

Goods Movement Annual Report FY 2009-2010

Caltrans District 11 Planning Division

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PORT OF SAN DIEGO - Freeway Access Improvements *(Partnerships and Programming Advocacy project)*

Bay Marina Drive at I-5 – \$2.4 million

Improve the flow of traffic through the Bay Marina Drive/Cleveland Avenue intersection and onto southbound and northbound Interstate 5. The Bay Marina /Cleveland intersection will be signalized.

Civic Center Drive at Harbor Drive and I-5 – \$3.3 million

Improve the flow of traffic through the Civic Center Drive/Wilson Avenue and Civic Center Drive/Harbor Drive intersections. The Civic Center/Wilson intersection will be signalized and the on-ramp to northbound I-5 will be realigned and widened.

10th Avenue at Harbor Drive – \$67.2 million

A proposed two-lane elevated structure from Crosby Drive over the railroad tracks and Cesar Chavez Drive, and connecting to Harbor Drive, will improve truck flow and safety for the 10th Avenue Marine Terminal.

32nd Street at Harbor Drive – \$118.5 million

A proposed elevated structure in the median of Harbor Drive will connect to I-15 over the rail tracks, trolley tracks and 32nd Street/Norman Scott intersection. This grade separation will improve the flow of traffic in and out of the Naval Base San Diego.

Funded by bond dollars

The Trade Corridor Improvement Fund (TCIF), part of the 2006 Proposition 1B transportation bond, is contributing nearly \$83 million for the improvements, totaling \$191 million. The Port of San Diego and the U.S. Navy are financial partners in the project.

Status

The District and SANDAG plan on submitting a TIGER II (Transportation Investment Generating Economic Recovery) grant to fund the Vesta St. Bridge as a component of 32nd St. at Harbor Drive and 10th Avenue at Harbor Drive.

State Route 905 - from I-805 to the Otay Mesa Port of Entry *(Partnerships and Programming Advocacy project)*

The project

A six-lane freeway will be built from I-805 to the Otay Mesa Port of Entry (POE) at the U.S.-Mexico Border to serve the POE and businesses in the Otay Mesa area. SR-905 connects with other vital state routes such as I-5 and will include grade-separated local access interchanges and a freeway-to-freeway interchange with the South Bay Expressway (State Route 125.)

Traffic

The project is critical to the flow of goods and services between California and Baja California, as well as to the nation. Ninety-eight percent of the imports and exports are transported by truck. The California/Baja California POEs processed more than two million trucks in 2005, and this figure is projected to double by 2020. Continued growth in trade through the Otay Mesa POE has already brought increased congestion that will only worsen if the SR-905 project is not completed.

Funding

The estimated total cost is about \$610.7 million. Phase 1A, the eastern segment from Siempre Viva Road to Britannia Boulevard; and Phase 1B, the western segment from Britannia Boulevard to just east of I-805.

Phase 1B has a price tag of \$77.6 million, including \$73.9 million from the American Recovery and Reinvestment Act (ARRA). SR-905 is among the first transportation projects in the state to make use of ARRA funds. Federal Demonstration is contributing \$2.1 million, with \$1.6 million from SANDAG's TransNet half-cent sales tax. The remaining phases of the project are unfunded and therefore not programmed at this time.

Schedule

Construction of Phase 1A began in April 2008. Completion of this portion is expected by late 2010.

Phase 1B began construction in May and is expected to be completed by summer 2012.

Phase 2 should begin construction spring 2011 and be completed by summer 2012.

Status

Caltrans is in the process of acquiring right-of-way from Siempre Viva Road to just east of I-805 for Phase 1.

Due to escalated costs, Phase 1 was split into two parts:

Otay Mesa Land Port of Entry Program Development Study *(Partnership project and Goods Movement Studies)*

The Otay Mesa Land Port of Entry is a multi-modal (commercial, non-commercial, and pedestrian) port. The Port handles an average of 16,440 Passenger Only Vehicles (POVs); 2,044 trucks; 114 buses and 3,741 pedestrian inspections daily. The Port is one of the ten busiest land ports in the country and is the busiest commercial port on the California/Baja California border, handling the second highest volume of trucks, and third highest dollar volume of trade among all U.S./Mexico land ports.

Project Scope

The proposed project will reconfigure the existing port through the purchase of adjacent property. The project will add primary and secondary POV inspection booths to the passenger side. On the commercial side, the project will add primary inspection, empty-truck inspection, and exit booths, as well as relocate the hazardous-materials import inspection area from the export compound to the commercial import compound.

Project Status

The Environmental Study kicked-off in May 2009. Design of the project is in progress.

Environmental Studies

GSA held a scoping meeting on July 7, 2009. Additional public meetings are planned but currently TBD.

Funding

GSA has received \$21.3 million for the purchase of the site and design services for the project through the American Reinvestment and Recovery Act (ARRA).

Schedule

Feasibility Study	Completed Spring '08
Program Development Study	Completed Summer '09
Site / Design Acquisition	Completed August '09
Design Phase Est.	Completed March '11
Construction Funding	TBD

State Route 11/Otay Mesa East Port of Entry (*Partnerships and Programming Advocacy project*)

The project

Details include the proposed construction of State Route 11 (a four-lane freeway) and a new U.S. Customs and Border Protection Port of Entry in the community of East Otay Mesa, San Diego. SR-11 will extend about two miles from SR-905 south to the new Otay Mesa East Port. The new freeway and port will curb traffic congestion and reduce frequent border wait times of more than six hours for commercial trucks at the nearby Otay Mesa Port and up to three hours for cars at Otay Mesa and San Ysidro ports. The project will provide a seamless connection south of the border to the Tijuana-Rosarito Corridor, with links to the Tijuana-Tecate and the Tijuana-Ensenada toll roads in Baja California, Mexico.

Traffic

The project will reduce traffic congestion at the other three land ports in San Diego County (San Ysidro, Otay Mesa and Tecate). The biggest impact will be at the Otay Mesa Port, which serves more than 90 percent of commercial truck traffic entering the county. More than 1.4 million trucks carrying an estimated \$28.6 billion in goods crossed at the Otay Mesa Port in 2006. The number of trucks is expected to double by 2025.

Status

In the U.S., a completed financial feasibility study has determined the project to be a viable candidate for toll or fee-based facilities. The Presidential Permit was awarded December 2008. In addition, the Mexican federal government is currently developing a Master Feasibility Plan for the subject project.

Completion Date 2014

Cost Otay Mesa East POE - \$350 million, and SR-11 - \$350 million

Future Activities

- Federal and state legislation is needed for the development of public and public/public not-for profit partnerships to provide the necessary funds to cover operational and infrastructure needs of the project.
- In this area, land is rapidly urbanizing and mounting development pressure has resulted in escalating land prices. In the U.S. private developers are exerting substantial pressure on the County to identify the right-of-way limits for SR-11 and the Otay Mesa East POE site, so that land use planning and

development in the area can proceed accordingly. This project needs to move forward swiftly in order to accommodate land development demand.

- Mexican transportation and land use agencies at the state and local levels have reserved a 91-acre site for this POE that corresponds closely to the U.S. site alternatives. Although this land reservation will expire on May 19, 2011, under Mexican law the expiration can be extended based upon the project status at that time.

Brawley Bypass - SR-78/SR-111 Expressway *(Partnerships and Programming Advocacy project)*

The project

The project will construct an eight-mile, four-lane divided expressway from SR-86 north of Brawley to 1.5 miles south of the eastern junction of SR-111 and SR-78 in Imperial County. Major features of the project include bridges at the New River and Union Pacific Railroad crossings, an interchange with SR-111, and accommodation for the future Brawley Airport expansion. Access to the expressway would be at about one-mile intervals at signalized and unsignalized intersections. The Brawley Bypass would provide continuity between SR-111 and SR-86, which extend from the U.S.-Mexico border to Riverside County, and continuity in the "NAFTA Net," a series of transportation projects designed to accommodate increased trade under the North American Free Trade Agreement and the General Agreement on Tariffs and Trade.

Funding and schedules

Construction will be completed in three stages:

- Stage 1 - Construction began in February 2004 and was completed in May 2005.
- Stage 2 - Construction is underway and is expected to be completed by late 2010.
- Stage 3 - Begin construction in October 2010 to be completed in early 2013.

The estimated cost of the project is \$240 million. Funds from Proposition 1B are contributing to stages 2 and 3 of the project. About \$80 million is coming from Prop 1B's State Transportation Improvement Fund Augmentation. The Trade Corridors Improvement Fund, also part of Prop 1B, is completely funding construction for Stage 3 with a contribution of \$49.5 million.

Status:

Stage 3 project schedule to open bid on August 12, 2010 with approved contract on September 2010. (Note: for additional information see 4th quarterly report.)

Calexico East Port of Entry-Expansion Project *(Partnerships and Programming Advocacy project)*

The project

Caltrans, in partnership with U.S. Customs and Border Patrol (CBP), is proposing to expand the Calexico East Port of Entry (POE). This POE is located approximately seven miles east of the existing Calexico West POE in

the city of Calexico, Imperial County. The proposed expansion will occur on land owned by Caltrans and the U.S. General Services Administration (GSA). The project would increase capacity at the U.S./Mexico border crossing and decrease wait times at the Calexico East and West border crossings. The proposed improvements would benefit the region by allowing commercial and passenger vehicles to enter and exit the POE more efficiently, enhancing international trade and reducing air pollution. The expansion would provide a total increase of seven northbound lanes, for a total of 12 non-tolled lanes and six toll lanes. The existing lane configuration is 11 non-tolled lanes.

Traffic

The Calexico East POE opened in 1996, in response to increased vehicle and commercial traffic along the region's border crossings since the passage of North American Free Trade Agreement. The facility is the primary commercial vehicle crossing in Imperial County. The Calexico East POE is the second busiest POE for commercial vehicles along the California/Baja California border. The facility processes the agricultural, commercial and industrial imports/exports for both Baja California and Imperial Valley.

Status: GSA and Caltrans are working together to identify low cost, high impact, expedited implementation of vehicular (passenger and commercial) capacity enhancing projects.

Completion Date: Low cost improvements by 2015, and a long term expansion after 2015.

Cost: Project costs and scope to be determined

Border Master Plan (*Partnership project and Goods Movement Studies*)

The Project

The goal of the Border Master Plan is to integrate state, federal, and local input to develop a list of Port of Entry (POE) and transportation projects as well as low-cost operational improvements that provide immediate relief to delays. The Border Master Plan will develop dialogue among local, state, and federal stakeholders in the United States and Mexico to understand their processes, and to identify those needs as they affect land POEs and transportation infrastructure. The ultimate objective is to develop criteria to be used in future studies to prioritize improvements to existing or new POEs within a bi-state framework. Jointly, the States of California and Baja California and their respective transportation agencies have made the Border Master Plan case study a priority and have been collaborating on early actions to jump start the project. For California, Caltrans serves as the co-lead agency together with Baja California's Secretariat of Infrastructure and Urban Development (SIDUE).

Status:

Due to current funding constraints the Border Master Plan update was postpone.

Economic Impacts of Cross-Border Wait Times in the California-Baja California Border Region (*Partnership project and Goods Movement Studies*)

In 2004, the San Diego Association of Governments (SANDAG) in partnership with the California Department of Transportation (Caltrans) engaged HDR Decision Economics (HDR) to assess the economic impacts of delays at the San Diego – Baja California land ports of entry for both personal trips and commercial traffic.¹ A similar analysis was conducted for the Imperial Valley Association of Governments (IVAG) shortly after.² At the time, the study was prompted by the tightening of border security amid concerns it could adversely affect the cross-border economy. The study concluded that increasing delays at the border could significantly hinder economic growth and result in more than 45 thousand jobs lost in California and Baja California by 2017. Both reports were updated in 2010 some of the key findings are:

- There is a significant economic interdependence between the San Diego region and Baja California, which is illustrated by the magnitude of cross-border personal travel and freight movements at the region's three ports of entry.
- Trade is a key contributor to local, state, and national economic growth. Mexico is the United States second largest trading partner, after Canada. In addition, Mexico is California's number one export market.
- Inadequate infrastructure capacity, which is failing to keep up with the increase in trade and security requirements at the principal border crossings between San Diego County and Baja California, currently creates traffic congestion and delay that costs the U.S. and Mexican economies an estimated US\$6 billion in gross output in 2005. Fully 51,325 jobs are sacrificed because of the reduction in output.

SANDAG Truck Travel Demand Model (*Technical Tools and Partnership project*) SANDAG has completed development of a heavy truck model. This effort is the first phase of SANDAG's urban freight model development for the San Diego region. The heavy truck model forecasts the distribution of internal-internal and external/internal truck trips.

The objectives of the model development efforts are to develop components that will model medium and heavy truck traffic distribution, trip generation at Ports (Port of San Diego and Otay Mesa and Tecate POEs), integrate truck traffic assignment into current auto/transit trip model assignments, and perform emissions post-processing functions. The implementation of this first generation truck model will assist in the development of a roadmap for long-term model development.

¹ HLB Decision Economics Inc., *Economic Impacts of Wait Times at the San Diego–Baja California Border*, prepared for the San Diego Association of Governments and the California Department of Transportation, January 2006.

² HDR/HLB Decision Economics, *Imperial Valley – Mexicali Economic Delay Study*, prepared for the Imperial Valley Association of Governments and the California Department of Transportation, August 2007.

Long term model implementation goals will be to bridge identified O/D survey/classification data gaps, translate commodity flows into vehicular flows, handle multiple modes and truck/rail diversion, and integrate innovative ITS data collection techniques. Data collected via the proposed Comprehensive Regional Freight Data Collection project will tie directly into future model development efforts.

Development Timeline

- 4-Step Travel Model
- Truck Model – Spring 2009
- 4Ds (Density, Diversity, Design Destinations) Integration – Spring 2010
- 2011 RTP Transportation Modeling – January 2000 to June 2011
- Production, Exchange, and Consumption Allocation System (PECAS) Land Use Model – 2011
- Activity –Based Model – 2012
- Commodity-Based Freight Model - 2014

Caltrans Statewide Freight Model Development *(Technical Tools and Partnership project)*

Joint partnership effort between the Caltrans and the California Air Resources Board (ARB) to develop a freight model.

- Model will allow the Department and the ARB to better understand freight movement in California and its impacts on highway infrastructure, transportation networks, highway safety, energy use, and emissions.
- There is a need to develop freight modeling systems capable of evaluating the impacts of infrastructure enhancements and other related projects on traffic congestion, mobility, air quality, emissions analysis, public health, and climate change.
- Data collected via the proposed Comprehensive Regional Freight Data Collection project will assist in building upon available data for model development, and help define a framework for building long-term freight O/D Data technical needs/requirements.

Freight Data Collection/Monitoring/Development *(Technical Tools/Partnerships)*

Ongoing Activities:

- Development/Refinement of cross-border and highway commercial vehicle data, including integration of classification count data the in ArcGIS GeoDatabase and the cross-border truck forecast.
- Coordinated the deployment (with Traffic Operations) of new Radar detection at key locations within the region to assess the vehicle classification capabilities of this new technology. Goal is to augment existing WIM station data sources to develop a comprehensive vehicle classification data collection “system”. Data currently being collected near existing WIM locations in order to conduct a comparative analysis, leading to Radar unit calibration.

- Ongoing collection of annual border crossing and commodity information via BTS and other sources
- Initiated the integration of BTS, DOF and CBP freight data into a comprehensive geodatabase.
- Coordinated with SANDAG on future forecasted cordon volumes at POEs for RTP development.
- Initiated the Border Data PEER Exchange working group meetings in coordination with FHWA. Goal of this working group is improved data collection methodologies and reporting standards between border states DOTs (US/Mexico), federal agencies, and MPOs.

Comprehensive Freight Gateway Study (*Technical Tools and Partnership project*)

The goal of the Gateway Study is to give Caltrans District 11, the San Diego Association of Governments (SANDAG), and the Imperial County Transportation Commission (ICTC) and other regional stakeholders access to thorough freight flow information as an estimation tool to better plan and manage a sustainable freight network. The Gateway Study is primarily intended to inform the Goods Movement Action Plan section of the 2050 Regional Transportation Plan by identifying current (2007 baseline) and future freight flows. Additionally, the Gateway Study will provide insights into how freight investments could impact freight flows, industrial development, and related economic activity in our region. It is envisioned that the Gateway Study will also be a useful tool for freight stakeholder partner agencies, Chambers of Commerce and trade promotion groups.

Summary of Findings

- Total freight flows “in” the Gateway region (including inbound, outbound, internal and through flows) will grow by 2.4 percent annually in volume and 4.0 percent in value.
- Otay Mesa will remain the main international gateway for the region, followed by Calexico East; both are expected to see growth of over 3 percent per year in volume.
- Trucks will continue to be the dominant mode of transportation, carrying over 96 percent of total freight volume.
- Inbound and outbound domestic flows will continue to account for most “regional” freight flows, with 31 and 39 percent of total freight volume, respectively (70 percent combined).
- San Diego County and the rest of California will remain the primary origins and/or destinations of shipments passing through the region’s land POEs. About three fourth of the combined volume of imports and exports will originate or terminate in the region or state.
- Trade with NAFTA partners, Canada and Mexico, will continue to grow, with the value of shipments to Mexico projected to increase by 4.5 percent annually and the value of shipments to Canada by 4.2 percent.
- Approximately 65 percent of the tonnage handled “in” the region will originate from or terminate in the rest of California.

Transportation Research Board Conference - Toward Better Freight Transportation Data – A Research Roadmap (Conference) (*Technical Tools and Partnership project*)

Caltrans district staff assisted with registration, logistics and facilitation during the conference, held May 19-20 in Irvine. The workshop was designed to bring freight data producers and users together to assess current industry practice, and develop key research proposals for improving the collection and dissemination of freight data.

Goods Movement Stakeholders Committee – (*Partnership project and Goods Movement Studies*)

District Goods Movement staff is participating on this SANDAG led committee, which will inform the Goods Movement Strategy for the 2050 Regional Transportation Plan update. The committee is comprised of local, regional, state, federal and private sector representatives having a role in the region's freight management, operations and development.

Proposed San Diego-Tijuana Cross-Border Airport Terminal (*Partnership project*)

The San Diego-Tijuana Cross Border Facility (CBF) will be a land border crossing which will enable ticketed airline passengers to travel between Abelardo L. Rodriguez International Airport (ARIA) in Tijuana and San Diego, California, by means of an enclosed, elevated pedestrian bridge. The CBF will offer a direct, fast, binational and secure alternative to and from ARIA, allowing passengers to bypass congestion-prone POEs and avoid driving through the City of Tijuana.

Located directly across the border from ARIA, the CBF's 24.6-acre site is in the Otay Mesa section of the City of San Diego. The CBF facilities are subject to the State Department's Presidential Permit process and would consist of the CBF (*including the above-grade pedestrian bridge*), as well as on and off site roadway improvements and parking areas. A 5.4-acre area east of the proposed CBF would initially be used for surface parking on an interim basis. The project would be constructed in phases as demand increases.

The site is 2.1 miles west of the existing Otay Mesa POE and 3.2 miles east of the San Ysidro POE. The driving distance from the CBF to SR-905 is 1.75 miles. SR-905 connects to the north-south SR-125, as well as to I-5 and I-805. The project site is currently zoned for heavy industrial land use.

Status: The U.S. Department of State is currently reviewing the Presidential Permit Application along with the Draft Environmental Assessment.

Completion Date: To be determined

Future activities: Assistance is needed in the following areas to move the project forward: transportation support - via highways and local streets to and from the CBF project, security measures – direction needed to ensure this project is both safe and efficient, and updating the City of San Diego's Otay Mesa Community Plan to include this project.

Cost: To be determined

GOODS MOVEMENT PARTNERSHIP DEVELOPMENT:

During the pass year Caltrans' district staff has facilitated and participated on several local, national and international committees and programs related to goods movements. Among these are:

Marine Terminal Community Committee *(Partnership development)*

District staff participates on a quarterly basis in the Marine Terminal Community Committee. The purpose of the committee is to foster partnerships between the San Diego Port Authority, its tenants, private businesses, public agencies and the community in order to analyze, coordinate and develop ways to diminish negative impacts of port related activities.

Updates:

Clean Truck Program

At the March meeting of the Board of Port Commissioners, the District staff was directed to develop a program to enforce the State's Drayage truck rule on all trucks entering the Port's Marine Terminals. The Drayage rule requires trucks entering marine terminals to either be newer model trucks that already meet the standards or have extra pollution control equipment installed on them. Currently the Port is only required to report visits by non-Drayage rule compliant trucks to the California Air Resources Board (CARB). The new enforcement program could affect the community surrounding the marine terminals as well as Port Customers. To address these potential impacts, the Port has formed an ad hoc working group. The purpose of this group is to provide input on the revision of the Port's Clean Truck Program. The goal is to develop a draft regulatory policy for Drayage Trucks, including enforcement provisions.

Tenth Avenue Marine Terminal Business Update

Overall, Terminal volume has been down, with the exception of military cargo and produce shipments. Not surprisingly, the downturn in the nationwide economy has impacted the trade sector. As a result, many of the shippers who were discussing new terminal operations have had to hold off on those negotiations for new terminal facilities. The District expects that the overall trade picture will improve as we emerge from the current economic recession. In the meantime, the District is continuing with an environmental review and a proposed project for removal of many of the terminal warehouses to create open storage.

Freeway Access Plan

In late 2009, the District did not receive funding for the 32nd street I-15 connector project from the Federal Transportation Investment Generating Economic Recovery (TIGER) grant program. However, the Ports is continuing to apply for further funding opportunities.

Senate Bill 1039

State Senator Ducheny has sponsored a bill that would authorize the Port to provide unspecified revenues from the Port's marine terminals to the Port's member cities where the terminals are located: National City and San Diego.

The Port took a position to oppose this bill due to possible long term detriment to fund needed infrastructure and other projects on Port Tidelands. A working group including Senator Ducheny's office, the Port, port tenants and the affected member Cities is meeting to address the underlying issues the bill is meant to resolve.

West Coast Corridor Coalition (WCCC) *(Partnership development)*

WCCC Board of Directors Quarterly Meeting. The West Coast Corridor Coalition (WCCC) advocates collaborative solutions to transportation system challenges on the West Coast Corridor. WCCC members represent the states of Alaska, California, Oregon and Washington.

Specific WCCC objectives are to:

- Develop and mutually support a roster of “projects of corridor significance” that serve the nation and the region.
- Share “best practices” in order to optimize the capacity and performance of the existing corridor system.
- Encourage joint effort and effective cooperation among West Coast state, regional and local governments and the private sector.
- Advocate for financing options to fund transportation system improvements serving the interests of the WCCC, including both additional funding and regulator changes.

U.S.-Mexico Border Governors Conference *(Partnership development)*

This annual conference brings together the governors of the ten border region states and their key staff members. The conference is divided in seven “worktables”. Following consensus on key issues of discussion, Joint Governor’s Declaration are developed providing frameworks for the implementation of strategies to address future activities. The conference allows for the development of personal relationships, identification of issues and opportunities in the border region, and promotion of initiatives to improve the quality of life for the populace of this region.

Draft recommendations were concluded:

Recommendation 1: Collaborate with Federal, State, and Local agencies to identify funding and develop a web based system for regional real time data dissemination of border wait times/crossing times to the traveling public, shippers, and commercial vehicle drivers. Provide the collected data to Federal, State, and Local agencies to plan future infrastructure and identify strategies that will facilitate the border crossing process.

Recommendation 2: Coordinate with the United States Department of Homeland Security and the Administración General de Aduanas, through the United States-Mexico Joint Working Committee on Transportation Planning, regarding the planning and implementation of southbound vehicle inspection operations to mitigate the potential for cross-border traffic delays and congestion.

Recommendation 3: Engage United States and Mexico border business and private organizations to coordinate priorities and jointly advocate to federal agencies and policy makers on a common agenda where appropriate.

U.S.-Mexico Joint Working Committee (JWC) (*Partnership development*)

The Joint Working Committee was created through a Memorandum of Understanding between the US Department of Transportation and Mexico's Secretariat of Communications and Transportation in 1994. The JWC consists of transportation and planning representatives from the ten Border States (four in the US and six in Mexico), the US Federal Highway Administration, US Department of State, Mexican Secretariat of Communications and Transportation, and the Mexican Foreign Ministry. The formal charge of the JWC is "analyzing, developing and coordinating border transportation plans and programs reflecting the needs of both countries."

A 2010 work plan was developed, among the work plan items are:

1. JWC Strategic Plan Monitoring Framework

The development of a simple framework for a strategic planning and management system that will be used to align work plan activities to the vision and strategy of the JWC in order to monitor organization performance against strategic goals.

2. Border Travel Time studies (as base-line information)

The objective of these studies is to provide a baseline of border crossing delay by measuring border crossing times for commercial trucks at the border crossings

3. Bottlenecks Study Phase II+

Using the methodology developed in the earlier JWC bottleneck studies, additional bottleneck studies would be completed along the Nogales/Nogales & Texas/Mexico border. This project could be carried out in a 2-year timeframe. Bottleneck methodology & pilot studies available upon request.

4. Traffic Studies and Travel Demand Modeling Peer Exchange

In an effort to provide accurate short, medium and long term traffic projections for cross border travel, select traffic studies are being conducted that will provide information to populate travel demand models. In addition, existing cross-border and Port of Entry travel demand forecast modeling techniques will be discussed and evaluated to reach understanding and enhance knowledge of existing systems and to produce solutions for improved cross-border modeling.

5. Innovative Finance

Identify border projects in which specific technical assistance in structuring the finances would advance the project.

6. Regional Border Master Plans

The JWC proposes to create a compendium of border-wide regional master plans with a comprehensive and prioritized assessment of transportation

needs along the border including at the Ports of Entry beginning with a pilot project for the San Diego/ Tijuana area.

7. Evaluating Transportation Planning Processes

Texas proposes to complete a study "Evaluating Mexican Transportation Planning Processes and Implications for Texas Transportation Assets."

8. Value Engineering

Provide information to Mexico on Value Engineering working towards the possibility of providing training in this area.

U.S.-Mexico Binational Group on Bridges and Border Crossings

(Partnership development)

The committee is charged with reviewing all matter affecting the international ports of entry between the U.S. and Mexico. This committee, which meets twice a year, is headed by the U.S. Department of State and the Mexican Foreign Ministry. All border state departments of transportation are requested to attend the committee meetings so as to provide assistance to federal inspection agencies and to report to the "State of the Border". Participation in the Bridges and Border Crossings Committee allows for improved Binational planning, programming and funding of highway projects with port of entry improvements on both sides of the border and improved transportation and POE system in the region.

Update:

The Otay Mesa East Port of Entry was sponsored as an action item to be part of President Obama's National Security Council and Interagency Committee.

CA-BC Border Liaison Mechanism (BLM) *(Partnership development)*

This group is co-chaired by U.S. and the Mexican Consulates of San Diego and Tijuana and meets "on request" to address social, economic and transportation issues of California and Baja California. Caltrans attends based on Consular request. Invitees and participants include representatives from both sides of the border, such as, economic development organizations; social service organization; federal, state and municipal governments.

Bi-State Transportation Technical Advisory Committee (BTTAC)

(Partnership development)

In order to create better coordination and communications between municipalities and regional organizations involved in land use and transportation planning in the border region, BTTAC was created in 1992. BTTAC allows the integration of binational transportation corridor planning serving the land border crossings with the Binational and uses including design, construction and operation of transportation facilities. Products of this relationship include improved integration of transportation systems throughout the border region, enhanced professional and cultural understanding, and the strengthening of professional and technical capabilities. Executive management meets annually, alternating between California and Baja California, while staff

representatives of the participating organizations meet monthly alternating between the two states.

SANDAG Borders Committee (*Partnership development*)

The Borders Committee provides oversight for planning activities that impact any of the borders of the San Diego region (Orange County to the northwest, Riverside County to northeast, Imperial County to the east and the Republic of Mexico to the south). The preparation and implementation of the SANDAG Binational Planning and Interregional Planning Programs are included under its purview. The Borders Committee advises the SANDAG Board of Directors on major interregional planning policy-level matters. Recommendations of the Committee are forwarded to the Board of Directors for action.

SANDAG's Committee on Binational Regional Opportunities (COBRO)
(*Partnership development*)

The San Diego Association of Governments (SANDAG) states that COBRO "will serve as a working group to the SANDAG Borders Committee's to facilitate a better understanding of the binational border-related issues and needs of the California-Baja California region." This group provides advice on both short and long-term Binational related activities, issues and actions; recommendations regarding Binational border related planning, and development; and identifies ways to assist and coordinate with existing efforts in the Binational area. The membership of COBRO includes elected officials and staff representatives of academia, business, community organizations, and the Mexican government. COBRO meets monthly in San Diego. Committee meetings are held in Tijuana on an "as needed" basis.

FAST (*Partnership development and Programming Advocacy*)

The Free and Secure Trade (FAST) program is a bilateral initiative between the United States and Mexico designed to ensure security and safety while enhancing the economic prosperity of both countries.

- Participants qualify by enhancing the security of their manufacturing plants, warehouses and shipping systems under the auspices of the U.S. Customs-Trade Partnership against Terrorism. (C-TPAT). FAST processing on the U.S.-Mexico border also requires the foreign manufacturer to use "high-security seals properly placed in the approved manner when crossing the border".
- Within the California - Baja California border region FAST is operational at the Otay Mesa Port of Entry (POE), Tecate POE, and Calexico East POE.

U.S. Custom and Border Protection Otay Mesa CARGO Group (*Partnership development and Programming Advocacy*)

Caltrans District 11 has been promoting for several years the development of a Southbound Truck Route. The Planning Department developed a series of planning studies to support this project. Currently the City of San Diego is the lead agency of the project.

Description: This project proposes to construct approximately 3.9 miles of new roadway and widen the existing Southbound Truck Export Road near the Otay Mesa POE.

Status: Project under development by the City of San Diego.

Completion Date: 2014

Cost: \$23 million

Contact Information

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