition, it is recommended that economic impacts due to delays at the San Diego-Baja California region POEs be estimated periodically as new border crossing and wait time data becomes available.
DOCUMENTO DE TRANSPORTE TRANSFRONTERIZO

ANTECEDENTES

Durante años, las estaciones de radio y televisión han transmitido informes de tránsito sobre las vialidades importantes en la región de San Diego. Sin embargo, fue hasta años recientes que dichos informes de tránsito comenzaron a transmitir información sobre el número de vehículos y peatones en espera para cruzar en los cruces fronterizos de Tijuana-San Diego.

Todos los días, aproximadamente 68,000 vehículos de pasajeros y 30,000 peatones viajan desde México a través de las garitas de entrada (GsDE) de San Ysidro, Otay Mesa y Tecate. Más de 2,500 tractocamiones en dirección hacia el norte también cruzan la frontera en Otay Mesa y Tecate de manera cotidiana. Se estima que una cantidad similar de cruces fronterizos se dirigen hacia el sur.

Las regiones fronterizas enfrentan el reto de equilibrar la seguridad con el movimiento eficiente de personas y bienes a través de las GDE internacionales. Con el paso del tiempo, las demoras en la frontera han aumentado y se han tornado impredecibles. Dichas demoras – particularmente en dirección hacia el norte – son el resultado del crecimiento en el número de viajes transfronterizos, a que la infraestructura de transporte no se ha mantenido a la par con dicho crecimiento y a la implementación de revisiones de seguridad más estrictas.

Objetivos para el Plan Regional de Transporte (RTP, por sus siglas en inglés) 2007

Los objetivos del Documento de Transporte Transfronterizo del RTP 2007 son tres:
1. Evaluar las condiciones actuales de los viajes transfronterizos.
2. Identificar las necesidades actuales y futuras de transporte multimodal que agilicen los viajes transfronterizos, con base en una evaluación del crecimiento proyectado para la región fronteriza San Diego-Tijuana.
3. Evaluar potenciales fuentes de financiamiento, tradicionales e innovadoras, para facilitar la implementación de infraestructura de transporte y de garitas de entrada.

Antecedentes

Garitas de Entrada en la Región San Diego-Baja California: Condiciones Actuales

Son tres las GsDE que conectan la región de San Diego y Baja California. El cruce fronterizo San Ysidro-Puerta México da servicio a vehículos de pasajeros y peatones, mientras que las GDE Otay Mesa-Teca y Tecate-Tecate dan servicio a vehículos de pasajeros, peatones y vehículos comerciales. Las inspecciones ferroviarias se realizan en el patio ferroviario de San Ysidro. La Figura 1 muestra la región fronteriza y las tres GDE.

San Ysidro-Puerta México

La GDE de San Ysidro es el cruce fronterizo de pasajeros más transitado en la frontera México-Estados Unidos. De hecho, se le considera como la garita de entrada terrestre más transitada en el mundo. Opera las 24 horas del día, siete días de la semana, representado aproximadamente el 70 por ciento de los cruces vehiculares y más del 80 por ciento de las personas que cruzan a pie a la región de San Diego.
Figura 1
Garitas de Entrada San Diego-Baja California
Cuatro de los 24 carriles de inspección primaria vehicular en la GDE de San Ysidro pueden ser usados como carriles exclusivos para viajeros SENTRI\(^1\), en donde los viajeros y vehículos que han sido aprobados, después de la verificación de antecedentes e inspecciones, cruzan la frontera en forma más rápida. Los carriles vehiculares SENTRI operan de las 4 a.m. a la medianoche siete días de la semana. Una instalación peatonal independiente da servicio a las personas que cruzan a pie. Desde septiembre de 2004 existe también un carril peatonal SENTRI como programa piloto, que opera durante las horas pico de cruce (de las 5 a las 9 a.m. y de las 3 a las 7 p.m.) entre semana.

Las instalaciones para cruce peatonal dan servicio también a ciclistas. Después de un aumento importante en viajeros que cruzan la frontera en bicicleta, posterior al 11/9, CPB permitió que los ciclistas fueran procesados con prioridad a los demás peatones en la línea. Sin embargo, este proceso agilizado se concluyó en mayo de 2006, porque de acuerdo a CBP, algunos viajeros transfronterizos rentaban bicicletas justo antes del cruce solo para adelantarse en la línea peatonal.\(^2\)

Para atender a los ciclistas transfronterizos que continúan su viaje en otros modos, Caltrans construyó una pequeña instalación que cuenta con anaqueles para colocar unas 15 bicicletas al oeste de la Interestatal 5 (I-5) (en Camiones Way). Una segunda instalación para colocar bicicletas se localizará al este de la I-5 (en San Ysidro Boulevard junto a la entrada a la carretera I-5/San Ysidro Boulevard), la cual permitirá estacionar aproximadamente 115 bicicletas y se espera que se haya construido en la primavera de 2007.

El Centro de Transporte Intermodal de San Ysidro, concluido en el 2005 y adyacente a la GDE de San Ysidro, mejora el acceso peatonal a la Línea Azul del Trolley, a camiones suburbanos, taxis, autobuses y otras unidades de transporte (shuttles). Se estima que más de 28,000 personas tienen acceso diario a los servicios de transporte público en este lugar.

**Otay Mesa-Mesa de Otay**

La GDE de Otay Mesa es el cruce comercial fronterizo más transitado en la frontera México-California. De todas las GsDE comerciales México-Estados Unidos, Mesa de Otay-Otay Mesa es la tercera más importante en cuanto al valor comercial, después de las GsDE de Laredo y El Paso, Texas. En el 2005, la estación fronteriza Otay Mesa-Mesa de Otay procesó $24.4 mil millones de dólares de mercancía en ambos sentidos, transportados en más de 1.4 millones de camiones. El horario de operación de cruce comercial hacia San Diego (camiones cargados) es de las 6 a.m. a las 8 p.m. únicamente en días de semana.

En el 2005, el programa Free and Secure Trade (FAST) empezó a operar en la GDE de Otay Mesa. FAST es un proceso comercial que se ofrece a importadores, transportistas y conductores registrados, previamente aprobados, que resulta en un cruce de la frontera más ágil.

Desde el 2003, las instalaciones para revisión de pasajeros operan las 24 horas del día, los siete días de la semana y procesan aproximadamente una cuarta parte del total de cruces de vehículos de pasajeros y camiones en dirección hacia el norte. Otay Mesa cuenta con un total de 14 líneas para revisión de vehículos de pasajeros. Un carril es dedicado a SENTRI, el cual que opera de las 5 a.m. a las 8 p.m., siete días a la semana. Las personas que cruzan a pie se procesan en una instalación peatonal independiente.

El Sistema Metropolitano de Tránsito (MTS) opera la Ruta de Autobús 905 entre la GDE de Otay Mesa y las Estaciones Iris y San Ysidro del Trolley. En el 2005, casi 44,100 pasajeros viajaron en la Ruta MTS 905.

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2. Antes de 9/11 (11/9), se hace la revisión de los ciclistas en las casetas de inspección primarias para los carriles SENTRI actuales. Sin embargo, a partir de esa fecha, la CBP ha cambiado a todos los ciclistas a la instalación peatonal por cuestión de seguridad.
Tecate-Tecate

La GDE de Tecate es la más pequeña de los tres cruces terrestres fronterizos en la región San Diego-Baja California. La instalación de revisión de pasajeros opera siete días a la semana entre las 5 a.m. y las 11 p.m. con dos carriles de revisión para vehículos de pasajeros. La estación fronteriza también maneja vehículos comerciales. Los camiones con carga que se dirigen hacia el norte se procesan de las 8 a.m. a las 4 p.m. todos los días entre semana.

Las figuras 2 y 3 muestran los datos del cruce fronterizo en sentido norte en las tres GsDE para peatones y vehículos de pasajeros, incluyendo autobuses. La figura 4 muestra los cruces de tractocamiones hacia el norte, así como el comercio México – EE.UU. por camión a través las GsDE comerciales de Otay Mesa y Tecate.

Figura 2
Cruces Peatonales Hacia el Norte

Fuentes: Aduanas y Protección Fronteriza de EE.UU., Oficina de Operaciones de Campo. Datos representan el año fiscal federal.
Figura 3
Cruces de Vehículos de Pasajero y de Camión hacia el Norte

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Figura 4
Cruces de Camión hacia el Norte e Intercambio Comercial de Camiones en ambos sentidos por las GDE de Otay Mesa y Tecate

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Identificación de Problemas

A pesar del importante crecimiento de las operaciones comerciales en las GsDE de Otay Mesa-Mesa de Otay y Tecate-Tecate y de los vínculos sociales y económicos que existen entre la región de San Diego y Baja California, pocas son las mejoras a la infraestructura de cruces fronterizos que se han implementado en la frontera durante los últimos 20 años. El proyectado aumento poblacional y el crecimiento continuo en el intercambio comercial resultarán en mayores demandas sobre la infraestructura existente.

En un día típico, aproximadamente 160,000 personas cruzan por la frontera de México hacia la región de San Diego usando vehículos privados, camiones o a pie. Se anticipa que los volúmenes actuales (2005) del tránsito vehicular transfronterizo se duplicarán para el año 2030.

El aumento en el congestionamiento y las demoras de los movimientos de carga y viajes personales transfronterizos se han tornado más impredecibles. Se estima que dichas demoras representaron un costo a las economías de San Diego y Baja California de casi $4.2 mil millones de dólares en pérdida de productividad y una pérdida de más de 35,000 empleos en el año 2005. Se proyecta que tanto la pérdida de productividad como la de empleos, por lo menos se duplique en los próximos diez años, si no se toman las medidas necesarias para mejorar los cruces fronterizos, la infraestructura y el manejo del transporte. ³ La calidad del aire en la frontera también es impactada por los tractocamiones y vehículos privados cuyos motores operan sin desplazarse.

Mientras que la misión de U.S. Customs and Border Protection (CBP) es la seguridad nacional, una de las metas estratégicas de CPB es “agilizar el movimiento eficiente de carga legítimo y de personas.”⁴ CBP ha implementado programas tales como SENTRI y FAST para agilizar los cruces fronterizos a participantes previamente evaluados. Operan un máximo de cuatro carriles vehiculares y uno peatonal SENTRI en San Ysidro y funciona un carril vehicular SENTRI en Otay Mesa, pero hasta dichos carriles padecen de congestionamiento durante horas pico. Para lograr las metas de CBP se requerirá de enfoques innovadores en el manejo de la infraestructura actual de las GsDE, así como del desarrollo y operación de nuevos cruces fronterizos.

También se requiere mejor acceso intermodal para peatones. No hay forma de recoger a peatones que cruzan de México hacia EE.UU. de manera conveniente, ya que no existen espacios para estacionamiento de corto tiempo en el área de las GsDE de San Ysidro y Otay Mesa. Por otro lado, a diferencia de la Línea Azul del Trolley en San Ysidro, la parada de la Ruta MTS 905 no se encuentra adyacente a las instalaciones de revisión de la GDE de Otay Mesa.

El desarrollo de nuevos cruces fronterizos y las vialidades de acceso o mejoras a los mismos, es más complejo que implementar proyectos de transporte dentro de la región de San Diego. Además de compartir rezagos presupuestales similares, los proyectos de las GsDE requieren coordinación estrecha y colaboración con dependencias de gobierno en ambos lados de la frontera internacional a niveles federal, estatal, regional y municipal. El desarrollo de estos proyectos incluye las estaciones fronterizas en cada país, así como las vialidades que conectan dichas estaciones fronterizas con la red de transporte regional. Varias entidades son responsables de distintas actividades de planificación, aprobación e implementación en los Estados Unidos y México, lo cual resulta en tiempos más largos para terminación de dichos los proyectos.

Cabe mencionar que también existe inquietud en la comunidad en relación a los posibles impactos de la implementación del programa US-VISIT en el tránsito vehicular con dirección hacia el sur, y que provoque congestionamientos en las Interestatales 5 y 805 y conectores locales en San Ysidro. Además, la Iniciativa de

Viaje en el Hemisferio Occidental (WHTI, por sus siglas en inglés) requerirá que los ciudadanos estadounidenses, mexicanos y canadienses que ingresen o regresen a los Estados Unidos por medio de GsDE terrestres porten un pasaporte válido partir del 1 de enero de 2008.5

Tanto las GsDE terrestres como las carreteras regionales de acceso son un componente integral de corredores de intercambio comercial internacional y nacional. En virtud de que los beneficios del intercambio comercial se reflejan más allá de la región de San Diego, a todo el estado de California y EE.UU., es vital garantizar los recursos estatales y federales necesarios para mejorar dicha infraestructura de los corredores comerciales.

DIALOGO

Potenciales Soluciones/Alternativas

Como se describe en esta sección, existen varios proyectos para mejorar la capacidad y seguridad de viaje que están en diversas etapas de planificación e implementación, sin embargo, la mayoría de estos solo cuentan con fondos limitados para su implementación.

El Departamento de Seguridad Nacional de EE.UU. empezó la implementación del programa US-VISIT, el cual resultará en un sistema automatizado de entradas y salidas para viajeros transfronterizos en las GsDE terrestre. Para su operación y para optimizar las revisiones de seguridad de personas, vehículos e intercambio comercial en las GDE, será esencial incorporar tecnologías inteligentes en la frontera, de forma que se agilicen los viajes transfronterizos y se fortalezca la seguridad en la frontera.

GDE Terrestres, Carreteras y Tránsito

Realineamiento de la GDE de San Ysidro

La Administración General de Servicios de EE.UU. (U.S. General Service Administration, GSA) está a cargo de un proyecto para mejorar y ampliar la estación fronteriza de San Ysidro y fortalecer la eficiencia, integridad y seguridad de las dependencias federales y los viajeros transfronterizos. En el 2002 la GSA preparó un Estudio de Factibilidad, mismo que consideró cuatro opciones de ampliación, incluyendo la redistribución de instalaciones y de las rutas de tránsito norte-sur. Tres de las cuatro opciones se diseñaron de forma tal que el punto de cruce hacia el sur pueda ser por las instalaciones propuestas en la Ave. Virginia -El Chaparral, situadas al oeste del cruce actual. La cuarta opción mantiene las rutas actuales de tránsito hacia el norte y hacia el sur por la carretera I-5.

En el 2003 la GSA inició la elaboración de una Declaración de Impacto Ambiental (EIS)/Reporte de Impacto Ambiental (IER) en colaboración con Caltrans. Se tiene programado contar con el borrador del EIS/EIR en otoño de 2006. La construcción de dicho proyecto se tiene programada iniciar en el 2009 y concluir en el 2013, a reserva de que se consiga financiamiento adicional.

Un concepto actualmente bajo discusión por parte de operadores privados de transporte público y CBP es la implementación de Manifiestos Avanzados de Autobuses. Dicho programa permitiría a los operadores de tránsito transmitir información sobre el viaje de los pasajeros a CBP por adelantado, para de esta forma agilizar el proceso de identificación en la GDE.

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5 Para cruces fronterizos terrestres, se prevé que las credenciales de los programas SENTRI y FAST así como micas (i.e. visas laser) también sean aceptables bajo esta iniciativa.
El Plan de Transportación Regional (RTP) contempla la implementación en fases de un servicio más frecuente para la Línea Azul del Trolley fuera de horarios pico, la frecuencia aumentaría en el 2010 de los actuales 15 minutos a cada 10 minutos y a cada 7.5 minutos en el 2020. La frecuencia durante el periodo pico continuaría siendo cada 7.5 minutos.

Puente Peatonal Las Américas

En 1998, la Agencia de Re-desarrollo de la Ciudad de San Diego recibió una propuesta de parte de un desarrollador privado para la construcción de un puente peatonal transfronterizo de cuota al oeste de la GDE de San Ysidro. El puente es parte del proyecto Internacional Gateway of the Américas, que cruzaría la canalización del Río Tijuana y conectaría los terrenos de Las Américas (al extremo oeste de la Ave. Virginia) con el área de desarrollo comercial al norte de Tijuana.

De acuerdo al proyecto, las metas de éste son reducir el congestionamiento vial en la GDE San Ysidro-Puerta México, incrementar los cruces fronterizos vía el centro comercial de Las Américas para promover crecimiento económico y establecer un cruce de clase mundial.

Desde 1999 se han entregado dos solicitudes para Permisos Presidenciales para este proyecto al Departamento de Estado de EE.UU. (DOS), aunque aún no se ha otorgado aprobación alguna. Se prevé una nueva solicitud al DOS a finales de 2006.

Mejoras al Sistema de Transporte que da servicio a la GDE de Otay Mesa

La Ruta Estatal interina (SR) 905 (SR 905/Otay Mesa Road) vincula a la GDE de Otay Mesa con el sistema regional de carreteras. El primer segmento de la extensión SR 905, que comprende de la GDE de Otay Mesa a Airway Road, se abrió al tránsito en septiembre de 2005. Se tiene programado iniciar la construcción del segundo segmento, desde el este de la I-805 hasta Airway Road, a inicios de 2007 y se tardaría de tres a cuatro años en concluir. La Ciudad de San Diego está trabajando en mejoras a la ruta para camiones de exportación hacia el sur misma que da servicio a la GDE Comercial de Otay Mesa y que se espera finalizarse en e 2010. El aumento en costos, particularmente los de adquisición de derechos de vía, así como los rezagos presupuestales, han demorado la terminación de dichos proyectos.

El Southbay Expressway (SR 125 Toll Road), cuya apertura está programada a principios de 2007, será otro corredor norte-sur que conectará al área fronteriza y la parte este de Chula Vista con el resto de la región de San Diego. Esta nueva carretera de cuota es financiada a través de una alianza pública-privada.

Como resultado del Análisis Operativo Completo de MTS (MTS Comprehensive Operational Analysis), se programaron mejoras a la Ruta de Autobús 905 a partir de septiembre de 2006. Ahora la Ruta 905 opera durante el día con frecuencia de cada 30 minutos (en vez de limitarse solo a períodos pico durante la mañana y tarde), ampliando el servicio hasta las 8:25 p.m. Durante períodos pico, se ofrece un servicio adicional a los parques industriales del área de Otay Mesa (Ruta 905A). También hay un nuevo servicio de transporte público cada 30 minutos los fines de semana. El punto final de la Ruta de Autobús 905 es la Estación de Trolley de Iris Avenue, mientras que la Ruta 929 ofrece servicio entre la Estación de Trolley de Iris Avenue y la Estación de Trolley de San Ysidro. La Ruta 929 aumentó la frecuencia del servicio a cada 15 minutos durante todo el día entre semana y a 30 minutos los fines de semana.

6 City of San Diego Redevelopment Agency, Las Americas Pedestrian Bridge Fact Sheet, 2005.
El Transporte Rápido de Autobuses de South Bay (South Bay Bus Rapid Transit, BRT) brindará servicio directo entre la GDE de Otay Mesa y el centro de San Diego. Esta Ruta BRT viajaría por la carretera South Bay Expressway, la I-805 y la SR 94, dando servicio a los desarrollos y comunidades del este de Chula Vista. El servicio desde el este de Chula Vista al centro de San Diego iniciará en e 2010 y la extensión a la GDE de Otay Mesa se prevé para el 2015.

GDE de Tecate

Las mejoras a la GDE de Tecate se completaron en el 2005. Se hacen planes para una nueva Instalación de Revisión para Vehículos Comerciales, cuya construcción se prevé finalice en el 2008.

Las dependencias federales en México y los Estados Unidos están explorando formas para mejorar la conexión de la GDE de Tecate con la instalación aduanal de vehículos comerciales en México (700 metros al este de la actual GDE). Una de las propuestas es un corredor fiscal de 700 metros (ruta bardeada para camiones) entre ambas estaciones fronterizas, mientras que otra propone la construcción de una nueva GDE para vehículos comerciales de EE.UU. directamente al frente de la instalación mexicana en proyecto.

Propuesta de la GDE East Otay Mesa-Otay II

Caltrans encabeza los trabajos para el desarrollo de un nuevo cruce fronterizo al este de Otay Mesa. La GDE de East Otay Mesa estará conectada a la SR 905 y al South Bay Expressway por medio de la SR 11. En México, la estación fronteriza Otay II tendrá acceso por la Carretera de Cuota Tijuana-Tecate y el corredor Tijuana-Rosarito.

La propuesta GDE East Otay Mesa y la SR 11 actualmente están en la fase de análisis ecológico. Caltrans prepara un documento ambiental en fases o programático. La primera fase consistirá en un documento preliminar de medio ambiente que comprenderá el espacio de la ruta SR 11 y la propuesta GDE. Con ello se protegerá el corredor y mejorará la capacidad para competir por financiamiento federal. La segunda fase incluiría documentos ambientales a nivel proyecto, desarrollados independientemente para cada una de las partes del mismo.

Se estima que el costo de la SR 11 será entre $230 millones y $280 millones de dólares. Aunque ya se tienen programados aproximadamente $9 millones de dólares para la SR 11, no se han identificado fuentes adicionales de financiamiento. El documento de investigación sobre Ingresos para Financiar al Transporte, identifica a ciertos corredores – tales como la SR 11 – que podrán ser candidatos para ser financiados por Alianzas Público-Privadas (Public Private Partnerships, PPPs), a reserva de los resultados que arrojen los estudios de factibilidad financiera.

En México, el Instituto Municipal de Planeación de Tijuana, IMPlan, coordinó la elaboración de un Programa Parcial para Mejoramiento de la Mesa de Otay Este que cubre el período de 2004 a 2025. Dicho documento consideró la ubicación de la futura GDE Otay II en la Mesa de Otay Este. También desarrolló un estudio de circulación para analizar las tres alternativas para conectar la propuesta GDE a la red de transporte regional de Tijuana. A la par de la preparación del Programa Parcial, en agosto de 2005, el Municipio de Tijuana otorgó una resolución que restringe el uso de una parcela de 37 hectáreas adyacente a la frontera internacional en Mesa de Otay Este para la futura GDE Otay II.

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7 Secretaría de Desarrollo Urbano e IMPlan, Programa Parcial de Mejoramiento de la Mesa de Otay Este, en la ciudad de Tijuana, Baja California, 2005.

8 XVIII Ayuntamiento de Tijuana, Declaratoria de Destino para la Localización del Puerto Fronterizo Otay II, 2005.
La coordinación binacional de actividades de planificación e implementación para la GDE Otay Mesa East – Otay II y las vialidades de acceso se logrará a través de la Comisión Técnica de la propuesta GDE Otay Mesa East – Otay II en el marco del Mecanismo de Enlace Fronterizo San Diego-Tijuana. La Comisión Técnica fue establecida en junio de 2006 y llevó a cabo su primera reunión en julio de 2006. Personal de la Administración Federal de Carreteras de EE.UU. y de la Secretaría de Comunicación y Transportación de México copresiden de esta Comisión Técnica.

GDE Propuesta para Jacumba-Jacumé

Está en consideración una garita de entrada adicional, como proyecto a largo plazo, al este de Tecate. En el 2000, SANDAG y Caltrans evaluaron un futuro cruce fronterizo que conecta Jacumba, al sudeste del Condado de San Diego, con Jacumé, en el Municipio de Tecate, México. La Secretaría de Infraestructura y de Desarrollo Urbano (SIDUE) del Estado de Baja California también ha considerado este sitio para una futura garita de entrada un su trabajo de planificación a largo plazo.

Representando a los gobiernos estatales, tanto Caltrans como SIDUE han realizado presentaciones sobre dicha propuesta al Grupo Binacional de Puentes y Cruces Fronterizos México-Estados Unidos durante los últimos años. Actualmente, no se están realizando actividades de planificación adicional para promover la implementación de la GDE Jacumba-Jacumé.

Transportación Marítima y Ferroviaria de Carga

El ferrocarril San Diego & Arizona Eastern (SD&AE) Railway conecta a la región de San Diego hacia el norte, a través de las ferrovías de Burlington Northern Santa Fe y de Union Pacific. El SD&AE también conecta a San Diego con el Valle Imperial por medio de la Ruta Corta Tijuana-Tecate, propiedad de México y la Línea del Desierto (SD&AE Desert Line). La Línea del Desierto fue reinaugurada para dar servicio limitado en el 2005. Sin embargo, para mejorar el potencial de mercado de esta ruta es necesario hacer mejoras adicionales, tanto la Línea del Desierto, como al segmento Tijuana-Tecate y así proporcionar un servicio moderno, necesario para el movimiento de bienes internacional e interestatal entrando, saliendo y atravesando la región del Sur de California-Baja California.

La rehabilitación de la Línea del Desierto, con un nivel de servicio moderno, muy probablemente atraería a empresas con interés en el transporte de carga marítima este-oeste, para que se ubiquen en el norte de Baja California. Adicionalmente, existen propuestas para ampliar las instalaciones en los Puertos de San Diego y Ensenada (México), además de una propuesta para un nuevo puerto marítimo en Baja California y una ruta de ferrocarril en Punta Colonet (al sur de Ensenada) que probablemente tendrán un impacto en el transporte de carga transfronteriza. Actualmente no se han evaluado dichos impactos potenciales.

Terminal de Aeropuerto Transfronteriza

Desde finales de 1990s, el concepto de una terminal de pasajeros transfronteriza se ha considerado para mejorar el acceso de viajeros de los Estados Unidos al Aeropuerto Internacional de Tijuana. Los viajeros se estacionarían en una terminal de pasajeros situada en la comunidad de Otay Mesa (Estados Unidos) y procederían al Aeropuerto de Tijuana a través de un conducto peatonal seguro. Dicho aeropuerto da servicio a pasajeros y carga con rutas a las principales ciudades de México.

En 1998, el Consejo de Desarrollo Económico del Sur del Condado de San Diego llevó a cabo un estudio que concluyó que una terminal transfronteriza reduciría el congestionamiento vehicular en las GDE en San Ysidro y Otay Mesa en cerca del tres por ciento. Según el estudio, la existencia de vuelos del extranjero

directos incrementaría la actividad económica a lo largo del corredor Otay Mesa-Tijuana, al tiempo que ampliaría la vida operativa del Aeropuerto Internacional de San Diego. Las encuestas realizadas en el aeropuerto de Tijuana para dicho estudio estimaron que 1.09 millones de pasajeros anuales se originan en el sur de California.

En diciembre de 2005, una delegación comercial coordinada por la Cámara de Comercio Regional de San Diego y su Centro de Negocios con México, en visita a la ciudad de México, discutió la posibilidad de una terminal de pasajeros transfronteriza con funcionarios de gobierno mexicanos de ese país. En julio de 2006, el Consejo del San Diego County Regional Airport Authority aceptó la recomendación de su Comité de Planeación Estratégica para elaborar un programa de trabajo tendiente a desarrollar una terminal de pasajeros transfronteriza con la participación de otras dependencias interesadas, incluyendo al operador del Aeropuerto Internacional de Tijuana. En octubre de 2006 el Consejo de la Autoridad giró instrucciones para que se prepare una tarea del estudio de mercado de la demanda que tendrían las conexiones de la terminal transfronteriza de pasajeros para identificar preliminarmente asuntos relacionados con la factibilidad, incluyendo aspectos legales y normativos.10

**Temas e Implicaciones de Políticas**

Como fue descrito anteriormente en este documento, varios proyectos que mejorarían o ampliarían la capacidad para viajes transfronterizos se encuentran ya en desarrollo o han sido propuestos como posibles soluciones. A continuación se especifican los principales retos para la implementación oportuna de dichos proyectos:

- Rezagos en cuanto a fuentes tradicionales de financiamiento para la infraestructura y operación de GsDE, Así como para instalaciones de transporte que dan servicio a las GsDE.
- Se requiere la coordinación y colaboración binacional entre diversas dependencias locales, regionales, estatales y federales en EE.UU. y México.
- Falta un entendimiento claro entre dependencias de gobierno sobre la forma en que éstas establecen sus prioridades de proyectos.

Adicionalmente, la presión del desarrollo y el rápido crecimiento de las comunidades fronterizas se contraponen al prolongado tiempo que se requiere para implementar los proyectos. Esto puede evitarse si se hagan mejoras en el transporte transfronterizo, pues permite que algunos terrenos cambien su uso de suelo, como es el caso de los terrenos vacantes disponibles en Tijuana para el cruce fronterizo futuro Otay II, que se han urbanizado con el paso de los años. Entendiendo dicha situación, el Municipio de Tijuana llevó a cabo las medidas para restringir el uso de suelo de la única área vacante adyacente a la frontera internacional para la GDE propuesta Otay II.

Los retos señalados con anterioridad pueden generar oportunidades para colaborar con quienes están a cargo de la formulación de políticas que permitan avanzar en proyectos de transporte, con la meta de reducir el congestionamiento y las demoras en la frontera, al tiempo que se mejoren las condiciones de seguridad y de la economía. Como lo señala el documento sobre Ingresos para Financiar al Transporte, será importante que la región de San Diego sea un participante activo en los trabajos tendientes a redactar una legislación federal o estatal que permita las Alianzas Público-Privado o implementar instalaciones públicas de cuota.

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10 San Diego County Regional Airport Authority, Reuniones de la Mesa Directiva del 24 de julio, 7 de septiembre y 2 de octubre de 2006.
RECOMENDACIONES

Para la Actualización del Plan Regional de Transporte (PRT)

Se recomienda que el PRT considere el crecimiento proyectado para el norte de Baja California y la región de San Diego, en conjunto con los proyectos transfronterizos descritos en este documento, para evaluar la futura demanda de viajes transfronterizos.

También, se recomienda que se efectúe una evaluación de factibilidad financiera de la SR 11 y la GDE de East Otay Mesa, para evaluar la viabilidad de utilizar cuotas y/o cobros como fuente de ingresos que cubra el costo general del proyecto, incluyendo la capacidad para atraer capital (deuda o inversión privada) a un costo razonable.

Para Análisis Futuro

Se recomienda que conforme avancen las propuestas de proyectos ferroviarios de carga y marítimos en la región del Sur de California – Baja California, se realice una evaluación de las implicaciones para movimientos de carga transfronteriza en las GDE de California-Baja California, así como un análisis del uso potencial del ferrocarril para dar servicio a viajeros transfronterizos.

Se recomienda que, en el contexto de las actividades de planeación aeroportuaria en la región, SANDAG monitoree el desarrollo relativo a la propuesta de una terminal de pasajeros aeroportuaria transfronteriza.

Además, se recomienda que DHS explore e implemente el uso de tecnologías y procesos vanguardistas en las GDE para que logren la doble meta de agilizar el movimiento transfronterizo de personas y bienes, al tiempo que se mantiene la seguridad en la frontera internacional (por ejemplo, implementar unidades de inspección dobles, que todas las líneas sean compatible con SENTRI y sellos electrónicos para los contenedores de carga). Dichos procesos deberán incluir planes de contingencia desarrollados en conjunto con dependencias en México para situaciones de emergencias en las GsDE. También debe ser considerada la posibilidad de ampliar programas que han resultado efectivos, como el FAST y SENTRI, para incluir carriles adicionales para camiones, autobuses y vehículos privados, así como carriles exclusivos para peatones y bicicletas.

Además, se recomienda que los impactos económicos debidos a las demoras en las GsDE en la región de San Diego-Baja California, sean estimados periódicamente conforme nuevos datos sobre cruce fronterizos o tiempos espera estén disponibles.
Action Requested: INFORMATION

STATUS REPORT ON THE FOOTHILL-SOUTH CORRIDOR/
STATE ROUTE (SR) 241 TOLL ROAD

Introduction

At the August 4, 2006, SANDAG Board of Directors meeting, Board members raised questions regarding the inclusion of the Foothill-South/State Route (SR) 241 toll road project in SANDAG’s 2006 Regional Transportation Improvement Program (RTIP). Several Board members asked staff to work with Borders Committee to provide more information on the Foothill-South/SR 241 toll road and to document SANDAG’s involvement with the project.

On February 23, 2006, Transportation Corridor Agencies (TCA) certified the Final Subsequent Environmental Impact Report (SEIR) and selected the ‘Green’ alignment as the locally preferred alternative for Foothill-South. The Green alignment enters San Diego County and parallels San Mateo Creek in San Onofre State Park until it intersects Interstate 5 (I-5). Currently, TCA is completing the environmental process and obtaining the necessary permits from multiple governmental agencies before the project begins construction.

Borders Committee members had raised concerns about the environmental impacts of this project, in particular the impacts to the San Mateo Campground, San Mateo Creek and the Trestles surfing area. In response, SANDAG and TCA staff met last month to discuss the history and status of the project. Staff from TCA will provide a presentation to the Borders Committee and will be able to answer questions regarding the project.

Discussion

Background

Transportation Corridor Agencies is proposing to construct the Foothill-South Corridor as a limited access toll road from Interstate 5 (I-5) in San Diego County to the existing SR 241 in Orange County. Eleven miles of the 16-mile facility is located within Orange County and the Southern California Association of Governments (SCAG) region, while the segment of the road within the San Diego region will have an approximate length of five miles. Because the project travels through two regions, it must be included in both SANDAG and SCAG’s Regional Transportation Plans (RTP) and RTIPs.

Foothill-South is the last segment of the Foothill Toll Road, or SR 241. The project has been on Orange County’s Master Plan of Arterial Highways since 1981 and would extend SR 241 south from its current end at Oso Parkway to I-5 near San Clemente. Foothill-South would complete
Orange County’s 67-mile toll road system, which comprises of the Foothill (SR 241), Eastern (SR 241, 261, and 133), and San Joaquin Hills (SR 73) Toll Roads. The Toll Roads are part of the California state highway system but operated as a toll facilities by TCA.

The project was initially included in SANDAG’s 1996 RTP and is currently included as a six-lane toll road in the 2006 Revenue Constrained RTP, adopted in February 2006. The project was first added to SANDAG’s RTIP in 2004.

Foothill-South Corridor Project History and Environmental Review Process

Foothill-South, the proposed southern extension of SR 241 toll road to I-5, has been subject to planning efforts for more than 20 years by a wide range of local, regional, state, and federal agencies. Foothill-South is the final segment of a public toll road system that consists of SR 73, 133, 241, and 261. Today the 51-mile public toll road system operated by TCA is the largest network of toll roads in California.

On February 23, 2006, TCA certified the Final Subsequent Environmental Impact Report (SEIR) and selected the ‘Green’ alignment as the locally preferred alternative for Foothill-South as shown in Attachment 1. The Green alignment was one of the ten project alternatives equally analyzed in the draft environmental document released in May 2004. The Green alignment extends the toll road from Oso Parkway to I-5 near the San Diego County Line through the U.S. Marines Corp Base at Camp Pendleton. The project alternatives are shown in Attachment 2. This document evaluated the potential environmental, socio-economic, and traffic impacts of:

- Six toll road alignments;
- The widening of I-5 by two general purpose lanes from the I-405/I-5 interchange to the San Diego County line;
- The widening of arterial streets in South Orange County beyond what is currently planned; and
- Two “no action” alternatives under four different land use scenarios.

The alternatives were selected in November 2000 by the Federal Highway Administration (FHWA), U.S. Environmental Protection Agency (EPA), U.S. Fish & Wildlife Service (USFWS), U.S. Army Corps of Engineers (ACOE), Caltrans, and TCA.

SANDAG did not submit comments on the draft EIR because the project was consistent with the RTP and it did not impact the preserve areas where SANDAG has had input or participation. Many projects have significant biological impacts in the region and SANDAG has not taken a position on any of those projects.

The public comment period for the draft EIR ended in August 2004 with nearly 7,000 comments received. In December 2005, the Final EIR and response to comments were released. Following the certification of the Final EIR and selection of the preferred alternative, three lawsuits were filed to challenge the project.

The Foothill-South project is required to follow strict federal and state environmental guidelines and must get permits and approval from a multiple of government agencies before the project can be built. These agencies include FHWA, Marine Corps Camp Pendleton, EPA, ACOE, USFWS,
California Department of Fish & Game, Regional Water Quality Control Board, California Coastal Commission, Caltrans, California Transportation Commission, and various cities.

Currently, TCA is completing the environmental process and obtaining the necessary permits. FHWA also is required to certify the SEIR by issuing a Record of Decision. All these steps must be in place before the final project can be financed and construction can begin. TCA staff will provide an overview of the project, including the alternatives analyzed as part of environmental process and discuss project impacts.

BOB LEITER

Director of Land Use and Transportation Planning

Attachments: 1. Foothill-South: Designed to Relieve Traffic in an Environmentally Sensitive Way
   2. Alignments of the Build Alternatives

Key Staff Contact: Heather Werdick, (619) 699-6967, hwe@sandag.org
Foothill-South: Designed to relieve traffic in an environmentally sensitive way

- The general location of the alignment is depicted on this map. The exact location of this alignment will be known after the environmental process is complete and design is finalized.

**Upper Chiquita Conservation Area**

- A 4.7-acre area purchased and managed by TCA (Transportation Corridor Agency) to protect coastal sage scrub, oak woodland, wetlands and riparian vegetation. The area will serve as a wildlife corridor.

**Avoids Tesoro Wetland**

- Ramps for the Tesoro Parkway interchange were shifted to the east to avoid the Tesoro Wetlands. The 0.3-acre wetland was developed in conjunction with construction of Tesoro High School. For the entire Tesoro project, less than one acre of wetland will be impacted.

**Chiquita Woods Wildlife Undercrossing**

- A wildlife undercrossing is located in a canyon area under the 295 Toll Road. This is one of 15 wildlife crossings along the alignment.

**Avoids California Gnatcheaters**

- The alignment was shifted from the west side of Middle Chiquita, an area known to have the highest population of California gnatcatchers in Southern California. The area will be set aside as permanent open space and will be included in the Natural Communities Conservation Program for Southern Orange County (southern NCCP).

**Minimal Lighting at the Toll Plaza**

- Lighting will be shielded to focus light directly towards the roadway to minimize impact to nocturnal animals. Lighting will be shielded to toll plazas and interchanges.

**Access to Ortega Highway**

- To match the toll road and Ortega Highway drivers will use Antelope Park/Parkway to access a new street called Cow Camp Road. The interchange is planned at Cow Camp Road to keep traffic on Ortega Highway flowing and to serve future development planned north of San Juan Creek and east of Antelope Parkway.

**Bridge Over San Juan Creek**

- This bridge will be 2,100 feet long and 60 feet high to provide clearance for the creek and wildlife movement.

**San Mateo Watershed**

- The toll road alignment is adjacent to the western boundary of the watershed and comprises only 0.1% of the entire 4,200-acre watershed.

**Animal Movement Preserved**

- Moving the alignment east allows for improved existing and future development, allowing safe wildlife movement in the 13,310 acres that is not and will not be impacted by Ranch Mission Viejo as no plans to develop the area.

**Minimize Homeowner Views of Toll Road**

- Extensive design effort went into locating the alignment behind 80% of property lines to minimize the view of the toll road by homeowners as much as possible. The scenic views also help to reduce noise from the roadway.

**Avoids Blind/Gabino Wetlands Complex**

- The alignment avoids the Blind/Gabino Wetlands, which are listed as a National Natural Landmark and habitat to South Coast Salt Marsh. Because of the wetland's location along the coast, this 5.9-acre upland area is an important reserve for non-marine endangered species including the arroyo toad, least Bell's spadefoot toad, and the Pacific pocket mouse.

**Arroyo Toad Habitat**

- The alignment avoids the arroyo toad habitat in the San Mateo Creek and the Blind/Gabino Wetlands complex.

**San Onofre State Park Leasehold**

- In order to accommodate the requirements of the Department of Defense, the preferred toll road alignment avoids through the rental of San Onofre State Park beach and will not conflict with the operations and training of the Marine Corps at Camp Pendleton.

**Avoids San Mateo Campground**

- The 161 campsites in the San Mateo Campground are avoided and a soundwall will be built to reduce the noise from the toll road to the area.

**Toll Road Goes Under Cristianitos Road**

- The alignment avoids the Cristianitos Bridge that will provide southbound access to the residents in south San Clemente. The toll road will pass under Cristianitos Road to avoid view impacts for residents living inland of the I-5 along the Orange County line.

**Avoids Pacific Pocket Mouse Habitat**

- The bridge over the Pacific Pocket Mouse Habitat will provide southbound access to all native and endangered Pacific pocket mice that have been identified.

**Avoids two Native American sacred sites**

- The alignment was modified to avoid two Native American sacred sites.

**Bridge over San Mateo Creek**

- Bridges over the creek and one wildlife undercrossing near the creek in San Mateo Creek from Morgan hill to the north increase the length of 0.1% or the area crossed in the creek. The northbound bridge will be 1,200 feet long and the southbound bridge will be 2,200 feet. At its highest point the southbound bridge will be 76 feet above. The northbound bridge will be 72 feet above. The bridge over San Mateo Creek is designed around high value natural resources identified by the federal resource agencies like the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers and Caltrans in an effort to find a way to balance the need for local and regional traffic relief with the desire to protect the natural resources of our environment.

**Foothill-South will effectively provide traffic relief by providing an alternate route to the congested I-5 freeway while completing the 67-mile toll road system through South Orange County.**

**Balancing Act**

- The Foothill/Eastern Transportation Corridor Agency (TCA) has spent six years and $57 million working in partnership with federal and state resource agencies like the U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers and Caltrans in an effort to find a way to balance the need for local and regional traffic relief with the desire to protect the natural resources of our environment.

**Foothill-South will effectively provide traffic relief by providing an alternate route to the congested I-5 freeway while completing the 67-mile toll road system through South Orange County.**

**Additionally, the Green Alignment, which is supported by the federal resource agencies, has been carefully designed around high value wetlands and sensitive plant species while staying away from the habitats of endangered species like the Pacific pocket mouse.**

**Foothill-South: Designed to relieve traffic in an environmentally sensitive way.**

**What Happens Next?**

- The locally preferred alignment decision is the first of a series of approvals required before construction begins. Permits will be obtained from the U.S. Fish and Wildlife Service, Army Corps of Engineers, and the California Coastal Commission. The project also requires approval from the Federal Highway Administration.
Alignments of the Build Alternatives

Figure ES.1-2


Not to Scale

Note: This figure is for general information purposes only. For more detailed information, refer to the figures of the SOCTIIP Alternatives in Appendix A.1 of this EIS/SEIR.
Program Purpose
To improve the safe movement of motor vehicles at or across the land border between the U.S. and Mexico. The Border Infrastructure Program (BIP) replaces the TEA-21 Coordinated Border Infrastructure discretionary program that ended in 2005.

California's Share: Available Funding

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Eligible Use of Funds
Funds must be used for border related projects that improve the safety of, facilitate, and/or expedite cross border movement of traffic across the border. Projects must be within 100 miles of an international land border with Canada or Mexico. The following are types of improvements eligible for funding:

- Improvements to existing transportation and supporting infrastructure.
- Construction of highways and related safety and safety enforcement facilities related to international trade.
- Operational improvements, including those related to electronic data interchange and use of telecommunications.
- Modifications to regulatory procedures.
- International coordination of transportation planning, programming, and border operation.

State Enabling Legislation
Senator Ducheny sponsored SB 1282 requiring funds to be programmed, allocated, and expended in the same manner as other federal funds made available for capital improvement projects in the state transportation improvement program.

Other provisions of the bill state:
- Funds may be used for any purpose authorized under federal law, including projects in Mexico.
- Funds shall not be subject to the distribution and fair share formulas.
- Nonfederal match may be programmed from any available local or state source, including other state transportation improvement program funding, if the regional transportation planning agency concurs.

The bill was signed on September 25, 2006 by Governor Schwarzenegger.

Allocation of Funds
At its November 2006 meeting, the California Transportation Commission (CTC) will be asked to allocate $81 million of the BIP funds to Phase 1 of the State Route 905 corridor (SR-905), the highest priority border project. This amount will fully fund this project and allow it to proceed with construction by the summer of 2007.

The CTC will be asked to vote the request for funds for SR-905, including the BIP and other funding sources, at its December 2006 meeting.

It is proposed that the remaining BIP funds be used to help fund the State Route 78/State Route 111 "Brawley Bypass" project in Imperial County. In addition, funds will be used for operational improvements and cross border studies.
Crossborder Transportation
2007 Regional Transportation Plan
White Paper

Borders Committee
October 27, 2006

Presentation Overview

- Objectives for the 2007 Regional Transportation Plan (RTP)
- San Diego-Baja California Ports of Entry: Current Conditions
- Identification of Problems
- Potential Solutions/Alternatives
- Issues and Policy Implications
- Recommendations
Objectives for 2007 RTP

- Assess current crossborder travel conditions
- Identify multimodal transportation needs to facilitate crossborder travel
- Evaluate potential funding sources to implement POE and transportation infrastructure
San Diego-Baja California POEs
Northbound Passenger Vehicle & Bus Crossings

San Diego-Baja California POEs
Northbound Pedestrian Crossings
San Diego-Baja California POEs
Truck Crossings and Two-Way Truck Trade

San Ysidro

San Diego-Baja California POEs: Current Conditions
San Ysidro

San Diego-Baja California POEs: Current Conditions

Otay Mesa

San Diego-Baja California POEs: Current Conditions
Identification of Problems

- Improvements to POE and transportation infrastructure have not kept pace with growth and increased bilateral trade
- Challenge of balancing security and efficient crossborder travel and freight
- Increased and unpredictable delays at POEs for vehicles and pedestrians

Identification of Problems (Continued)

- Deficient intermodal access for people crossing on foot
- Complex POE coordination and development processes
- Uncertainty over implementation impacts of US-VISIT program
Potential Solutions and Alternatives

- POEs, Highways and Transit
  - San Ysidro POE Realignment
  - Las Americas Pedestrian Bridge
  - Otay Mesa POE: Transportation Improvements
  - Tecate POE: CHP Truck Inspections
  - Proposed East Otay Mesa-Otay II POE
  - Proposed Jacumba-Jacumé POE

Potential Solutions and Alternatives (Continued)

- Freight Rail and Seaports
  - San Diego & Arizona Eastern Railway
  - Ports of San Diego and Ensenada: Master Plans
  - Punta Colonet: Proposed Seaport and Rail Line

- Crossborder Airport Terminal
Issues and Policy Implications

- Challenges to timely project implementation
  - Funding shortfalls for POE infrastructure and operations and POE connecting roads
  - Binational coordination with numerous local, regional, state, and federal agencies
  - Lack of clear understanding of how projects are prioritized

- Long lead-time for project implementation conflicts with development pressure and rapid growth

Issues and Policy Implications (Continued)

- Opportunities to work with policy makers to advance projects
  - Enabling legislation for Public Private Partnerships or Public Toll facilities
Recommendations

• For RTP Update
  ▪ Evaluate future crossborder travel demand at the San Diego-Baja California POEs
  ▪ Perform financial feasibility assessment of SR 11 and the East Otay Mesa POE as tolled or fee-based facilities

Recommendations (Continued)

• For Future Analysis
  ▪ Evaluate crossborder freight movements as seaport and freight rail projects move forward.
  ▪ Analyze potential use of rail for crossborder passenger service.
  ▪ Monitor developments of proposed crossborder airport terminal
Recommendations (Continued)

- For Future Analysis
  - Explore and implement state-of-the-art technologies and processes at POEs, including contingency plans (U.S. Department of Homeland Security)
  - Periodically update estimates of economic impacts of delays at the San Diego-Baja California POEs

Presentations

- July 18: Regional Planning Stakeholders Working Group
- September 5: COBRO
- October 27: Borders Committee
- December 8: Transportation Committee
Questions? Comments?

Crossborder Transportation
2007 Regional Transportation Plan
White Paper

Borders Committee
October 27, 2006
To become a strategic port enclave, fully integrated to the hinterland supply chains, divided in three ports with specialized vocations, in order to improve social and economic development of the region, becoming a logistic platform leader through:

- The most important container hub port in Mexican Pacific. (Punta Colonet).

- A port that offers the best conditions to improve the industrial, commercial and fishing activities of the region. (El Sauzal).

- An attractive and strategic tourism port for nautical and cruise activities within North America. (Ensenada).
Port of Ensenada
your new alternative

HINTERLAND / BORDER AREA INFRASTRUCTURE
Port of Ensenada

your new alternative

PORT MASTER PLAN, 2006-2011

1. General Cargo & Container Terminal
2. Fishing
3. Shipyards
4. Nautical-Tourist Facilities
5. Bulk Minerals Terminals
6. Future Nautical-Tourist Development
CURRENT ACTIONS & DEVELOPMENTS
Port of Ensenada
your new alternative

PORT VESSEL CAPACITY

Turning Basin
Diameter: 400m. Depth: -13.5m

Oficial Draft: 40 feet

Access Channel
Depth: -14.5m
Length: 1600 m

EIT Depth: -15 m

Phase II
4 Gantry Cranes

Up to 5th Generation Vessel Reception
Capacity: 5,500 TEUS
Port of Ensenada
your new alternative

CONTAINER TERMINAL CURRENT EXPANSION

Current: 3,500 TEU

2006-2007
Projected: 5,000 TEU

2007-2008
Projected: 8,500 TEU

2008-2009
300 m berth
4 gantry cranes
ASIA-NORTHAMERICA CONTAINER FLOW (2005)

TOTAL MARKET
22 MILLION TEUS
Port of Ensenada
your new alternative

PROJECTED GROWTH FOR LA/LB

Original Est.

Revised Est.

In Million TEU’s

44% US Import Market Share
25% US Export Market Share

13 Mill. Gap

Source: POLA, POLB
2005 CONTAINER COMPOSITION:
- 43% WERE IMPORTS FOR THE MAQUILA SECTOR.
- 40% WERE FINISHED PRODUCTS, ASSEMBLIES & PERISHABLES FOR EXPORTS.
- 17% TRANSHIPMENTS.

TEUS
Twenty-feet Equivalent Unit

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* FORECAST
- Main objective is to move In-Bond cargo between ENS & 3 main X-Borders in Baja.

- Authorization & regulations will be published before Fox term.

- Corridor will boom port ENS operations.

- Customs will open full Tariffs Code (all cargos can be handled).
FUTURE PORT DEVELOPMENTS

- ENSENADA
- EL SAUZAL
- PUNTA COLONET
Port of Ensenada
your new alternative

PORT OF EL SAUZAL, 2006-2015 MASTER PLAN

- RESERVA PORTUARIA
- ZONA DE CARGA COMERCIAL PARA ALOJAR TERMINALES DE:
  - TEC CONTENEDORES
  - TUM CARGA GENERAL
  - GRANEL MINERAL
  - GRANEL AGRICOLA
  - TC COMBUSTIBLES
  - P&A PESCA Y ASTILLEROS
  - ETC

P&As

POLIGONO DEL RECINTO PORTUARIO ACTUAL

POLIGONO DEL PUERTO AMPLIADO

POLIGONO DEL RECINTO PORTUARIO ACTUAL

POLIGONO DEL PUERTO AMPLIADO

TOTAL DE HECTÁREAS

21.6 Ha

TOTAL DE HECTÁREAS

12.7 Ha

TOTAL DE HECTÁREAS

91 Ha

TOTAL DE HECTÁREAS

29.5 Ha

TOTAL DE HECTÁREAS

OCEANO PACIFICO

1948

1965

3' 762. 255 30 M2
Port of Ensenada
your new alternative

PORT OF COLONET PROJECT

Colonet Port Enclosure
Surface: 2,800 has (97% water)
Projected capacity: 9 million TEUS
Port of Ensenada
your new alternative

PORT OF COLONET PROJECT

- Specialized terminal with more than 10 berth positions, all of them with side rail connections.
- Rail line to MXLI border area with length of 350 Km
- Projected investment, $5,930 billion USD
  - Port $2,530 billion USD
  - Rail $3,400 billion USD
- Master Development Plan will be proposed by potential investors, and must include areas for port & rail support activities, industrial & logistic developments, as well for housing & public services
- The best proposal will win
Respaldar Cerisola proyecto para Punta Colonet

www.t21.biz

MÉXICO, DF, 20 de octubre, 2006.- El secretario de Comunicaciones y Transportes, Pedro Cerisola y Weber, precisó que en el proyecto están involucrados el gobierno estatal, la Secretaría de Economía y varias dependencias de la Secretaría de Comunicaciones y Transportes, ya que la operación que se pretende realizar en este lugar es de carácter multimodal.

“Tendremos un concurso internacional de manera abierta; sólo falta ver cómo consideran los especialistas en el tema que sería la mejor opción para llevarla a cabo”, dijo.

SCT Minister backups Punta Colonet Project

www.t21.biz

MÉXICO, DF, October 20, 2006.- The minister of Communication & Transportation marked that the project is conducted by Federal agencies and state government, because of it’s multimodal operation characteristics.

“We will have an international bidding contest; we are only waiting for specialists considerations regarding the best way to pull out the project and make it real”
**Programa de Actividades Predominantes del Puerto de Ensenada, 2006-2025**

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EIT concluye vigencia contrato 2017

Consolidación de Puerto Comercial. Posible reubicacion de Cemex y Petreos

Reconversión a actividades nautico-turisticas

Areas liberadas para uso de suelo turístico
CONCLUSIONS
CURRENT:
- CA ports congestion is driving Baja logistics growth
- ENS upgraded vessel capacity to open liner services
- Immediate response to strategy, in 2004, 1 weekly service, 5 today
- Domestic/MX cargo is moving to ENS pulling out trucks from highways & Xborder
- Major manufacturing plants in Baja are changing logistic strategy & requiring more from the port, i.e.- JMA associates

FORECAST:
- ENS will continue capacity upgrade up to 500 k TEUS/yr
- Taking benefits from sector perception from CA ports: service upgrading & growing liner services
- Key fact: in 2006 last ¼ Mexico will authorized IN-BOND operations between ENS & Baja main Xborders
- This measure will grow truck x-sings immediately, in mid term rail x-sings are projected from ENS & COL
SAUZAL:
- Will operate containers, mainly for regional demand
- But some breakbulk cargos can be attracted by IN-BOND operations due border closeness
- We consider a low impact on truck x-sings
- At this time rail connection thru Tecate still on project

COLONET:
- Projected capacity is 12 million TEU
- 90% is for USA, 10% for regional market & transhipments
- We consider a high impact on rail x-sings & mid impact on truck x-sings
- Premature to determine the balance of rail/truck x-sings under In-Bond operation
- Main drivers: Asia flow to Central & East territory markets (intermodal)
• Current X-borders will experience more southbound flow, starting with truck x-sing, in mid term with rail x-sings.

• Therefore, infrastructure must be upgraded in both sides, specially highways & rail line developments.

• Customs regulations will play a key factor to assure cargo smooth flow

• As well, security issues must be addressed for this enterprise

• The region logistics will experience a dramatic change, with to driver ports in both ends, each 250 km from the border
Port of Ensenada
your new alternative

!!! THANK YOU !!!

ADMINISTRACIÓN PORTUARIA INTEGRAL
DE ENSENADA, S.A. DE C.V.

direccion@apiensenada.com.mx
marketing@apiensenada.com.mx

Tel: +52 (646) 178-28-60     Fax: +52 (646) 174-03-70

www.puertoensenada.com.mx
October 26, 2007

The Honorable Chair Patricia McCoy
& Members of the Borders Committee
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

RE: Transportation Corridor Agencies Foothill-South 241 Toll Road

Dear Chair & Committee Members:

Thank you for the opportunity to convey the need for the extension of the Foothill-South 241 toll road and the Orange County Board of Supervisor’s formal support.

As an agency charged with addressing San Diego’s transportation needs, you know transportation projects are not simple. It takes years, in this case over two decades, to find an alignment that balances all of the issues that need to be addressed to shape a project. Most recently, six years have been spent engaging in a comprehensive environmental analysis with the following key organizations:

- U.S. Fish & Wildlife Service,
- Army Corps of Engineers,
- Environmental Protection Agency,
- Federal Highway Administration, and
- California Department of Transportation.

Working hand-in-hand with these agencies helped shape the ultimate alignment for the proposed extension. The “Green Alignment” represents the Least Environmentally Damaging Practicable Alternative because it would reduce traffic on Interstate 5, avoid taking homes and businesses, avoid the sensitive wetlands, and allow for safe wildlife movement to the Cleveland National Forest. Specifically the project will do the following:
Will Provide for an Alternative North-South corridor to the Interstate 5 – Traffic is projected to increase 60 percent on the I-5 at the San Diego/Orange County border by 2025. The traffic relief will benefit all southern California commuters.

Will Not Impact the Coastal Portion of the State Park – The road alignment crosses through a portion of San Onofre State Beach, that is leased from the Federal government (Camp Pendleton) and located inland of Interstate 5. This project will not impact the coastal portion of the park where the vast majority (95%) of park visitors go to enjoy the beach, surf, and hiking on coastal trails.

Will Not Impact Trestles Surf Break – Hydraulic and geotechnical engineers have studied the surf break and have found that building this project will have an insignificant effect on sediment flow from San Mateo creek, which leads to Trestles Beach.

Will Enhance Water Quality at San Onofre State Beach – With construction of this project, water treatment facilities will be built along a two-mile stretch of Interstate 5 to collect polluted storm water that currently enters San Mateo and San Onofre Creek untreated.

No Loss of Campsites – There will be no loss of campsites at San Onofre State Park.

It is for the reason listed above, the Orange County Board of Supervisors voted to support the Foothill-South Corridor.

Again, thank you for recognizing the complicated nature of this project. Our analysis has been comprehensive. Please let us know if you would be interested in additional information about our Joint Powers Authority or Orange County’s toll road program.

Sincerely,

Bill Campbell
Chairman, Orange County Board of Supervisors
To: The Honorable Patricia McCoy

From: Tom Lemmon

Fax: 619/699-1905

Phone: 619/521-2914

Date: October 26, 2006

Re: Support for TCA

Comments:

Please find the attached letter regarding Support for Completion of Transportation Corridor Agencies, Foothill-South (Hwy 241)

Hardcopy in the mail

Thanks,

Tom Lemmon, Business Manager
October 26, 2006

The Honorable Patricia McCoy
Chair of SANDAG Borders Committee
401 B Street, Ste. 800
San Diego, CA 92101

RE: Support for Completion of Transportation Corridor Agencies, Foothill-South (Hwy 241)

Dear Chairperson McCoy:

I am writing you today to express the San Diego County Building and Construction Trades Council (AFL-CIO) support for the Transportation Corridor Agencies (TCA) effort to complete the Foothill-South corridor (Hwy 241).

The 35,000 men and women of the Building and Construction Trades Council support the completion of the Foothill-South corridor because it will create jobs, strengthen the economy, as well as aid in the congestion relief for the region.

The Building and Construction Trades Council believes that good jobs and a healthy economy depend on an efficient transportation system. The toll road project alone will create thousands of new construction jobs, not to mention the thousands of future jobs that will be created by improving access to new areas. We need to complete this missing link to ensure that our members don’t spend thousands of hours of wasted time in traffic.

Thank you for the opportunity to voice our support for the TCA Foothill-South. If you have any questions, please do not hesitate to contact me at tomlemmon@sbcglobal.net or (619) 521-2914.

Sincerely,

[Signature]

Tom Lemmon
Business Manager

CC: Chair Pro Tem Greg Cox
    Vice Chair Victor Carrillo
    Member David Allan
    Member Shari Mackin
    Member Pia Harris-Ebert
    Member Ben Hueso

3737 Camino del Rio So. Suite 202, San Diego, CA 92108 Telephone: (619) 521-2914 Fax (619) 521-2917
VIA EMAIL AND U.S. MAIL

October 20, 2006

Border Committee Members
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Re: October 27 Border Committee Meeting – Action to Protect California State Parks and San Onofre State Beach

Dear Border Committee Members:

On behalf of the Natural Resources Defense Council, Sierra Club, Endangered Habitats League, California State Parks Foundation, Surfrider Foundation, Laguna Greenbelt, Inc., and Audubon California, we would like to express our appreciation to you for considering the proposed Foothill-South Toll Road and the destruction it would cause to the state park at San Onofre State Beach. This letter is written to provide you with some background that will inform your consideration and, in particular, contribute to your understanding of how important this issue is not only state-wide but to San Diego specifically. There are alternative traffic solutions that will protect our park lands, and we urge the San Diego Association of Governments (“SANDAG”) to take action to oppose this destructive toll road scheme.

The Foothill-South Toll Road is being proposed by an Orange County local agency for construction in southern California. Briefly summarized, the major reasons to oppose this particular toll road route include:

- **The Toll Road Destroys a State Park.** Of the many problems with the toll road, its most serious is the impact it would have on the state park at San Onofre State Beach. San Onofre is a unique coastal gem and the fifth most popular state park in
California. Cherished by swimmers, campers, kayakers, birders, fishermen, bicyclists and sunbathers, the park includes world-famous Trestles Beach, San Mateo Campground, seven archeological sites, and habitat for eleven threatened or endangered species under federal law. See Toll Road Fact Sheet. The toll road would put a massive swath of pavement right through the center of the park, bisecting the inland portion from top to bottom. See Map of Toll Road Impacts. It would occupy approximately four miles and over 320 acres of the park, and fragment what is left. According to the Parks Department, San Mateo Campground – the most popular campsite in the entire park, with over 100,000 visitors last year alone – would need to be abandoned due to a hopelessly degraded visitor experience. See Picture of San Onofre Campers. Simply stated, the toll road would destroy the state park at San Onofre. Because there are no lands to replace the low-cost coastal camping, social justice would be irretrievably sacrificed.

- **Better Traffic Solutions Exist.** The problem of traffic congestion in Orange County can be addressed just as well or better by alternative solutions that have been unexamined. The most obvious of these alternatives center on improvements to the County's existing transportation and roadway system. These options include improving mass transit options, strategic double-decking on I-5, adding high occupancy toll (HOT) lanes on I-5, using congestion fees to alleviate traffic in peak hours, and combination solutions such as selectively widening I-5 along with expanding selective arterial routes. These strategies reflect the most current trends in traffic solutions and are being employed throughout the nation with great success.

- **The Project is Bad for Our Economy.** The Toll Road project was originally proposed in 1981, but since that time traffic solutions have advanced considerably and the initial proposal is now outdated and economically suspect. The Toll Road will be built in lieu of alternative solutions with the potential to provide greater traffic benefits to southern California. Moreover, the proposed road would recklessly destroy San Onofre State Beach, which draws over 2.5 million visitors a year and is a valuable part of the State's multi-billion dollar coastal tourism and recreational economies. If this road is built, the financial benefits to the local and state economy that result from providing sporting, fishing, camping, surfing, and other recreational activities, as well as drawing tourists from around the world, would forever be lost.

- **The Toll Road Threatens Our Entire California Park System.** The toll road would have ramifications well beyond the immediate impacts on San Onofre. The project would set a dangerous state-wide precedent for allowing state parks to be gradually wiped out by local governments seeking low-cost land for major infrastructure projects. See L.A. Times and Orange County Register Op Eds.

1 San Onofre was originally designated a state park in 1971 by then-Governor Ronald Reagan in cooperation with then-President Richard Nixon. See “They'd Pave Over Reagan's Park,” L.A. Times Op Ed, May 8, 2005.

2 California state parks provide a significant economic benefit to the people of California, generating about 80 million visitors from around the world who spend approximately $2.6 billion directly with an additional $4 billion in indirect contributions.
Protecting our park lands is a matter of paramount interest for the State of California, and we must enforce this principle by protecting San Onofre.

- **The Toll Road Agency will Take and Destroy San Diego Lands.** The Toll Road Agency ("TCA") is composed entirely of Orange County cities and county representatives and has no jurisdiction over San Onofre State Beach, which lies almost entirely in San Diego County. The TCA plans to ram the toll road through San Diego County without any participation by San Diego residents or officials. It's an unspeakable land grab from another jurisdiction. If Orange County wants to build toll roads, they should keep them in Orange County, and it is critical that SANDAG, with constituents that use San Onofre State Beach on a regular basis, register its opposition.

The TCA is a single purpose agency created in 1988 for the sole purpose of building toll roads in Orange County. Today, however, there are better alternatives for managing our traffic. It is simply unacceptable, therefore, to build a road that would ruin one of California's most popular state parks, destroy some of our treasured natural resources, and rob working class families of affordable coastal camping – particularly when the TCA's jurisdiction is limited to Orange County.

The State of California has already filed two lawsuits opposing this project. The first was filed by the California Attorney General on behalf of the People of California and the State Parks Commission; the second was filed by the Attorney general on behalf of the Native American Heritage Commission to protect Native American resources in the park. See “State Sues to Block Toll Road Through Park,” L.A. Times, March 24, 2006. In addition, our organizations have filed a third lawsuit to protect environmental resources and save San Onofre.

We believe that a permanent end to this project can only be achieved through a statewide effort involving government entities, like SANDAG, that are willing to stand up for the protection of our state parks. Last year, the California State Parks Commission unanimously passed a resolution opposing the Foothill-South Toll Road. See State Parks Commission Resolution, Nov. 18, 2005. Opposition to this project also includes other state agencies/departments, business leaders, and legislators. See Support for Protecting San Onofre from the Foothill-South Toll Road. Additionally, a growing number of cities and counties across the state have now taken action supporting the Parks Commission and opposing the project, including the City and County of San Francisco, the counties of Ventura and Santa Cruz, and the cities of Los Angeles, Oceanside, Laguna Beach, Aliso Viejo, Del Mar, Santa Cruz, Santa Monica, Malibu, San Luis Obispo, Berkeley, and Imperial Beach. For example, see City of L.A. Resolution attached.
As an association of San Diego governments tasked with addressing transportation and quality of life issues, your leadership can play an important role in saving San Onofre State Beach. We therefore urge SANDAG to join this growing opposition and agendize this issue for future action, via a formal resolution, to support the protection of San Onofre and our state park lands throughout California.

Very Truly Yours,

James Birkeland
Senior Project Attorney
Natural Resources Defense Council

Brittany McKee
Association Regional Representative
Sierra Club

Mark Rauscher
Interim Environmental Director
Surfrider Foundation

Dan Silver
Executive Director
Endangered Habitats League

Elizabeth Goldstein
President
California State Parks Foundation

Elisabeth M. Brown
President
Laguna Greenbelt, Inc.

Pete DeSimone
Director of Sanctuaries and Stewardship
Audubon California
Encl.: Toll Road Fact Sheet
       Map of Toll Road Impacts
       Picture of San Onofre Campers
       L.A. Times and Orange County Register Op Eds
       “State Sues to Block Toll Road Through Park,” L.A. Times, March 24, 2006
       State Parks Commission Resolution, Nov. 18, 2005
       Support for Protecting San Onofre from the Foothill-South Toll Road
       City of L.A. Resolution
Foothill-South Toll Road
Fact Sheet

• In recent years, the Foothill-South has been downsized demonstrating weakness of demand for the project. In 2002, “A controversial proposal to build a tollway through environmentally sensitive areas in south Orange County was cut in half after updated traffic studies showed ridership would be far less than originally predicted.” [“Tollway Board Cuts Lanes for the Foothill Extension,” Los Angeles Times.]

• Despite years of telling the public that no public funds would be used for the toll roads, the Toll Road Agency (TCA) is in such a precarious financial situation that they asked for $100 million in federal handouts. In 2003, “Board members for the TCA said they are applying for the six-year federal authorization to strengthen finance plans for the highway, which has been scaled back from eight to four lanes. The estimated cost is about $800 million...The federal authorization is, ‘just in case, because we don’t know how much the road is going to cost or how much we are going to need,’ TCA spokeswoman Clare Climaco said.” [“US Funds Sought for Foothill Toll Road,” Los Angeles Times.]

• TCA demonstrated gross financial irresponsibility in building the San Joaquin Hills (73) Toll Road. Due to inflated traffic and revenue projections, this toll road has been plagued by financial difficulties. To alleviate these problems, TCA attempted to merge the two toll road boards, but the dubious proposal failed when, amid accusations of inflated fees to Wall Street and concerns over the existing Foothill/Eastern toll road (241) subsidizing the 73, the agencies could not agree on a deal. “Opponents say the deal, which will cost $160 million in professional fees, amounts to a bailout of the San Joaquin bondholders...the merger is controversial because some Foothill/Eastern drivers don’t think it’s fair that they should essentially subsidize a road they don’t use.” [“Toll-road merger cost may exceed $4 billion,” Orange County Register; “Toll directors kill $4 billion merger plan,” Orange County Register.]

• In lieu of the failed merger, the Foothill TCA entered into a sweetheart deal to dole out more than $1 billion in loans and $120 million in direct payments to prop up the financially failing San Joaquin Hills (73) Toll Road. This legally questionable transaction perpetuates the gross financial irresponsibility of the toll road agencies. The $120 million is in mitigation for projected traffic diversion from the Foothill-South, raising questions as to why TCA would build a new toll road that diverts traffic from an already failing toll road, only to subsidize the failing toll road with the proceeds.

• “Non-competition” agreements harm the public interest and public purse. Over a broad area, Caltrans cannot undertake necessary improvements to relieve highway congestion unless payments are made to the toll road for any potential lost revenues. Similar non-competition agreements caused major problems when Caltrans wanted to improve highway safety on State Route 91. “Caltrans is powerless to ease congestion on adjoining freeways because of agreements that promote gridlock...‘What we now have is a two-tiered system: a road system for the wealthy and a deteriorating one for the rest of us,’ said attorney general Lockyer, ‘The toll road is just a polite form of highway robbery.’” [“Tollway Owners in Driver’s Seat,” Los Angeles Times.]

• The Los Angeles Times has run at least SIX editorials questioning TCA’s faulty traffic and revenue projections, unseemly political moves, non-competition agreements, and
environmental implications. “As with the financially disastrous San Joaquin Hills project, demand for the Foothill South has been questioned. The tollway agency eventually cut it by half, acknowledging the ridership wasn’t there... Let [the state and federal agencies working on the project] do their work based on the merits of the project, minus the ham-fisted interference from political interests with tunnel vision — and without these continued, improper efforts by the toll road agencies to take a detour around larger public interests... The last thing Orange County needs is another river of underutilized asphalt ruining rare wild lands.” [“Merging Safely on Toll Lanes, Take High Road to Tollway, Second Thoughts on Tollway, The Rosy Path Takes Its Toll, Toll Increase Right Road to Take?, Toll Road Miscalculations.” Los Angeles Times.]

- The Foothill-South Toll Road would bisect the inland portion of San Onofre State Beach — one of the top five most visited state parks in California — and force the abandonment of the beloved San Mateo Campground. Since the 161-site San Mateo was built 16 years ago, the State Parks Department has been unable to add a single campground along California’s coast.
  “Furthermore, the affordability of this coastal resource for middle and low income visitors makes it even more important that it be kept intact and undiminished.” [Mitigation Assessment of FTC-South Impacts on San Onofre State Beach, Cal. Dept. Parks & Rec., (Aug. 1997).]

- The Foothill-South Toll Road would destroy habitat for eleven threatened or endangered species under federal law. The road would fragment and degrade habitat within the park at San Onofre for the steelhead trout, arroyo toad, California gnatcatcher, Least Bell’s vireo, Southwestern willow flycatcher, Riverside fairy shrimp, San Diego fairy shrimp, snowy plover, Pacific pocket mouse, thread-leaved brodiaea, and tidewater goby.

- The Foothill-South environmental documentation contains extensive flaws, glaring errors and omissions, and is legally inadequate. “TCA’s self-interest in the ultimate selection of a toll road alternative appears to have trumped CEQA and NEPA’s requirements for a full and impartial analysis... The Far East Corridor (FEC) alignments are by far the most environmentally damaging. The FEC alignments would pass through vast amounts of open space and habitat of critically endangered species, and would bifurcate the Donna O’Neill Land Conservancy and San Onofre State Beach, two unique and irreplaceable resources... The DEIS/R fails to even identify many of the resources these alternatives would affect, much less analyze their impacts or propose mitigation... The impacts that are addressed in the DEIS/R are presented in such a biased and skewed format... as to undermine the efforts by the public and decision-makers to understand and assess the differences among alternatives...” [Shute, Mihaly & Weinberger LLP comments on TCA’s and Federal Highway Administration’s Joint Draft Environmental Impact Report for the Foothill-South Toll Road, April 2004.]

- In 2002, then Commandant of the Marine Corps, General J.L. Jones submitted a letter to the US EPA expressing his preference that the Foothill-South not be constructed on or near Camp Pendleton. “Frankly, my preference is that the proposed toll road not be constructed on or near Camp Pendleton. If constructed on Camp Pendleton, the Marine Corps loses land needed for training to ensure readiness. If constructed near Camp Pendleton, the road facilitates increased urbanization adjacent to the base, which in turn will lead to noise complaints from new residents... it will also result in additional losses of natural areas that support endangered species, thus placing an even greater burden on Camp Pendleton to protect the region’s biodiversity.” [Department of the Navy letter to US EPA, Feb. 9, 2002.]

- The toll roads have cost taxpayers millions of dollars in maintenance fees for faulty filters and resurfacing of dangerous roads. “Caltrans estimates it will cost at least $13.3 million to
repair or replace 38 storm drain filters along the San Joaquin Hills toll road that the agency has conceded are faulty and should never have been installed in the first place…The state spent $2 million to repave 10 miles of the San Joaquin Hills tollway after a rash of rain-related incidents resulting in 13 injuries and one death.” ["Cost of Fixing Tollway Drains is $13.3 Million," Los Angeles Times; “Deadly Roadway Would Be Improved to Tune of $250,000” Los Angeles Times.]

- **The Foothill-South Toll Road would degrade water quality at world-famous Trestles Beach.** Trestles Beach is located at the base of the undeveloped San Mateo Creek Watershed. Yet the TCA refuses to acknowledge that running a six-lane highway the length of this watershed could result in severe water quality impacts to Trestles. The toll road would accommodate thousands of automobiles every day releasing oil, grime, heavy metals, and other toxins, and the resulting stormwater runoff would inevitably affect water quality on the beaches at the base of the watershed. The State Water Board has found highways to be a leading source of stormwater pollution across the State, and TCA’s claims that they will filter these pollutants are belied by the history of storm water pollution associated with its sister road, the San Joaquin (73) Toll Road, where TCA’s remediation system has repeatedly failed and cost the state millions of dollars in repairs [see bullet point above].

- **Surfers and beach goers will have severely diminished access to Trestles Beach.** According to the California Parks Department, the toll road would cause the abandonment of nearly 60% of the state park, including the entire inland subunit, its most popular campsite, and trails that lead to Trestles Beach. The loss of these areas, which are heavily frequented by surfers and beach lovers, will significantly reduce the public’s access to, and enjoyment of, Trestles Beach. San Onofre State Beach is the fifth most popular state park and the premier coastal recreational area along the southern coast of California. There is no substitute for the beach-related resources that the Toll Road would destroy, and there is nothing that TCA’s proposed soundwall can do to mitigate that impact.

- **The internationally renowned surfing conditions at Trestles Beach may be affected by the Toll Road.** The superior wave formations at Trestles are produced by, and depend on, coastal topography and natural sediment flows from the San Mateo Creek Watershed. Because the Toll Road will require substantial grading and pave over 320 acres of the park, sedimentation patterns may be altered ultimately affecting the associated formation of waves. According to hydrology experts, TCA failed to adequately consider changes to sediment conditions that could have “significant impacts at various local and regional scales, and possibly alter the morphology of Trestles (and its surfing characteristics), as well as result in water quality impacts.” [Potential Toll Road Impacts on San Mateo Creek Watershed Processes, Mouth Morphology and Trestles Surfing Area, Philip Williams & Associates, Ltd., Jan. 2006.]

- **TCA violated the public trust by lobbying for riders that exempt the Foothill-South from bedrock environmental laws.** TCA has over the years repeatedly sought to obtain waivers and exceptions from state and federal laws, including successfully exempting the project, via a rider in a 2000 military appropriations bill, from Section 4(f) of the 1966 Transportation Act that would otherwise prohibit the construction of a highway through San Onofre.

- **California Attorney General Bill Lockyer submitted official comments to the TCA stating that any proposed toll road through San Onofre State Beach is unacceptable and questioned the environmental documentation’s legal compliance.** “It is the Attorney General’s belief that the [environmental documentation] does not comply with either law [NEPA & CEQA], as it fails
to adequately discuss all impacts flowing from the project. In particular, it does not adequately discuss the impacts to the San Onofre State Beach campground area... [T]he Attorney General cannot state strongly enough the inappropriateness of any alternatives that would allow a multi-lane freeway to run the length of the inland [Christianitos Subunit] portion of San Onofre State Beach." ["Attorney General Favors Freeways," Sun Post News; Official comment letter from Attorney General Lockyer, Aug. 2004.]

- The Foothill Toll Road (241) has had more animals killed on it that all other Orange County roads combined. "Drivers have killed twice as many animals on the often-rugged 241 (Foothill) toll road than on all other Orange County roads combined." ["Highways Taking Toll on Wildlife," Los Angeles Times.]

- California Department of Parks and Recreation submitted comments to the TCA that the proposed toll road is unacceptable and would gut the state park at San Onofre. "We are extremely disappointed... It does not take an expert to understand that locating a multi-lane, limited access highway within a few hundred feet of a secluded campground will so destroy the recreational value of the campground and sense of place as to render it valueless... San Onofre State Beach presents the last large coastal open space recreational and habitat opportunity in Southern California... [the] availability of such an increasingly rare resource and experience to the large Southern California population serves an important societal function which once lost cannot be replicated in whole elsewhere in this region." [Official Comment Letter from Cal. Parks Dept., Jan. 10, 2006.]
Park lands threatened by Toll Road construction

San Onofre State Beach

San Mateo Campground
Put to the road test

The governor must decide whether a toll road through San Onofre State Park would square with his promises on growth and global warming.

By Joel R. Reynolds

Arnold Schwarzenegger promised to bring an end to business as usual in Sacramento and to build a greener California. Now those promises are being tested as the governor considers how to respond to a proposal by Orange County’s Transportation Corridor Agency to build a major toll road through the heart of the state park at San Onofre State Beach.

There is no denying the proposed road’s extraordinary cost to the park, to the millions of visitors each year and to the surrounding San Mateo Creek watershed. And Schwarzenegger’s opposition, in the courts or on the evening news, could be a significant obstacle for the project. The Orange County agency and its Sacramento lobbyists are hoping his belief in privately funded toll roads in general, and his need to solidify his base among county Republicans, will persuade him to support the toll road or at least to stand quietly on the sidelines.

But this isn’t just any toll road, and Schwarzenegger is no shrinking violet when it comes to the environment.

The proposed Pothill South toll road would eviscerate an irreplaceable state resource — one of the five most popular state parks in California — along the park-deprived Southern California coast. Established in 1971 by Gov. Ronald Reagan as a “great legacy” of unspoiled land for future generations, it has been maintained or defended by every administration since, Republican and Democrat.

The agency now proposes to bisect Reagan’s legacy from top to bottom, closing 60% of the park, destroying its most popular campground, polluting its world-class surfing beaches and degrading critical habitat for 11 endangered or threatened species. The peace and quiet enjoyed by 2.5 million visitors each year will be gone.

Beyond lost parkland, the toll road is irreconcilable with Schwarzenegger’s commitment to smart growth and curtailing global warming. He has put California on the cutting edge in implementing strategies to control greenhouse gas emissions. But the toll road would pave over scarce open space and accelerate the urban sprawl that has diminished our quality of life and kept us addicted to oil. If traffic demand from future growth is the problem, as the agency claims, this project is a solution we can no longer afford.

Better alternatives exist — 21st century alternatives like rapid transit, carpool toll lanes with congestion-sensitive pricing and strategic widening of Interstate 5 that can address traffic needs in Orange County without compromising San Onofre. Unfortunately, the agency has refused to analyze them even in the wake of the failed San Joaquin Hills toll road to the west, which, because of ridership well below predictions, has for years been mired in financial difficulty. The governor believes that privately funded toll roads have a future in California, but there has to be a better model than the agency’s outdated “slash and pave” approach.

Schwarzenegger’s own State Parks director and a unanimous State Parks Commission have urged the governor to protect San Onofre through any available means, including litigation. They know the toll road threatens not just this state park but sets a dangerous precedent for the development of others.

They understand too that paving our parklands has no place in an administration committed to fiscal responsibility. According to government estimates, California state parks directly generate $2.6 billion a year, plus an additional $4 billion in indirect spending by the 80 million people who visit them. Safeguarding the parklands that underlie California’s multibillion-dollar coastal tourism and recreational economies is just plain common sense.

No society can prosper where political expediency trumps common sense. “Once [an elected official] begins to weigh each issue in terms of his chances for reelection,” President Kennedy wrote in “Profiles in Courage,” “once he begins to compromise away his principles on one issue after another for fear that to do otherwise would halt his career and prevent future fights for principle, then he has lost the very freedom of conscience which justifies his continuance in office.”

In this case, no great act of political courage is required to conclude that the toll road’s costs are unacceptable. It is the antithesis of smart growth; it is economically unsound; it is environmentally destructive; and it is precisely the kind of bad idea that Schwarzenegger was elected to fight.

Joel R. Reynolds is a senior attorney with the Natural Resources Defense Council in Los Angeles and director of its urban program.
They'd Pave Over Reagan's Park

By Robert Sheffield

Most Californians see their state parks as places of special natural or historic significance. They protect them by law — forever.

This will change if road builders in Orange County get their way. They have decided that the state park at San Onofre would be better as a toll road. They want to pave it, destroying not only one of the few remaining stretches of Southern California coastal wild land but the fundamental principle of California's state park system: We set aside lands — ancient redwood groves, wildflower-covered desert buttes, Southern California's iconic beaches — to protect them, not to warehouse them for later development.

And there's a bonus. They make money! About 80 million visitors from around the world come to explore California's 278 state parks each year, spending $3.6 billion directly and adding $6 billion in indirect contributions, according to park system estimates.

Gov. Ronald Reagan established San Onofre State Beach in 1971 because he knew its value. It has become one of the five most-visited state parks in California, hosting swimmers, campers, kayakers, birders, fishermen, off-duty Marines, bicyclists and sunbathers. Top surfers compete at its world-renowned Trestles.

Joel Reynolds is chairman of the California Parks and Recreation Commission and a member of the Santa Monica City Council. Joel Reynolds is a senior attorney with the Natural Resources Defense Council in Los Angeles and director of its urban program.

On surf breaks. The park contains seven archeological sites, including a Juaneño Indian village. Seven threatened or endangered species live within the park, and it protects significant portions of San Mateo Creek, one of the last relatively unspoiled waterways in Southern California.

None of this seems to interest the road builders (known as the Transportation Corridor Agency or TCA). They want to "connect" undeveloped southeastern Orange County to Interstate 5 in northern San Diego County, bisecting San Onofre State Beach from top to bottom with a huge highway. This massive swath of pavement would force the Parks Department to "relinquish" the majority of the inland wilderness, including the popular San Onofre public campground.

The loss of this coastal haven cannot be compensated. There's no land left. And — here's the kicker — like any major highway in an unspoiled area, the toll road would attract large-scale development to wild lands; generate contaminated runoff, visual blight and noise; and disrupt the natural flow of the creek that maintains the beach and surf breaks.

There is no effective mitigation for such damage.

But there is big money to be made by developers. The road builders do not say that. As always, they say the project is needed to address traffic congestion. But identical claims 10 years ago about the neighboring San Joaquin Hills toll road were wrong.

That underserved toll road disrupted the tranquility of the Orange County backcountry. It now faces possible default on its bonds and bankruptcy.

Even so, the TCA has refused to seriously consider alternatives to destroying the San Onofre park. Why? Because it is a single-purpose agency. It exists only to build toll roads in Orange County. Among the feasible alternatives it dismissed, or didn't bother to consider, are strategic double-decking on I-5, adding high-occupancy toll lanes on I-5, using congestion fees to alleviate traffic in peak hours, investing in rapid-transit options and construction solutions such as selectively widening I-5 along with expanding certain arterial routes.

This disregard of reasonable, less harmful alternatives is not only illegal but also plain wrong as a matter of public policy and common sense. If a California state park means anything, we must demand that our elected representatives make a stand at San Onofre. Beyond devastating this rare public coastal land, the toll road would set a dangerous, statewide precedent.

As government budgets shrink and the cost of private land rises, public lands, including state parks, will become the path of least resistance — the right of way of choice — for highways or any other infrastructure project that "has to go somewhere." If San Onofre can be taken, so too can other irreplaceable state lands, targeted by shortsighted special interests with too little regard for our natural or cultural heritage.

We agree with Reagan, who said, in establishing the state park at San Onofre, that one of "the greatest legacies we can leave to future generations is the heritage of our land." He went on to say "But unless we can preserve and protect the unspoiled areas which God has given us, we will have nothing to leave them." His words are as right today as they were 30 years ago. If ever there were a time to act on those words, it is now.
Attorney general calls Orange County officials' plan to cut through San Onofre State Beach 'disgraceful.' Two other suits are also filed.

By PETER NICHOLAS and DAVID REYES
Times Staff Writers

SACRAMENTO — Atty. Gen. Bill Lockyer filed a lawsuit Thursday to block a proposed six-lane tollway through San Onofre State Beach, a popular coastal park he described as "a state treasure."

The suit alleges that the Foothill/Eastern Transportation Corridor Agency in Orange County failed to adequately explore more sensible alternatives or assess what environmental harm the 16-mile toll road might cause, in violation of the California Environmental Quality Act.

Lockyer said the plan to push the toll road through the parkland was arrogant and "disgraceful."

"It seems to me that building a six-lane highway through the San Onofre State Beach misses an opportunity to meet transportation needs of this growing region without sacrificing public parklands that should be protected for future generations," Lockyer said.

Orange County officials had chosen to ignore the significance of the protected coastal land and the effect the road would have on the beach, campground and people in "what really is the last coastal valley that is undeveloped south of Laguna Beach," the attorney general said.

If built, the thoroughfare will be by far the largest project of its kind that cuts through a state park. Park officials fear it could open the door to other encroachments statewide.

Lockyer's suit was one of three filed Thursday in Superior Court in San Diego seeking to stop the project. The other plaintiffs are a coalition of environmental groups and the Native American Heritage Commission, which says the road would be built next to a "sacred religious and
in the sand.

We're drawing a line.
Resolution 66-2005
adopted by the
CALIFORNIA STATE PARK and RECREATION COMMISSION
at its regular meeting in Tahoe City, California
November 18, 2005

Opposing a Proposed Tollroad Alignment
AND
Request for Action to Protect San Onofre State Beach

WHEREAS, lands of California’s State Park System are designated for their protection and preservation on behalf of this and future generations and should not be used in a manner inconsistent with state park purposes; and

WHEREAS, California State Parks provide a significant economic benefit to the people of California, attracting millions of visitors from around the world; and

WHEREAS, San Onofre State Beach is located on property leased for fifty years from the United States of America and was established in 1971 by Executive Order of President Nixon and at the urging of Governor Ronald Reagan; and

WHEREAS, San Onofre State Beach is one of the five most-visited of California’s 278 state parks and provides valuable and rare upland and wetland habitats (including unique habitat for eleven protected species listed as threatened or endangered under federal laws), wilderness, coastal beaches, affordable camping, nationally recognized historic and archeological sites; and

WHEREAS, the Foothill/Eastern Transportation Corridor Agency (Foothill Toll Road Agency) has proposed construction of a multi-lane toll road of over four miles in length through the heart of the nearly 1,200 acre inland Cristianitos Subunit portion of San Onofre State Beach; and

WHEREAS, the loss of over 320 acres or 27% of this portion of San Onofre State Beach for a toll road right-of-way would result in the park’s fragmentation, adversely affecting the remaining acreage in the park, including the potential for additional recreational opportunities, such as hiking, equestrian use and camping; and

WHEREAS, all the sites in the popular year-round San Mateo Campground are reserved six months in advance and receive more overnight use than any other of San Onofre State Beach’s two campgrounds and would be severely impacted by the noise, vibration, and visual intrusion of a major roadway if it were built; and

WHEREAS, San Onofre State Beach includes Trestles Beach, the only surfing World Championship Tour stop in the continental United States, so chosen because of the unique conditions that exist in the undeveloped San Mateo Creek watershed, conditions that provide

CONTINUED ON PAGE 2
the natural processes of erosion and sediment flows through the creek to the ocean, creating a clean, unique beach and surf, processes that would be altered and blocked by a multi-lane toll road through the watershed; and

WHEREAS, critical protection provided by section 4(f) of the Federal Transportation Act of 1966 designed to protect and preserve public park and recreation lands has, by language contained in a year 2000 appropriations bill, been waived; and

WHEREAS, viable alternative routes and traffic improvements exist which do not depend upon San Onofre State Beach including, but not limited to, the Interstate-5 corridor; and

WHEREAS, on November 3, 2005 the California State Park and Recreation Commission meeting in the City of San Clemente and in a hearing held before a crowd exceeding 1,000, took public testimony which was overwhelmingly in opposition to the use of San Onofre State Beach as a toll road route;

NOW, THEREFORE BE IT RESOLVED that the record of the hearing of the California State Park and Recreation Commission for the meetings of November 3 and 18, 2005 be transmitted to the Transportation Corridor Agencies for their records; and be it

RESOLVED that the Transportation Corridor Agencies reconsider and abandon a toll road route through San Onofre State Beach; and be it

RESOLVED that the California Department of Transportation be requested to review, investigate and report on alternatives to a toll road route through San Onofre State Beach including, but not limited to, Interstate-5 improvements; and be it

RESOLVED that the Commission requests that the State of California and its agencies take all appropriate and necessary actions within their power to protect the natural, cultural, recreational, and aesthetic resources of San Onofre State Beach; and be it

FURTHER RESOLVED that the Commission respectfully requests that the Governor, in concert with the Attorney General’s office, oppose any major transportation arterial through San Onofre State Beach using all appropriate methods, including litigation if necessary, to defend this valuable and irreplaceable public resource.

Attest: This Resolution was duly adopted by the California State Park and Recreation Commission on November 18, 2005, at its duly noticed public meeting in Tahoe City, California.

By: ORIGINAL SIGNED BY  Date: 11-18-05
Louis Nastro
Assistant to the Commission
For Ruth Coleman, Director
California State Parks
Secretary to the Commission
WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, California's first state park was established in 1864 with land granted by President Abraham Lincoln, and the California state parks system was created in 1927 "to preserve outstanding natural, scenic, and cultural values, indigenous aquatic and terrestrial fauna and flora, and the most significant examples of ecological regions of California; and

WHEREAS, from ancient redwoods to desert buttes, from Southern California's iconic beaches to the opulence of Hearst Castle, the California state parks system contains a diverse collection of historical, environmental and recreational resources second none in the nation; and

WHEREAS, California state parks are the crown jewels of the state, designated for the benefit of all of California residents in order to improve our lives by providing healthy outdoor and educational experiences; and

WHEREAS, California state parks provide a significant economic benefit to the people of California, generating, according to estimates from the Department of Parks and Recreation, about 80 million visitors from around the world who spend approximately $2.6 billion directly with an additional $4 billion in indirect contributions; and

WHEREAS, California state park lands are designated for their protection and preservation on behalf of future generations and should not be warehoused for later development in a manner inconsistent with state park purposes; and

WHEREAS, protection of state park lands is a matter of paramount statewide concern which requires that these lands not become the least costly alternative for major infrastructure projects deemed to be necessary for uses inconsistent with state park purposes; and

WHEREAS, on November 18, 2005, the California State Park and Recreation Commission (Commission), in a resolution entitled "Opposing a Proposed Tollroad Alignment and Request for Action to Protect San Onofre State Beach," reaffirmed the principle that state parks are "designated for their protection and preservation on behalf of this and future generations and should not be used in a manner inconsistent with state park purposes;" and

WHEREAS, the Commission (i) urged abandonment of the proposed toll road, called the Foothill-South Toll Road, that would run "over four miles in length through the heart of the nearly 1,200 acre (inland portion) of San Onofre State Beach" and (ii) requested that the "Governor, in concert with the Attorney General's office, oppose any major transportation arterial thought San Onofre State Beach using all appropriate methods, including litigation if necessary, to defend this valuable and irreplaceable public resource;" and

WHEREAS, the state park at San Onofre State Beach was set aside for the people of California in 1971 by Governor Ronald Reagan who proclaimed that "one of the greatest legacies we can leave to future generations is the heritage of our land, but unless we can preserve and protect the unsold areas which God has given us, we will have nothing to leave them" and has since become one of the top five most visited state parks in California; and

WHEREAS, the taking of such park land by a toll road would destroy this unique Southern Californian coastal unit of the state parks system, and set a dangerous state-wide precedent that might in the future be cited in justifying the destruction and degradation of other state parks; and

WHEREAS, the Commission recognized that "viable alternative routes and traffic improvements exist which do not depend upon San Onofre State Beach;" and

WHEREAS, San Onofre State Beach is a resource for Los Angeles City residents as well, even though it is not located in the City, and we should do all we can to preserve our neighboring green spaces;

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2005-2006 State Legislative Program SUPPORT of the California State Park and Recreation Commission's actions to oppose a proposed four mile tollroad (Foothill-South Toll Road) through San Onofre State Beach and URGE the Foothill/Eastern Transportation Corridor Agency to immediately and permanently withdraw its plans to construct a toll road with an alignment through the state park at San Onofre; and

BE IT FURTHER RESOLVED, that by the adoption of this Resolution, all City Departments are hereby directed to refrain from acquiring any bonds for, or making other financial investments in, the Foothill-South Toll Road Project to be constructed by, the Foothill/Eastern Transportation Corridor.

PRESENTED BY: Eric Garcetti
COUNCILMAN, 13TH DISTRICT

SECONDED BY: [Signature]

[Signatures]
Support for Protecting the State Park at San Onofre State Beach From the Foothill-South Toll Road

State Departments Responsible for Preserving California's Natural and Cultural Heritage
California Attorney General, Bill Lockyer
California State Park and Recreation Commission
Native American Heritage Commission
California State Park Rangers Association

Four Former State Park Directors
Donald Murphy (1993-1997)
Henry Agonia (1987-1992)

The California Democratic Party Environmental Caucus

Growing List of Cities and Counties from throughout California
City of Aliso Viejo
City of Del Mar
City of Imperial Beach
City of Laguna Beach
City of Los Angeles
City of Oceanside
City and County of San Francisco
City of Santa Monica
City of Malibu
City of Santa Cruz
County of Santa Cruz
City of San Luis Obispo

50 State Legislators from throughout California
1. Senator Don Perata
2. Senator Sheila Keuhl
3. Senator Joseph Dunn
4. Senator Joe Simitian
5. Senator Alan Lowenthal
6. Senator Gloria Romero
7. Senator Christine Kehoe
8. Senator Debra Bowen

1 The supporters listed herein are not opposed to finding alternative traffic solutions that avoid taking our park lands and conservation areas.
9. Senator Martha Escutia
10. Senator Gil Cedillo
11. Senator Kevin Murray
12. Senator Elaine Alquist
13. Senator Richard Alarcon
14. Senator Deborah Ortiz
15. Senator Nell Soto
16. Assemblymember John Laird
17. Assemblymember Jenny Oropeza
18. Assemblymember Simon Salinas
19. Assemblymember Pedro Nava
20. Assemblymember Loni Hancock
21. Assemblymember Mervyn Dymally
22. Assemblymember Leland Yee
23. Assemblymember Carol Liu
24. Assemblymember Lori Saldana
25. Assemblymember Ronald Calderon
26. Assemblymember Ira Ruskin
27. Assemblymember Fran Pavley
28. Assemblymember Paul Koretz
29. Assemblymember Patty Berg
30. Assemblymember Gene Mullin
31. Assemblymember Joe Baca, Jr.
32. Assemblymember Judy Chu
33. Assemblymember Noreen Evans
34. Assemblymember Betty Karnette
35. Assemblymember Dave Jones
36. Assemblymember Lois Wolk
37. Assemblymember Sally Lieber
38. Assemblymember Joe Nation
39. Assemblymember Leland Yee
40. Assemblymember Johan Kiehs
41. Assemblymember Rudy Bermudez
42. Assemblymember Juan Vargas
43. Assemblymember Tom Harman
44. Assemblyman Mark Leno
45. Assemblymember Mark Ridley-Thomas
46. Assemblymember Lloyd Levine
47. Assemblymember Hector De La Torre
48. Assemblymember Cindy Montanez
49. Assemblymember Ted Lieu
50. Assemblymember Karen Bass

National Environmental Organizations
Audubon Society
Defenders of Wildlife
Natural Resources Defense Council
Sierra Club
Surfrider Foundation
WildCoast

State Cultural and Environmental Organizations
California Cultural Resources Preservation Alliance
California League of Park Associations
California Native Plants Society
California State Parks Foundation
California Trails and Greenways Foundation
California Trout
Endangered Habitats League
Juaneno Band of Mission Indians Acjachemen Nation
Save the Redwoods League

Local Cultural and Environmental Organizations
Anza Borrego Foundation
Chino Hills State Park Interpretive Association
Crystal Cove Alliance
Ecology Center of Southern California
Environmental Health Coalition
Friends of Harbors, Beaches and Parks
Hills for Everyone
Laguna Greenbelt
Laguna Canyon Conservancy
Orange County Coastkeeper
Richardson Grove Interpretive Association
San Diego Baykeeper
San Diego Coalition for Transportation Choices
Stewards of the Coast and Redwoods
Tamalpais Conservation Club
Mt. Tamalpais Interpretive Association

Business Leaders

Curtis Abbott
CEO, Lucesco Lighting Inc
Andrew Beebe
President, Energy Innovations
Laura Berland-Shane
COO, Permacity Corp
Maureen Blanc
VP Marketing, International Museum of Women
Hale Boggs
Manatt, Phelps & Phillips
Eric Bowen  
VP, Energy & Director, Biofuels, Sigma Capital Group  
Evan Brooks  
Founder, DigiDesign  
Alan Buder  
Chief Operating Officer and CFO, Alligator Planet  
Selcuk Cakir  
MSD Capital  
Matt Cheney  
CEO, Renewable Ventures LLC  
Ronald Cohn  
Commissioner, California State World Trade Commission  
Tom Cole  
General Partner, Trinity Ventures  
Stephen Colwell  
The Ocean Foundation  
Holly Corn  
Holly Corn, MD, Childrens Hospital Los Angeles  
Jean Davidson  
Managing Director, VantagePoint Venture Partners  
Peter Davis  
Chairman, Appellate Department, Reed Smith Crosby Heafey  
Andrew Deitz  
Director, Symphony Technology Group  
Ted Driscoll  
Venture Partner, Claremont Creek Ventures  
Dave Edwards  
Research Analyst, American Technology Research  
Bob Epstein  
Co-founder, Sybase, GetActive Software, Environmental Entrepreneurs  
Christina Erickson  
Founder, Green by Design  
Rob Erlichman  
President, Sunlight Electric, LLC  
Anne Feldhusen  
Marketing Program Manager, Hewlett Packard  
Steve Fioretti  
Senior Director Product Marketing, Siebel Systems  
Matthew Fisher  
Nixon Peabody LLP  
Peter Fortenbaugh  
Executive Director, Boy and Girls Club of the Peninsula  
Cole Frates  
Renewable Resources Group  
Tushar Gheewala  
CEO & Chairman, Inventions Outsource
Nancy Gail Goebner  
Nancy Goebner Designs  
Mark Goldstein  
CEO, InStorecard Inc.  
Marianna Grossman Keller  
Partner, Minerva Consulting  
Joseph Guth  
Executive Director, California League for Environmental Enforcement Now  
Tom Haggin  
Co-Founder, Sybase and Tilden Park Software  
Anna Halpern-Lande  
Founder, Cyrmel  
Bob Hambrecht  
Managing Director, Equity Capital Markets  
Arno Harris  
CEO, Prevalent Power  
James Higgins  
Partner, Lakeside Enterprises  
Jill Tate Higgins  
General Partner, Lakeside Enterprises  
Tom Jacoby  
Vice Chairman, Klipsch Inc  
Wendy James  
President, Better World Group  
Kristine Johnson  
Director, Kingfisher Foundation  
Jonathan Kaufelt  
Board Member, Equity Marketing Inc  
Robert Keith  
Beartooth Capital  
Arthur Keller  
CEO, Globallinx Network  
Stephen Koch  
Real Estate Consultant, AIG Global Real Estate  
Nicole Lederer  
Co-Founder, Environmental Entrepreneurs  
Ross Levy  
Principal, Levy Art & Architecture Inc.  
Glen Lindenstadt  
Founder, The Lindenstadt Company  
Peter Liu  
Principal, LM Investment Consulting  
Madelyn Mallory  
President/CEO, Catalyst Financial Planning & Investment Management Corp.  
Drew Maran  
President, Drew Maran Construction/Design
John Mayerhofer  
Chairman, CEO, VoiceIndigo Inc.

Jim McDermott  
CEO, US Renewables Group

Carol Moné  
President, Our Earth Music, Inc.

John Montgomery  
Montgomery Law Group

Jeffrey Mora  
Chef

Kathy Murphy  
CFO and Administrative Partner, Trinity Ventures

Gib Myers  
Partner Emeritus, Mayfield Fund and Founder/board of the Entrepreneurs Foundation

Alex Osadzinski  
Venture Partner, Trinity Ventures

Jiali Osadzinski  
Controller, Applied Biosystems

Mark Parnes  
Attorney, Wilson Sonsini Goodrich & Rosati

Sam Perry  
President, Ascendance Ventures

Eric Ramberg  
Atrium Capital

David Rome  
Self Employed - Investing

David Rosenstein  
President, Intex Solutions

Guy Saperstein  
Saperstein Goldstein Demchak & Baller

Wendy Schmidt  
Interior Designer, Allied Member ASID

Tim Sexton  
SVP, Strategic Marketing, EMI

Reid Shane  
Executive VP, Paramount Pictures

Ann Shulman  
President, Philanthropy Associates

Aimee Silver  
Project Manager, Kintera

Barbara Simons  
Retired, IBM Research

Bob Smith  
Co-founder, Nellcor, Incorporated

Kristen Steck  
Greenhouse gas manager, Large Oil and Gas Concern
Lee Stein  
Chairman and CEO, Virtual Group, LLC

Sally Supplee  
Former Chief Financial Officer, various

Gary Swart  
CEO, Odesk

Bill Unger  
Partner Emeritus, Mayfield

Kathleen Unger  
Communications Consultant, KSMU, LLC

Stephen Unger  
KSMU, LLC

Mark Vander Ploeg  
Vice Chairman, Investment Banking, Merrill Lynch & Co.

Nancy Wakeman  
Vp, Engineering, Tapstone, Inc.

Mal Warwick  
Mal Warwick & Associates

Dave Welch  
Chief Technology Officer, Infinera Corporation

Marian Woodard  
Managing Partner, The Quantum Shift

Stephanie Yulga Deitz  
Founder, Verde Clean Homes (Greening the world one home at a time.)

Paul Zorner  
Senior Director Business Development, Diversa

Paul Naude  
CEO, Billabong

Bob McKnight  
CEO, Quiksilver

Dick Baker  
President, Ocean Pacific

Richard Wolcott  
CEO, Volcom

Bob Rief  
CEO, Sanuk Footwear

Bruce Beach  
President, Electric Visual Evolution

Tom Ruiz  
Vice President of Sales, Volcom Clothing

CJ Oliveres  
Senior Vice President/Assistant GM, Fuel Network

Jimmy Olmes  
President, REACTOR

Mark Crowther  
Group Publisher, The Surfer’s Path
Scott Dickey
President, TransWorld Media
Phil DeAngelo
President, Surfing Artists International
Scott Daley
Vice President of Marketing, Body Glove International
Toshi Corbet
VP Marketing, SponsorHouse
Bob Mignogna
President, Mignogna Consulting
Drew Kampion
Adam C. Borrello
Director, International Licensing/Marketing, T&C Surf Designs Hawaii
Nikki Houston
SIMA Board Member, Surf Expo Account Manager, Surf Expo
Gary Ward
President, Ocean Minded
Tyler Callaway
Director of Business Development, Surf Hardware International USA
Matt Till
Co-founders, Olukai
Bill Worthington
Co-founders, Olukai
Shawn Taylor
Product Line / Marketing Manager, Santa Cruz Surfboards
Maria Broph
Vice-President Marketing/Licensing, Son of the Sea, Inc.
John Dahl
President, Wax Research, Inc.
Greg Tomlinson
VonZipper, Sales & Marketing Dir.
Andy Tompkins
Group Show Director, ASR
Chad DiNenna
Founder, Nixon Watches
Guy Motil
Owner, Longboard Magazine
241 Toll Road Extension
Foothill/Eastern Transportation Corridor Agency

Presentation to the
San Diego Association of Governments
Borders Committee

October 27, 2006

Joint Powers Authority

- Foothill/Eastern Transportation Corridor Agency
  - Anaheim - Councilwoman Lorri Galloway
  - Dana Point - Councilwoman Lara Anderson
  - Irvine - Councilman Larry Agran
  - Lake Forest - Councilman Peter Herzog
  - Mission Viejo - Mayor Lance MacLean
  - Orange - Councilman Mark Murphy
  - San Clemente - Councilman Jim Dahl
  - San Juan Capistrano - Councilman Dave Swerdlin
  - Santa Ana - Councilwoman Lisa Bist
  - Rancho Santa Margarita - Mayor Jim Thor
  - Tustin - Councilman Jerry Amante
  - Yorba Linda - Councilman Ken Ryan
  - Orange County Supervisor - Tom Wilson
  - Orange County Supervisor - Bill Campbell
  - Orange County Supervisor - Chris Norby
• Weekday traffic is projected to increase at the San Diego/Orange County Line 60% by 2025.

In preparing future traffic forecasts on I-5 at the county border, the OCTA coordinated with other agencies including SCAG, SANDAG, and Caltrans. This effort has resulted in I-5 traffic volume forecasts that represent the best estimate from the available data and which have gained concurrence from these other agencies.

1981
• Alignment was placed on the Orange County Master Plan of Arterial Highways

1999
• Purpose Statement:
  “To provide improvements to the transportation infrastructure system that would help alleviate future traffic congestion and accommodate the need for mobility, access, goods movement and future demand on I-5.”

Federal Resource Agency Involvement
• A collaboration of agencies developed the purpose statement and the alternatives that would be analyzed:
  • FHWA
  • EPA
  • Army Corps of Engineers
  • US Fish and Wildlife Service
  • Caltrans, and
  • Camp Pendleton
February 2006: Balanced Alignment Chosen

- Relieves traffic on I-5 and arterial intersections
- Least environmentally damaging practicable alternative (preliminary determination)
- Located along the eastern boundary of Camp Pendleton – to not impact military operations
- Does not displace homes or businesses
Highlights

- San Onofre State Beach
- Sediment flow - Trestles surf break
- Water quality
- County to county traffic transition

San Onofre State Beach

- Toll Road is inland of I-5
- It does not impact coastal units of the park
- 95% of the visitors use the coastal units
- Committed to working with the State Parks Department to identify improvements
- San Onofre State Beach is leased from the Department of the Navy
  - San Mateo Campground built in 1989
  - Lease expires in 15 years
Sediment Flow
San Mateo Creek Watershed

Shoreline Sediment Movement
The surfing resources in the vicinity of San Mateo Creek are not sensitive to very small changes in littoral sediments delivered either along the shore or from the creek. The SOCTIIP will have an insignificant impact on the transport of sediment to the shoreline. The SOCTIIP will have no measurable impact on surfing resources.

TCA will monitor the Caltrans maintenance of the basins for 5 years

Water Quality Benefit

Stormwater runoff features in compliance with Caltrans and State Board standards
241 Toll Road Connection to I-5

- FHWA approval of the access report for the 241 Toll Road connection to I-5
- Conceptual geometric approval from Caltrans
- Connection accommodates the I-5 improvements in SANDAG’s 2030 Regional Transportation Plan

Traffic Improvement 2025

- NO ACTION
- 241 Extension
241 Toll Road Extension
Foothill/Eastern Transportation Corridor Agency

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