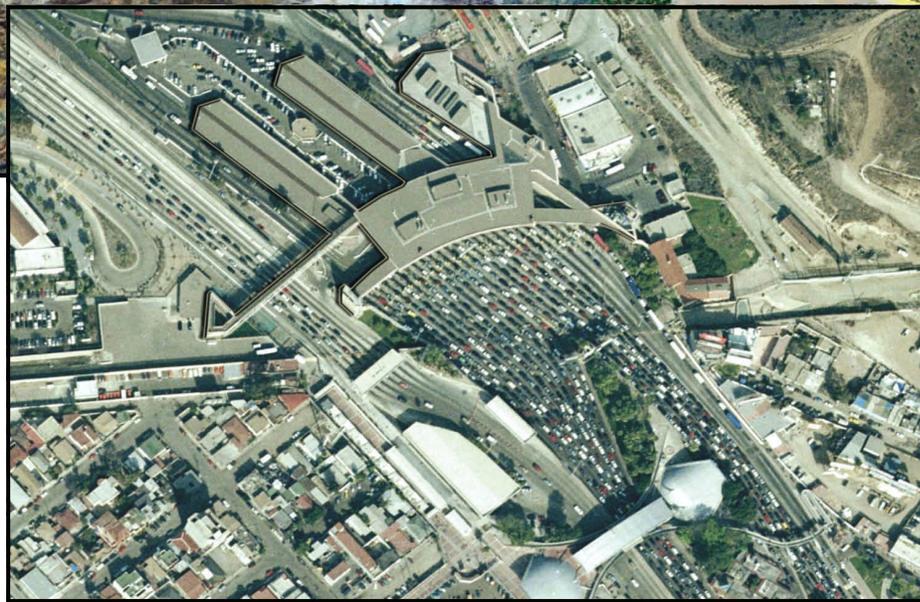


San Ysidro Port of Entry Border Investment Strategy



Transportation Border Congestion Relief Program Application
California Department of Transportation
June, 2008



California Department of Transportation
Transportation Border Congestion Relief Program (TBCR)

A Comprehensive Approach to Transportation Border Congestion Relief

Project Title: San Ysidro Port of Entry Border Investment Strategy
Lead Agency: CALTRANS, District 11
Contact Person: Mark Baza, Project Manager, (619) 688-2545

Introduction

The San Ysidro Border Investment Strategy Proposal to USDOT involves a partnership between Caltrans District 11, the San Diego Association of Governments (SANDAG), and USDOT. This Border Investment Strategy focuses on four specific multimodal components that are vital to the sustainability and continued mobility for the 25,000 pedestrian travelers and 50,000 autos (including 300 buses daily) crossing northbound each day at the San Ysidro Port of Entry (POE). The Border Investment Strategy will assess the costs and develop a financing plan (in partnership with USDOT) for four specific projects that have high public/private partnership potential. The four San Ysidro POE projects are: 1) a half-mile people mover system with various ITS amenities; 2) an assessment of parking needs surrounding the federal island which will include kiss and ride zones and possible smart parking strategies; 3) an enhanced multi-modal transportation hub, which will seamlessly serve cross border travelers; and 4) an updated commercial esplanade in an area that is now referred to as the “public plaza deck area” above Interstate 5. The goal of the project is to address community and regional transportation improvements that will complement the proposed San Ysidro POE expansion project underway. In addition, to identify self-help/innovative financing tools for the public and private sectors to partner and create a gateway worthy of the “busiest international land crossing in the world.”

Caltrans’ request to USDOT is to support Caltrans and local stakeholders with the expertise of the USDOT Border Congestion Relief Team and to identify potential funding opportunities (\$500,000) to support the development of the Border Investment Strategy.

1) Project Description

Caltrans is advancing this study, in cooperation with the City of San Diego, SANDAG, and other stakeholders, as the Partnership Study for the USDOT Border Congestion Relief designation. The San Ysidro Border is the second highest-ranking project in the Draft California-Baja California BMP sponsored by the U.S.- Mexico Joint Working Committee (JWC), June 2006. As such, it is an ideal focused partnership project for the USDOT Border Congestion Relief Program.

As part of the BMP, the SANDAG Service Bureau on behalf of Caltrans and the State of Baja California conducted an Analysis of Transportation and Port of Entry Projects and ranked those projects by POE. This evaluation described and prioritized 16 separate projects and included their cost estimates. However, after the GSA financed phased Reconfiguration and Expansion of the POE (the federal island), most of these projects have only limited funding, so a border investment strategy study is needed to frame a capital plan for several multi-modal enhancements.

Caltrans and the City of San Diego anticipate an upcoming allocation of \$150,000 in State Planning and Research (SP&R) discretionary funds to initiate the much-needed “Border Investment Strategy”

(Investment Strategy), which is the primary focus of this TBCR application. This regional Investment Strategy will focus on several pedestrian and vehicular multi-modal improvements that will improve flows at the POE complex and the surrounding business community. There are several components that require assessment for the Investment Strategy, including a deck over Interstate 5, a half-mile people mover to replace the current walkway for pedestrian border crossers (the reconfigured POE will lengthen the pedestrians walk to almost a half-mile and eliminate a heavily used drop off point for pedestrians), a bus turn around site which will be needed to serve an enhanced and reconfigured bus and trolley multi-modal plaza which should include kiss and ride areas, three commercial development sites surrounding the POE, four or more parking lots/structures surrounding the POE, a Camino de la Plaza sidewalk widening, landscape improvements, smart technologies for cars/buses and pedestrians, and enhanced freeway connection and intersection enhancements (see Attachment 2, POE Project Definition Diagram, which illustrates these offsite Associated Projects (BY OTHERS)). The term “BY OTHERS” as defined by GSA refers to improvements outside of the federal POE compound.

The key feature of the Investment Strategy will be for Caltrans, SANDAG, the City of San Diego, MTS, other stakeholders, and USDOT to assess four future multi-modal upgrades and financial plans to improve flow of people at the border. The San Ysidro POE investments must be conceptualized and financed as sustainability and mobility projects, which the region needs to provide convenient multi-modal choices to the single occupancy vehicle (SOV), and the strategy to launch these four projects is to identify self-help/innovative financing tools which will underpin improved bus and trolley connectivity, provide retail and parking amenities, replace a half-mile convoluted walkway with a people mover system, and plan a traveler-friendly above deck esplanade. Innovative financing to these multi-modal projects has great promise; the San Ysidro POE already experiences high demand making it a prime zone for value pricing strategies, public/private partnering or public/public partnering, Private Activity Bond (PAB) applications, and TIFIA loans that are customized to meet cross border needs. The Investment Strategy will analyze four major projects with the assistance of the USDOT Border Expert Team to improve transportation connectivity between the San Ysidro POE via multi-modal enhancements, which will connect transportation options, including, walking, biking, bus, Trolley, taxi, and personal vehicle. Those four investment projects are:

- A people moving system to replace a half-mile pedestrian bridge over Interstate 5 that will be demolished as part of the GSA reconfiguration project. This people moving system should integrate state of the art traveler information systems and a prime advertising area (as a result of the reconfiguration project, the new walkway/bridge proposed by GSA would increase the walking distance).
- An assessment of parking needs that first considers a balanced strategy for promoting bus and transit travel, accommodating residential and visitor parking needs and a smart parking approach that seeks to capture revenues from those travelers approaching the border by car. If the community determines that a smart parking system is required, it will provide drivers with state of the art parking space information and peak/off-peak parking pricing (to be modeled along the lines of the Baltimore Washington Airport parking System).
- A strategically reconfigured series of commercial spaces that enhance the travel experience and provide pedestrian amenities geared to the cross border traveler. This conceptual retail esplanade area will be a prime area for retail and food franchises.
- An enhanced pedestrian-friendly multi-modal system that includes locations at the east and west parts of the POE, staging and parking for local and long-haul buses, jitneys, MTS Trolley connectivity, taxi staging, and pick-up and drop-off opportunities for transit riders and pedestrians. The enhanced multi-modal system would open opportunities for express services

of the Trolley and possible connections to future light rail infrastructure. An integrated multi-modal center will be driven by the need for making any mass transit option more accessible and more viable than it is today. Without such an integrated multi-modal travelers center, 25,000 pedestrian per day are subject to an inefficient crossing experience that encourages SOV travel, is congested, carbon emission intensive, and increasingly expensive.

Investment Strategy - Project Schedule

- July 2008 to July 2009 - Caltrans/SANDAG Launch and conduct the Border Investment Strategy Study in partnership with CBP/GSA, USDOT, the City of San Diego, MTS, and local stakeholders.
- July 2008 to Dec. 2008 – Caltrans/SIDUE/SANDAG Service Bureau complete Border Master Plan Study. The U.S.-Mexico JWC is asked to adopt the California-Baja California BMP.

BACKGROUND AND CONTEXT - The San Ysidro-Puerta Mexico POE is the busiest international land border crossing in the world. One of every ten people entering the U.S. via sea, air, or land port, enters through the San Ysidro POE. For context, the San Ysidro border crossing handles more annual passengers than the Los Angeles International Airport, which is the fifth busiest airport in the country. The existing facility includes the border crossing station, which is staffed by U.S. Department of Homeland Security's Customs and Border Protection (CBP) and is soon to be expanded and reconfigured by GSA for its client CBP. The reconfigured POE will replace the old structure with a new facility that is 225,000 square feet of building space and will have 29 inbound vehicle lanes (four of which are Secure Electronic Network for Travelers Rapid Inspection or SENTRI lanes), two bus lanes, and six outbound vehicle lanes.

The existing outdated 30-year-old facility can no longer support current and future traffic needs as well as CBP facilitation and enforcement missions. This POE will be replaced by a new port incorporating the latest in security and anti-terrorism enhancements to improve pedestrian and vehicular processing, increase operational efficiency, provide greater officer and public safety and security, decrease operations and maintenance costs, and improve the traveler experience.

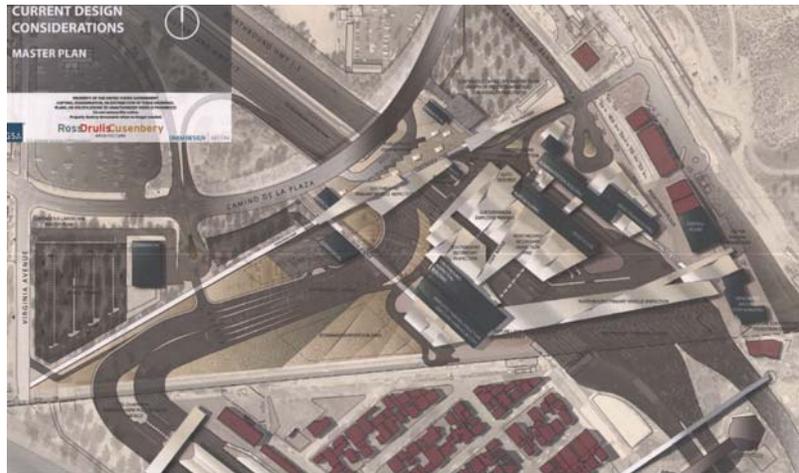
The POE currently processes an average of 50,000 northbound vehicles and 25,000 northbound pedestrians each day (the San Ysidro POE is not a commercial crossing point; trucks currently move across the Otay Mesa crossing, and two other POEs along the California border to the east of San Ysidro). SANDAG predicts an increase in vehicle traffic at San Ysidro of up to 70 percent by 2030. SANDAG's recent study indicates substantial economic impacts to the region as a result of increasing wait times at the border. Given the delays at current traffic volumes, capacity of the POE must be increased to accommodate regional growth. Wait times at the border can peak to two to four hours.

To address the chronic underinvestment, fragmented planning efforts, and growing congestion at the San Ysidro POE and surrounding community there are at least three concurrent and complementary planning and building activities that are underway as well as the San Ysidro Border Investment Strategy described above:

- A) General Services Administration (GSA) Reconfiguration and Expansion of the San Ysidro POE** - GSA has launched a three phased Reconfiguration and Expansion of the San Ysidro POE. The focal point of the GSA Plan is referred to the "federal island" or core POE, and the project cost is \$577 million. Phase 1 was approved and partially funded in 2004 for \$34 million for site acquisition and design as well as an allocation of \$160 million. The project is estimated to cost approximately \$577 million. Additional funding of approximately \$38million is included in the

proposed federal budget for FY 2008 (see Attachment 1, POE Project Definition Diagram-Baseline Project Zone).

- Schedule
 - Complete Master Planning – fall 2007
 - Complete EIR/EIS – fall 2008
 - Begin Construction of Phase I – summer 2009
 - Complete Construction of Final Phase – fall 2014
- Partners
 - CBP, GSA, Federal Highway Administration (FHWA), Caltrans, SANDAG, and the City of San Diego.



Current Design Considerations Schematic from GSA, April 28, 2008

B) Mi Pueblo Pilot Village - The Pilot Village program in the City of San Diego serves as a catalyst for implementing the City of Villages strategy (the land use element of the citywide General Plan). Pilot Villages are designed to be working examples that demonstrate how to accommodate growth and improve existing communities by combining housing, commercial, employment centers, schools and civic uses together in areas where a high level of activity already exists. Locating new village development can help with the revitalization of San Ysidro and connecting villages with an improved transit system, such as efforts underway by SANDAG and MTS, will further help San Ysidro reach its full potential.

The proposed Mi Pueblo Pilot Village project is in the heart of the San Ysidro community along the historic commercial core of San Ysidro Boulevard, stretching from Interstate 805 to Cottonwood, and into the residential neighborhood immediately adjacent. It is linked through a system of pedestrian connections throughout the community and to the Las Americas Plaza next to the international border. Some of the highlights of this project include a large mixed-use development consisting of approximately 1,000 new housing units (10% - 20% affordable to low to moderate income persons, and 150,000 square feet of retail/commercial space. The project is proposed to be developed on a 14-acre site located on West San Ysidro Boulevard, between Cottonwood Road and Interstate 805. Other proposed elements include large parking structures, park land, new transportation and infrastructure improvements, civic space, and other amenities.

Pilot Village projects are eligible for incentives, including priorities on infrastructure upgrades or replacements, deferral on collection of fees, business Industry Incentives, rebates on property taxes, and revolving loan funds, and assistance related to policies and regulations on the undergrounding of utilities, affordable housing, and Community Development Block Grants.

- C) **The Border Master Plan** – As previously referenced, the BMP covers the entire California/Mexico Border Region. It is a pilot study funded by the U.S./Mexico JWC. The California-Baja California BMP is a bi-national comprehensive approach to coordinate planning and delivery of land POEs and transportation infrastructure projects serving those POEs in the California-Baja California region. Caltrans in partnership with the State of Baja California Secretariat of Infrastructure and Urban Development (SIDUE), and the U.S./Mexico JWC retained the SANDAG Service Bureau to assist in the development of this Plan. The BMP used quantitative and qualitative evaluation criteria to prioritize POE projects and associated transportation facilities. The San Ysidro POE was ranked second along the California-Baja California border, after the proposed Otay Mesa East POE.

In addition to the above-mentioned initiatives, there are other important planning and transportation efforts underway in the San Ysidro border region, including projects south of the border and planning on the part of the transit operator Metropolitan Transit System (MTS) to coordinate the busiest public transportation hub in the entire county. There should be continuous collaboration and communication among SANDAG, Caltrans, the City of San Diego, MTS, GSA, and international and other partners on the reconfiguration of the border crossing.

2) **Congestion Reduction and Reduction in Land Border Travel Times**

Congestion at the San Ysidro border is ubiquitous; continuously growing, and economically unacceptable to the bi-national border region and the State of California. SANDAG's 2007 Economic Impacts of Wait Times at the San Diego Baja Border Study determined that:

- At an average wait of 45 minutes at the three San Diego-Baja California POEs, more than \$10 million cross border trips are lost due to wait times (congestion).
- In 2007, delays at the border contributed to a loss in output that exceeds \$2.9 billion and a loss in employment of more than 40,000 jobs for the San Diego region and Baja California combined.

Every day thousand of workers participating in a vibrant bi-national economy cross at the San Ysidro POE. Those not crossing for job reasons are tourists and individuals who want to shop, have a meal, or explore cultural sites. Whatever the reason, cross border users are finding their travel experience to be less attractive, more time consuming, and increasingly expensive. In SANDAG's 2007 Regional Transportation Plan, 2006 traffic conditions at the border were modeled at level of service (LOS) F; by 2030, the LOS projection is expected to stay at LOS F. No net improvement in the LOS at the border is unacceptable. The strategic investment plan will be a critical first step toward setting an investment strategy for a world class intermodal center, which will improve the chronic congestion at the San Ysidro POE.

San Ysidro, like other major border crossings, faces the problem of coordinating multiple stakeholders with varying objectives. First and foremost, Department of Homeland Security (DHS) Inspections must occur at the border. All of the projects that the regional Investment Strategy will be crafted to

first support the CBP procedures that must occur at the San Ysidro POE. Logically, regional stakeholders also want a full partnership with DHS/GSA as they grapple with the crush of congestion and pollution surrounding such a busy POE.

Caltrans, SANDAG, the City of San Diego, and other stakeholders are well positioned and have an established track record of adding new or improved transportation capacity that employs the latest information technologies and state of the art innovative financing tools. The four high-promise multi-modal projects we wish to develop with the USDOT Expert Team include a people mover, a smart parking network, a cluster of traveler commercial amenities, and an enhanced multi-modal center, which will provide connections to parking areas, private busses, taxis, and the heavily used MTS Trolley and bus services.

3) Use of Intelligent Transportation Systems

While the priority mission of 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 the Secure Electronic Network for Travelers Rapid Inspection (SENTRI) and Free and Secure Trade (FAST) programs to expedite border crossings for pre-screened participants. Up to four vehicle SENTRI lanes (including a pilot double stacked inspection lane) and one pedestrian SENTRI lane operate at San Ysidro POE and one vehicle SENTRI lane functions at Otay Mesa POE, but even these lanes experience congestion at peak periods. Innovative approaches to manage current POE infrastructure, and to develop and operate new, smart border crossings will be needed to accomplish CBP's goals.

An overarching goal of the Investment Strategy for the San Ysidro POE will be to improve mobility and access for pedestrians and transit users. San Ysidro is home to transit-dependent populations and the busiest Trolley station in the county. A goal of the Regional Comprehensive Plan (RCP) and Regional Transportation Plan (RTP) for the San Diego region is to implement intelligent systems to improve effectiveness of the transit system. A highly successful system in place currently to assist transit users is the Advanced Traveler Information System (511), which uses real-time data collected from the freeway, arterial, and transit systems, and is provided to travelers via the phone and the Internet so that they can better plan the time and path of their trips. In addition, FasTrak and Compass Card Electronic Payment Systems are providing customers and operators with a simple Compass Card system for a seamless method to pay for and use transit services. Future expansion will provide for on- and off-street parking, and land linkage with a patron's FasTrak account.

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

Project Specific ITS Tools

- This project first proposes a people moving system to replace the existing pedestrian bridge over Interstate 5 that will be removed as part of the GSA reconfiguration project. The new walkway proposed by GSA would force cross border pedestrians to walk across a busy highway ramp. This people moving system should integrate state-of-the-art traveler information, border crossing information, and commercial advertising space.

- The second ITS tool may include an integrated smart parking approach. Parking at the border must first promote use of mass transit but smart parking strategies can also capture revenues from those driving to the POE. A smart parking option will be evaluated, and if included, would provide those drivers with state of the art parking slot information and peak/off-peak parking pricing. The *Smart Park System* is an example, and is installed in a few places around the world - from a giant underground mall in Barcelona to the garage at Samsung's HQs in Seoul. In Florida, Jacksonville's airport is buying the setup, which greets arriving motorists with electronic signs that convey how many spaces are available. A glance down a garage's central aisle shows bright LEDs - green arrows for vacancies and red Xs for no vacancies - over the entrance to each parking row.
- The third ITS innovation would include traveler information kiosks located in the reconfigured commercial spaces which would enhance the travel experience and provide pedestrian amenities geared to the cross border traveler. The so-called pedestrian deck can be designed as an inviting traveler esplanade with attractive retail outlets and food stations.
- The fourth ITS innovation will be a coordinated, pedestrian-friendly, multi-modal system that includes local and long-haul buses, jitneys, airport connector busses, Trolley, taxi, and pick-up and drop-off opportunities for transit riders and pedestrians is needed. An integrated multi-modal center that is based upon making mass transit options more accessible and more viable must be developed. Without such an integrated multi-modal travelers center, 25,000 pedestrians per day are subject to an inefficient crossing experience that encourages SOV travel, is congested, carbon emission-intensive, and increasingly expensive. The enhanced multi-modal center will be supported by a complete traveler information system. That traveler information system will provide information about all on-carriage options, bus, trolley, and airline schedules, as well as real time border delay notifications.

4) Economic Benefits and Support of Commerce

There is significant economic interdependence between the San Diego region and Baja California, which is illustrated by the magnitude of cross border personal travel at the San Ysidro POE, as well as the other two regional POEs. Over 60 million people cross the San Diego County/Baja California POEs from Mexico northbound annually. More than half the trips are for shopping and recreation and some 10 million trips are to and from work. The SANDAG Economic Impact Study of Border Wait times found that the economic impacts of congestion on personal travel are much stronger in the U.S. than in Mexico and concentrated principally in San Diego County and Baja California regions.

Congestion and delays for cross border personal travel at the San Diego-Baja California POE at San Ysidro have increased and have become more unpredictable and far less manageable, especially in light of consistent forecast growth of cross border activity. These delays were estimated to cost the San Diego-Baja California economies nearly \$2.9 billion in lost output and a loss of more than 40,000 jobs in 2007. Moreover, delays for freight traffic at the commercial Otay Mesa and Tecate POEs result in additional output and job losses that affect the San Diego-Baja California region, as well as the state and national economies. 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.

5) Value to the Users of the Project

The border region faces 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 cross border travel, transportation infrastructure that has failed to keep pace with this growth and the implementation of stricter security screenings.

The regional partners believe that the four proposed Investment Strategy projects will:

- Improve safety for cross border travelers;
- Be attractive for PPPs and innovative financing by virtue of consistent volumes and demand at the POE;
- Significantly improve the attractiveness of mass transit at the POE;
- Provide SOV travelers attractive mass transit options at the POE;
- Reduce travel times for pedestrians by providing access improvements and a moving sidewalk;
- Provide many sorely needed traveler amenities and improve smart traveler information options; and
- Will support national security.

6. Innovations in Project Delivery and Finance

Preliminary analysis indicates that this project presents a few highly significant opportunities for TIFIA funding. The Miami Intermodal Center (MIC) presents a model that the regional stakeholders see as applicable to the San Ysidro POE, and the San Ysidro daily travel counts are even higher than those in Miami. The MIC financing plan reflects that TIFIA is indeed a viable option for the people mover, a smart assessment of parking facilities, and enhanced multi-modal center. Caltrans believes that PAB's may be an instrument that can assist with the commercial property investors.

Another leveraging tool that is available for project delivery is available through the partnership with the City of San Diego is Redevelopment and its associated incentives. Through redevelopment, a project area receives focused attention and financial investment to reverse deteriorating trends, create jobs, revitalize the business climate, rehabilitate and add to the housing stock, and gain active participation and investment by residents and local business. The City of San Diego's 766-acre San Ysidro Redevelopment Project Area was established to create a world-class gateway between the cities of San Diego and Tijuana. The project area is located on the United States-Mexico border where Interstates 5 and 805 merge and includes a corridor along the San Diego Trolley route with retail and residential land. The project area focuses on redeveloping a vital business district, attracting new businesses to the area, and encouraging continued tourism from American and Mexican visitors. The Redevelopment Agency has access to special legal and financial mechanisms to eliminate blight and improve economic and physical conditions in designated areas of the City. Various incentives are available for use in this redevelopment project area, including site assembly, fee reductions, permitting assistance, and other housing and façade rebates and improvements.

One example of how the City of San Diego Redevelopment Agency is working with stakeholders in this planning of San Ysidro property owners in older commercial corridors to form a Commercial Revitalization District along East and West San Ysidro Boulevard. Through a property owner initiative, the new benefit assessment district will fund special services and projects to benefit commercial and residential properties in San Ysidro. Special benefit services will include sidewalk sweeping, gutter cleaning, enhanced trash collection, landscape maintenance, additional street lighting

and security. All properties, public and private, in and around East and West San Ysidro Boulevard could be included in this district

7) Exceptional Environmental Stewardship

Since the San Ysidro POE project involves work on both federal, state, and city properties, GSA is working cooperatively with Caltrans to prepare a combined Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) to comply with both the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements. The EIS/EIR will document the environmental impacts of this project, including traffic, air quality, and socio-economic effects. The final environmental document is scheduled to be completed no later than fall 2008. This joint approach to obtain environmental clearance will result in an effective streamlining of the environmental review process.

Caltrans, working with the City of San Diego, SANDAG, and other stakeholders seeks a collaborative Investment Strategy building on the GSA reconfiguration project. Our joint efforts will address environmental concerns by analyzing intermodal travel in the POE region. Of particular interest is the San Ysidro Intermodal Transportation Center completed in 2005 and adjacent to the San Ysidro POE. It brings 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. A broad and community-based Investment Strategy would build on the opportunities for intermodal travel throughout the San Ysidro Community by seeking improved access for pedestrians and travelers using alternative modes of travel. Air quality at the border is affected by excessive idling from trucks and private vehicles and would be improved if more people traveled by bicycle, walked or used transit. One major goal of a comprehensive planning effort around the San Ysidro POE will be to encourage multi-modal travel, thereby reducing harmful vehicle emissions.

The overall systematic approach to border congestion relief along the California-Mexico border will continue to focus on reducing congestion at the international POEs by coordinating development of the projects simultaneously. The San Diego air basin has been designated non-attainment for the federal 8-hour ozone standard and as a federal maintenance area for the Carbon Monoxide (CO) standard. The air basin also has been designated non-attainment for the following state standards: one-hour ozone, eight-hour ozone, PM₁₀, and PM_{2.5}. Reducing excessive congestion, delays, and idling at the POEs is anticipated to relieve local and regional air quality.

8) Finance Plan and Potential Private Sector Participation

Caltrans and the regional stakeholders seek designation and funding for San Ysidro as a project of regional and national significance in the next T-Bill, and consider the following financing strategies:

- Caltrans and regional stakeholders intend to consider TIFIA Loan options for: right-of-way and environmental remediation, consolidation of bus facilities, and planning construction of the improved multi-modal center, and the people mover;
- The Strategic Investment Strategy will analyze the use of PABs for the smart parking facilities and the commercial properties that could occupy the traveler esplanade;
- Caltrans anticipates asking consideration for a SEP 15 designation as the Border Investment Strategy projects become more defined; and
- Caltrans anticipates opportunities for lease revenues on future commercial facilities.

9) Planning and Coordination Status

This project seeks to coordinate planning and development of the San Ysidro/Puerta Mexico POE, ancillary projects in the community of San Ysidro, as well as those that affect regional mobility. The goal is to build on the federal government's GSA Reconfiguration Project and assist in planning projects outside of the federal footprint to integrate the new POE reconfiguration and other on-going initiatives into the San Ysidro community. A collaborative vision connects the various players and agencies already involved in planning the San Ysidro POE, including the following ongoing initiatives:

- San Ysidro Community Plan Update - The San Ysidro Community Plan was adopted in 1990 and includes amendments through November 21, 2000. The City of San Diego is about to embark upon a community-based planning process to update this Plan, which will guide the community's future development. The adopted Community Plans address the development of land, providing detailed land use, design, roadway and implementation information. The structure recognizes the diversity of San Ysidro, and although all of the City's adopted land use plans must be consistent with the overarching goals, objectives and policies of the General Plan (which focuses on citywide development issues), the opportunity exists for each community to be the "architect" of its own distinct identity. The City of San Diego recently approved \$1.5 million to update the San Ysidro Community Plan, providing an unprecedented opportunity to assist with the coordination of multiple planning efforts underway, including the new Reconfiguration of the POE. The community planning process provides a vehicle for public input and participation through meetings, workshops, and focused investment.
- The California-Baja California Border Master Plan - a bi-national comprehensive approach to coordinate planning and delivery of land POEs and transportation infrastructure projects serving those POEs in the California-Baja California region. Caltrans in partnership with the State of Baja California Secretariat of Infrastructure and Urban Development (SIDUE) and the U.S./Mexico JWC retained the SANDAG Service Bureau to assist in the development of this Plan. One of the primary objectives of the Plan is to increase the understanding of POE and transportation planning on both sides of the border and to create a plan for prioritizing and advancing POE and related transportation projects. The Draft Border Master Plan sponsored by the JWC has given the San Ysidro POE second priority among border infrastructure projects in California-Baja California.

Caltrans and GSA are already strategic partners on the San Ysidro Reconfiguration and Expansion of the San Ysidro POE, and share these principles:

Strategic Location and Design

- Locate facilities in central business areas, historic districts, and redevelopment areas; and
- Design and renovate facilities to enhance workplaces, revitalize communities, and represent the highest quality in architectural and urban design.

Customer and Community Partnerships

- Establish partnerships with local customers and community organizations to address mutual neighborhood concerns;
- Contract with business improvement districts and downtown companies;
- Collaborate with civic advocate organizations at the national level;

- Contribute to the improvement of areas around GSA facilities;
- Serve as a clearinghouse for good practices; and
- Coordinate with other international partners.

Openness to the Public

- Incorporate retail and other high-traffic uses into GSA facilities, where feasible;
- Promote the use of GSA public spaces to host events, markets, meetings, and displays;
- Meet security needs in ways that remain welcoming to the public; and
- Mobility Strategy Phase II with Caltrans and the City of San Diego builds on existing community-based efforts in San Ysidro, including work of the Smart Border Coalition and the City of San Diego Community Plan Update Process.

As the four strategic investment projects move from financial concept studies to funded projects, all relevant principles from Caltrans, GSA, SANDAG, City of San Diego and other stakeholders will apply.

10) Proposed Project Time-line

July 2008/July 2009 - Caltrans and regional stakeholders conduct Border Investment Strategy

- Border Master Plan - launched in 2007, concludes in December 2008 when U.S.-Mexico JWC is asked to adopt the California-Baja California Border Master Plan.
- GSA Begins Construction of Phase 1 - summer 2009.
- San Ysidro Pilot Village groundbreaking late 2008.
- Caltrans/GSA/City of San Diego/SANDAG agree upon a funded San Ysidro multi-modal enhancement plan - summer/fall 2009.

4/22/2008



SAN YSIDRO BORDER STATION

PROJECT DEFINITION DIAGRAM BASELINE PROJECT ZONE

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DMJM DESIGN | AECOM

RIGHT OF WAY
IMPROVEMENTS

NEW PEDESTRIAN BRIDGES

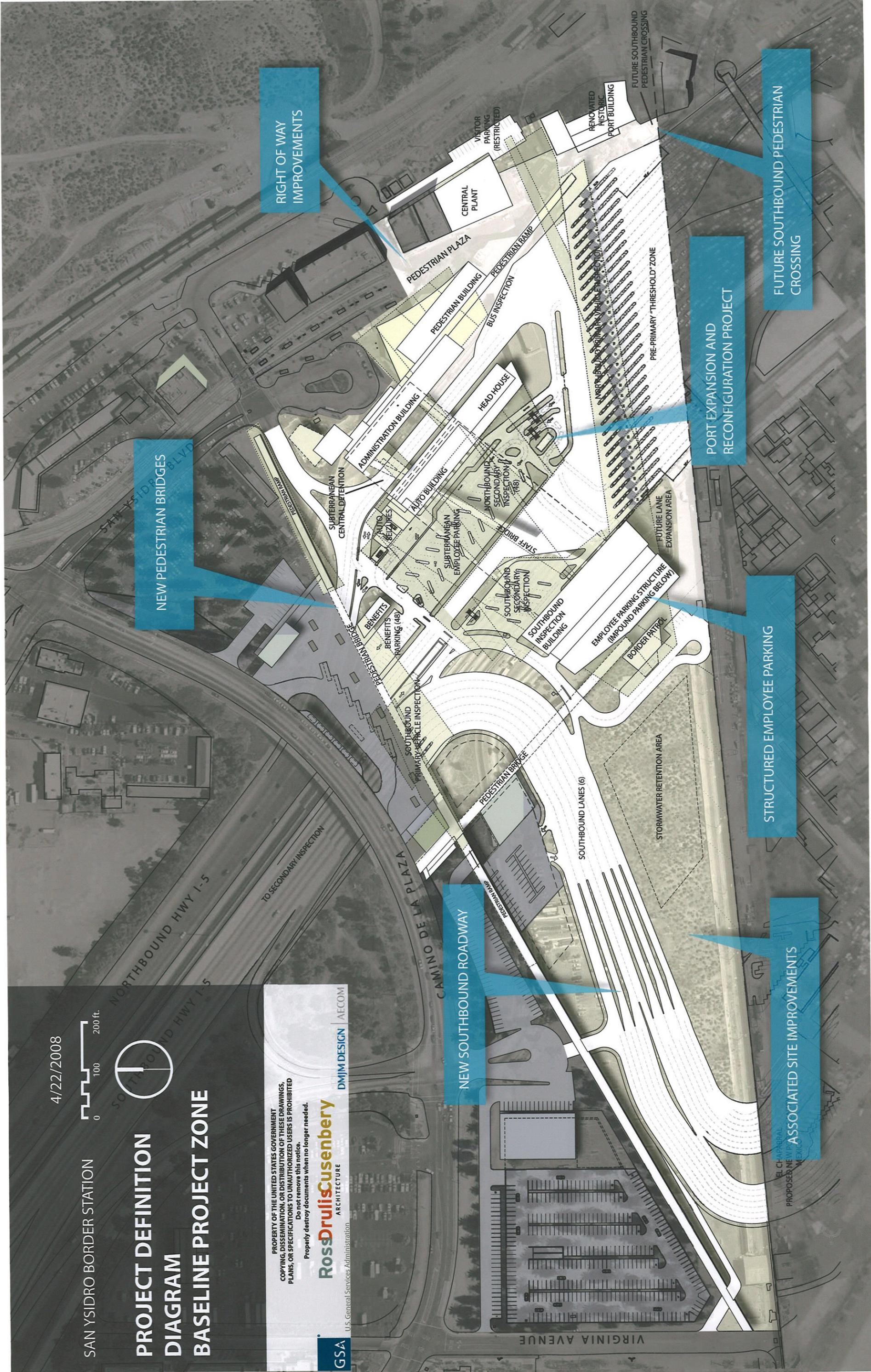
NEW SOUTHBOUND ROADWAY

STRUCTURED EMPLOYEE PARKING

ASSOCIATED SITE IMPROVEMENTS

PORT EXPANSION AND
RECONFIGURATION PROJECT

FUTURE SOUTHBOUND PEDESTRIAN
CROSSING



4/22/2008



SAN YSIDRO BORDER STATION

PROJECT DEFINITION DIAGRAM OFFSITE ASSOCIATED PROJECT (BY OTHERS)

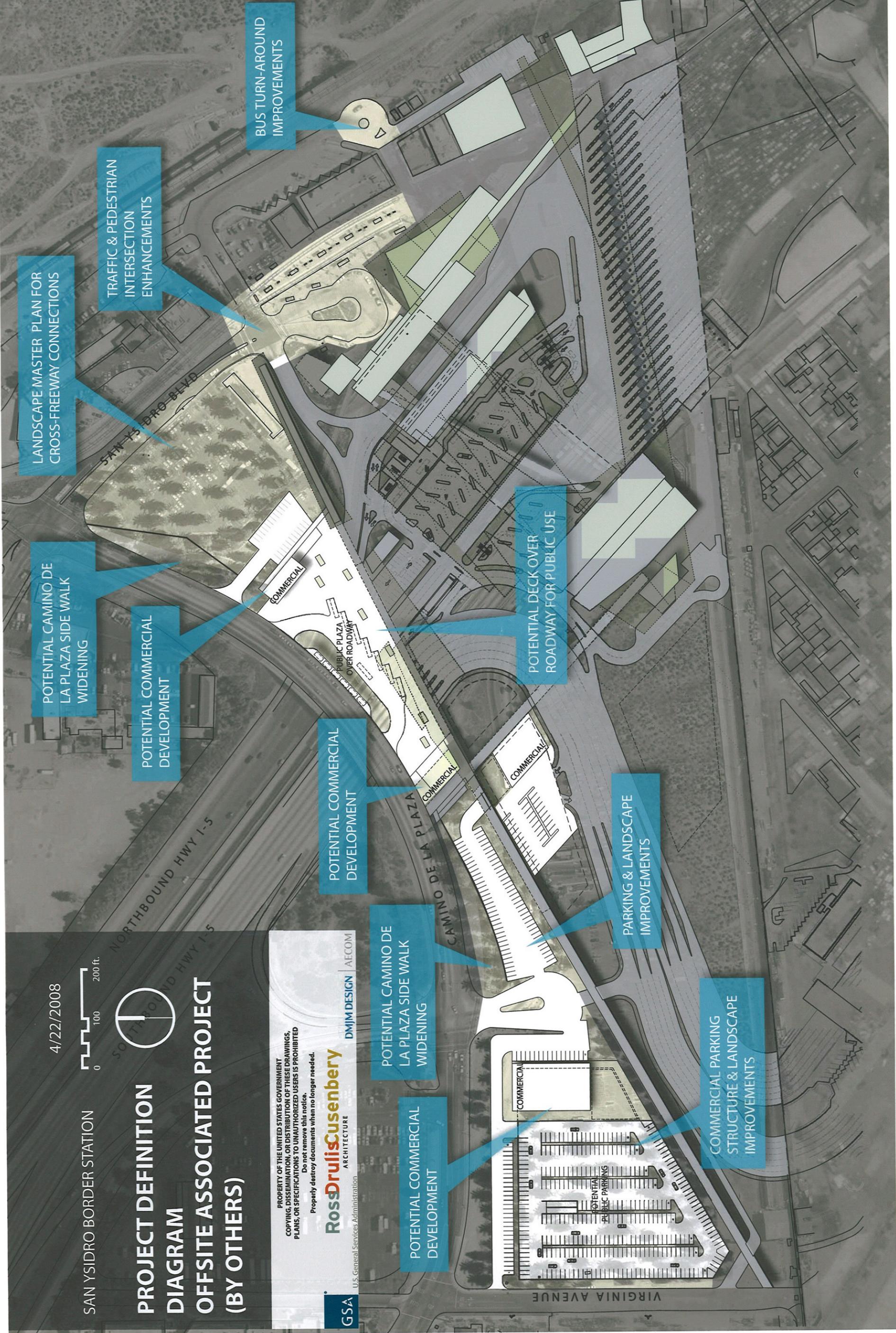
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U.S. General Services Administration





401 B Street, Suite 800
 San Diego, CA 92101-4231
 (619) 699-1900
 Fax (619) 699-1905
 www.sandag.org

June 27, 2008

File Number 3000900

Mr. Pedro Orso-Delgado
 District Director
 Caltrans, District 11
 4050 Taylor Street
 San Diego, CA 92110

Dear Mr. Orso-Delgado:

SUBJECT: USDOT Transportation Border Congestion Relief Program (TBCR)
 Application – San Ysidro Border Investment Strategy

MEMBER AGENCIES

- Cities of
 - Carlsbad
 - Chula Vista
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 - El Cajon
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 - Oceanside
 - Poway
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 - Solana Beach
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 - and
 - County of San Diego
-
- ADVISORY MEMBERS
- Imperial County
 - California Department of Transportation
 - Metropolitan Transit System
 - North San Diego County Transit Development Board
 - United States Department of Defense
 - San Diego Unified Port District
 - San Diego County Water Authority
 - Mexico

I am pleased to support the nomination of the San Ysidro Border Investment Strategy as one of four critical transportation projects on the California/Baja California border for TBCR Program awards. The project resulted from a series of collaborative meetings among SANDAG, Caltrans, the City of San Diego, MTS (local transit operator), and General Services Administration (GSA).

Project stakeholders recognize that an integrated approach is needed to address the many challenges associated with border congestion. The projects outlined in the USDOT Border Congestion application would improve crossborder travel capacity and enhance security. The San Diego projects include:

1. Otay Mesa Port of Entry/State Route (SR) 11
2. San Ysidro Border Investment Strategy
3. SR 905/SR 125 Interchange

SANDAG supports all three projects, but the focus for the San Ysidro Border Investment Strategy proposal is to forge a unique partnership with the City of San Diego, MTS, and GSA along with the vital support from USDOT, which will advance a timely investment strategy at the San Ysidro POE.

One of every ten people entering the U.S. by air, land, or sea, enters through San Ysidro, the busiest passenger border crossing in the world. As crossborder travel grows, and stricter security screenings are implemented, transportation infrastructure has failed to keep pace with this growth and resulted in increasingly unpredictable and costly delays. SANDAG is committed to supporting a San Ysidro Border Investment Strategy, which will develop exemplary public-private partnerships, as well as public-public partnerships related to border crossing improvements.

Sincerely,

Gary L. Gallegos
 GARY L. GALLEGOS
 Executive Director

GGA/AGR/dsn

Attachment/Enclosure



JERRY SANDERS
MAYOR

June 27, 2008

Pedro Orso-Delgado
Caltrans, District 11
District Director
4050 Taylor Street
San Diego, CA 92110

RE: Support for San Ysidro Border Investment Strategy Grant Application

Dear Mr. Orso-Delgado:

I am writing to express my support for the Caltrans' application for Transportation Border Congestion Relief Program funds for the San Ysidro Border Investment Strategy Grant. This grant requests \$500,000 to support the Border Investment Strategy Study, a crucial element to successfully expanding the San Ysidro Port of Entry while incorporating transportation enhancements, pedestrian access and preserving the character of the San Ysidro community.

The San Ysidro Port of Entry (POE) is the busiest international land border crossing in the world. One of every ten people entering the U.S. via sea, air, or land port, enters through the San Ysidro POE. The existing facility includes the border crossing station, which is staffed by U.S. Department of Homeland Security's Customs and Border Protection (CBP) and is soon to be expanded and reconfigured by the General Services Administration for its client CBP. The reconfigured POE will replace the old structure with a new facility that will be 225,000 square feet of building space and will have 29 inbound vehicle lanes (including Secure Electronic Network for Travelers Rapid Inspection lanes), two bus lanes, and six outbound vehicle lanes.

The San Ysidro Border Investment Strategy Proposal is a partnership between Caltrans District 11, the San Diego Association of Governments (SANDAG), and the USDOT focusing on four specific multimodal components. The four components are: 1) a half-mile people mover system; 2) an assessment of parking needs surrounding the federal island; 3) an enhanced multi-modal transportation hub, which will seamlessly serve cross border travelers; and 4) an updated commercial esplanade in "public plaza deck area" above Interstate 5 North. These components are vital to the sustainability and continued mobility for the 25,000 daily pedestrian travelers and 50,000 autos crossing the border each day.

Again, I support the funding requested and look forward to a favorable review from the Department of Transportation.

Sincerely,



JERRY SANDERS