

CALIFORNIA - BAJA CALIFORNIA BORDER INFRASTRUCTURE UPDATE

April 2008

**Caltrans, District 11
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CALIFORNIA – BAJA CALIFORNIA BORDER INFRASTRUCTURE PROJECTS AND ACTIVITIES

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SAN DIEGO AND IMPERIAL COUNTIES INTERNATIONAL PORT OF ENTRY PROJECTS AND ACTIVITIES

INTRODUCTION

Current congestion at the California/Baja California Ports of Entry (POEs) and the need to accommodate future growth in trade and travel make POE and related infrastructure improvements are critical issues for California. Existing POEs experience excessive cross-border delays due to operational and infrastructure needs. Border delays impact the competitiveness of the binational region. Long cross-border wait times impact goods movement as well as personal trips to and from Mexico. The overall impact of border wait times for personal trips in San Diego and Imperial Counties is over \$3 billion in output losses and almost \$46 million in labor income losses (or more than 42,000 jobs). For California and the United States (national impact is similar to state impact, as personal trips are overwhelmingly local), total output losses are estimated at \$3.5 billion and 44,000 lost jobs.

Trade is a key contributor to local, state, and national economic growth and land POEs are critical in maintaining the State's economic vitality. In 1999, Mexico surpassed Japan to become California's top trade partner, with exports reaching \$18.3 billion in 2007. Total imports and exports between California and Mexico were valued at \$37 billion in 2007. The Otay Mesa POE is the second busiest commercial port of entry on the U.S./Mexico border and the busiest in California. It handles more than 1.4 million trucks and \$22.2 billion worth of goods in both directions.

California and Baja California continue to take steps to fund capital improvement projects at federal POEs. Both states have invested resources to expand the number of SENTRI (Secure Electronic Network for Travelers Rapid Inspection) and the FAST (Free and Secured Trade) lanes for precleared users at each of the California/Baja California POEs. In addition, there are several proposed State highway projects, including the proposed State Route 11 that will provide access to the future Otay Mesa East POE.

RECOMMENDATIONS FOR CALIFORNIA POEs

Ports of Entry operational improvements should include low cost/high impact projects that reduce cross border wait times without sacrificing security. The following general recommendations pertain to all existing POEs:

- Commitments from both federal governments to an “all day-all year” system of POEs will help encourage private industry to extend working hours for their operations.
- Fully staff and open all inspection booths at peak crossing time periods.
- Retrofit federal inspection booths with innovative and secure mechanisms like the “tandem inspection booth” concept.
- Expand the number of SENTRI and FAST lanes at all POEs as infrastructure permits.
- Provide better road access, directional signage, and traveler information to and from the POEs.
- Where appropriate, improve rail facilities including upgrades to the railroad at-grade crossings on roads accessing the POEs.
- Develop new border crossings such as Otay Mesa East.

- Pursue applicable federal and state legislation to allow for the creation of public and public-private partnerships to provide the necessary funds to cover operational and infrastructure needs in the U.S.-Mexico border region.

PLANNING AND FUNDING:

The following planning and funding efforts support border infrastructure projects and activities:

Name: California-Baja California Border Master Plan (BMP).

Description: This binational effort includes agencies at federal, state, regional, and local levels of government involved with POEs and border transportation infrastructure. The BMP includes a list of prioritized projects for POEs and border transportation, a methodology for such prioritization, and institutionalized dialogue among all agencies involved in order to create an ongoing binational process to align border planning and project development.

Status: Prioritized project lists under development

Completion Date: Spring 2009

Cost: \$286,000

Name: Trade Corridor Infrastructure Fund (TCIF) Projects – San Diego/Border Region.

Description: Proposition 1B provides \$2 billion to be transferred to the Trade Corridors Improvement Fund (TCIF) for infrastructure improvements along corridors that have a high volume of freight movement.

Status: The San Diego/Border Region's TCIF projects can contribute to closing the gap between insufficient existing infrastructure and future infrastructure for projected freight needs at the border. SR-11/Otay Mesa East POE, SR-905, and the Brawley bypass are among the list of TCIF project nominations.

Completion Date: N/A

Cost: N/A

LOCAL ISSUES:

International Land Ports of Entry (POEs) are ingress/egress gateways to local communities, border cities, states, and countries. Interest in and analysis of POE impacts on these jurisdictions vary. This section outlines some of the most significant needs and concerns of local communities and governments regarding POEs.

A) **Pedestrian Flows:** Pedestrian flows are one of the primary concerns of business communities and organizations located near POEs. The absence of short pedestrian-friendly routes affects business developments in the vicinity. Ample parking, pedestrian pick-up/drop-off facilities, and amenities like restrooms and sheltered transit stops rank high among local business interests.

B) **Commercial Development:** POEs can act as catalysts for commercial development in border communities. New projects and improvements to existing POEs can impact local businesses and require mitigation measures during project design, land acquisition, and construction phases.

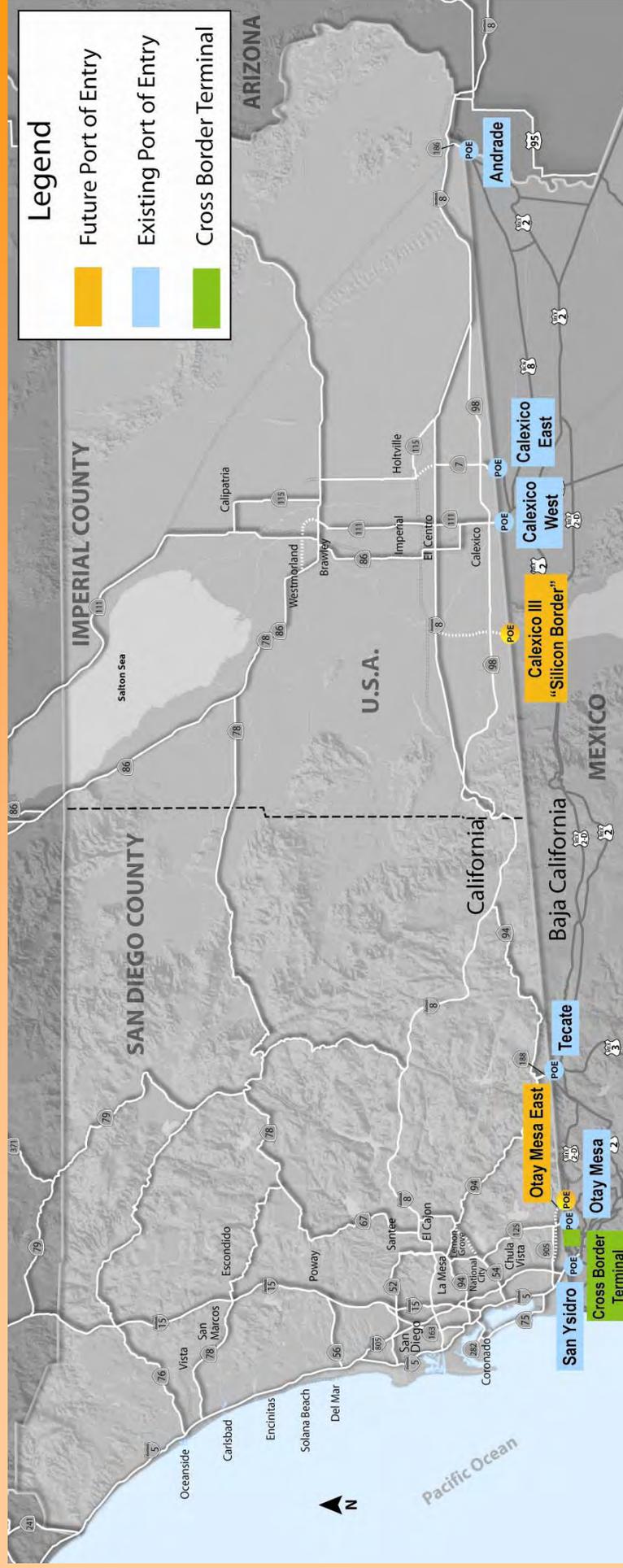
C) **Vehicular Traffic Flows:** Safe congestion-reducing strategies combined with economically and environmentally sound combined and land use transportation planning the primary interests of local, regional and state government agencies.

D) **The Western Hemisphere Travel Initiative (WHTI)**: requires all U.S. travelers to show a valid passport when traveling to the United States from areas within the western hemisphere. The purpose, according to the U.S. Department of State and U.S. Department of Homeland Security, strengthen border security and facilitate entry into the United States for both legitimate U.S. citizens and foreign visitors. The State has an interest in a solution that considers mechanisms to reduce the potential negative impacts this measure may have on the economy, tourism and environment of the states in the border region.

E) **US-VISIT (United States Visitor and Immigrant Status Indicator Technology)** is a proposed U.S. immigration and border management system. The system involves the collection and analysis of biometric data (such as fingerprints), which are checked against a database that could include terrorists, criminals, and illegal immigrants. In addition, the program is envisioned to require visitors to report to immigration authorities when leaving the country through land ports of entry. This measure may cause southbound border delays.

In summary, local communities welcome open multi-level national and binational POE transportation and land use planning coordination processes where their needs and concerns are addressed by all of the governmental entities involved.

District 11 San Diego/Imperial Counties Ports of Entry (Existing and Proposed)



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SAN DIEGO - IMPERIAL COUNTIES/BAJA CALIFORNIA PORT OF ENTRY INFRASTRUCTURE NEEDS COST ESTIMATE SUMMARY (in millions)

	<u>POE</u>	<u>HIGHWAY</u>
<u>San Ysidro POE Reconfiguration</u>		
Add passenger lanes, potential stacked booths, roadway improvements	\$577	
<u>Otay Mesa POE</u>		
Complete construction of SR-905 6-lane freeway		\$670
Otay Mesa truck export road	\$23	
<u>San Diego-Tijuana Cross-Border Airport Terminal</u>		
		TBD
<u>East Otay Mesa POE</u>		
Construct new POE facility	\$350	
Construct SR-11 4-lane freeway/tollway		\$409
<u>Tecate POE</u>		
SR-94 operational improvements-Melody Rd to SR-188		\$107
Construct truck bypass roadway		\$12
<u>Mexicali III/Silicon Border POE</u>		
Reserve land in U.S. and Mexico and identify U.S. and Mexico funding for Port of Entry and infrastructure.	\$140	
Forrester Road Corridor-construct 6 lane road from SR-98 to SR-78/86 (potential extension south of SR-98 to Silicon Border POE)		\$440
<u>West Calexico POE</u>		
Redesign POE circulation, add passenger lanes and pedestrian lanes, potential stacked booths	\$225	
Calexico West POE/Cesar Chavez Blvd. operational improvements		\$373
SR-111 operational improvements from POE to SR-98		\$30
Overpass rail road crossings at SR98 and Cesar Chavez		\$50
SR-98 operational improvements and widening to 4 lanes-Dogwood Rd to SR-111		\$47
SR-111 upgrade to 6 lane freeway and three interchanges from SR-98 to I-8		\$456
<u>Calexico East –POE</u>		
SR-98 widening to 4/6 lanes-SR-111 to SR-7		\$67
<u>Andrade POE</u>		
SR-186/I-8 interchange improvements		\$30
Pedestrian Bridge		\$15
<u>TOTAL</u>	\$1,315	\$2,706

SAN YSIDRO/PUERTA MEXICO PORT OF ENTRY

Introduction

The San Ysidro/Puerta Mexico POE is the busiest land border crossing in the world. The POE currently processes an average of 50,000 northbound vehicles and 25,000 northbound pedestrians per day. Expansion of the POE is needed to relieve current congestion, lengthy wait times, and to accommodate future traffic and upgraded security operations for all lanes of traffic leading into and out of the United States.

Current Facility

24 northbound passenger lanes, 6 southbound lanes, 4 Secure SENTRI lanes, 1 bus lane, 8 pedestrian lanes, and 1 pedestrian SENTRI lane.

	Current 2007 Statistics*	Future 2030 Conditions**	% Increase
Passenger Vehicles	15,696,262	24,930,391	59%
Buses	97,726	N/A	N/A
SENTRI	3,183,566	N/A	N/A
Vehicle Total	18,977,554	24,930,391	31%
Pedestrians	7,756,569	9,258,689	19%

Recent Projects

- New SENTRI lanes and northbound access lanes completed.
- Expanded SENTRI exit lanes north of inspection booths completed.
- Tandem Booth Pilot Program is in operation.
- Egress general lanes improvements completed.

Future projects

Name: San Ysidro POE Reconfiguration and Expansion Project

Description: A General Services Administration (GSA) project, which will increase POE vehicular and pedestrian capacity with state of the art security technology to reduce cross border wait times without sacrificing security. Caltrans is a participant in the environmental document together with the GSA and FHWA. This is a three phase project. Construction of Phase 1 is scheduled to begin in late 2008 and will increase vehicular throughput capacity. Phase 2 will provide for employee parking and new offices. Phase 3 will facilitate pedestrian flows and the southbound connection to Mexico. Phases 2 and 3 are subject to funding availability and can be implemented independently from each other.

Status: Fund and make the pilot project of stacked booths at regular lanes permanent, with 4 multiple-stacked booths by summer 2008. Master planning is nearly complete and three site schemes have been developed. The scheme preferred by CBP is the "Island" scheme, which will now be developed from concepts through construction documents.

Completion Date: 2015

Cost: \$577 million

Future Activities

- Continue to collaborate with GSA, other federal agencies, community members, and stakeholders
- Cooperate with other agencies to improve pedestrian access and flow
- Work to ensure San Ysidro POE - I-5 connectivity

Note: For San Ysidro's community issues, lane configuration and tandem booth program see appendices pages 40, 42, 43 and 44.

*Source: U.S. Department of Homeland Security **Sources: Caltrans Crossborder Model Projections & U.S Customs and Border Protection (CBP)

PROPOSED SAN DIEGO-TIJUANA CROSS-BORDER AIRPORT TERMINAL

Name of the project: San Diego-Tijuana Cross-Border Airport Terminal

Description: A pedestrian crossing facility located on the U.S. side of the U.S./Mexican border, adjacent to Tijuana's Abelardo L. Rodriguez International Airport (ARIA), will allow U.S. based air passengers to expeditiously cross the border to fly in and out of the region using ARIA's airfield. The proposed terminal will provide additional air carrier service in the San Diego region, relieving demand pressures on San Diego International Airport.

Status:

- Continued development of a study currently underway. Study's results will be presented to the San Diego Regional Airport Board on May 1, 2008.
- Project needs federal approvals and designation of a project sponsor to apply for the Presidential Permit.

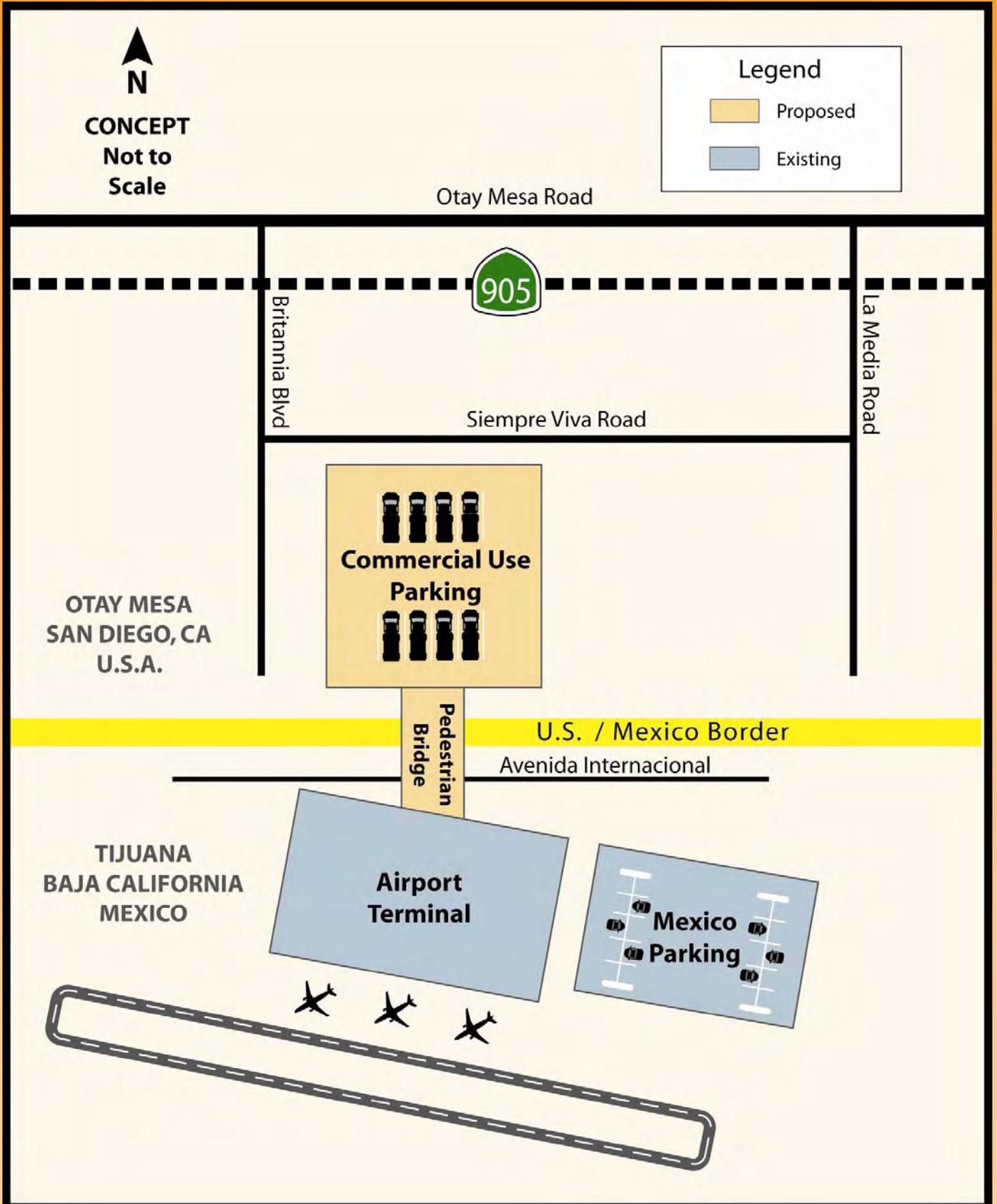
Completion Date: To be determined

Future activities: Assistance is needed in the following areas to move the project forward:

- Regulations & flight planning - Federal Aviation Administration (FAA)
- Funding - NADBank
- Transportation support - via highways and local streets to and from the Cross Border Terminal.
- Security measures – direction needed to ensure this project is both safe and efficient
- Updating the Otay Mesa Community Plan to include this project and additional improvements to local streets - City of San Diego

Cost: To be determined

SAN DIEGO-TIJUANA CROSS-BORDER AIRPORT TERMINAL



OTAY MESA/MESA DE OTAY PORT OF ENTRY

Introduction

The majority of trade between California and Baja California is conducted through the Otay Mesa POE. Access to the POE is primarily on Otay Mesa Rd, a city street awaiting the construction of the SR-905. The existing POE is inefficient for operations for today's volumes, with import and export facilities separated by the main vehicular inbound and outbound lanes. Export trucks form lengthy queues on local city streets.

Current Facility

13 passenger lanes, 1 SENTRI lane, 1 bus lane, 8 pedestrian lanes, 7 commercial lanes, 1 empty truck only lane, and 1 FAST lane

	Current 2007 Statistics*	Future 2030 Conditions**	% Increase
Passenger Vehicles	4,616,308	11,918,959	158%
Buses	47,258	N/A	N/A
Commercial Vehicles	733,163	899,000	23%
SENTRI	816,562	N/A	N/A
Vehicle Total	6,213,291	12,817,959	106%
Pedestrians	1,410,927	1,915,839	36%
2006 Trade Value***	\$16,437,099,597	N/A	N/A

Recent Projects

- One additional lane allowing empty trucks to bypass truck queues and improve port efficiency.
- An additional FAST lane opened in June 2007.
- New north/south SR-125 South Toll Road connecting SR-905 and SR-54 opened in November 2007.

Future Projects

Name: Otay Mesa POE/State Route (SR) 905.

Description: Complete construction of six lane freeway between I-805 and the Otay Mesa POE. The project will include grade-separated local access interchanges and a freeway-to-freeway interchange with the South Bay Expressway.

Status: Contract awarded for Phase 1A- construction began in March 2008, Phase 1-B is waiting TCIF funding

Completion Date: 2011-Phase 1A

Cost: \$670 million

Name: Otay Mesa POE Truck Export Road

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

Status: Project under development by the City of San Diego

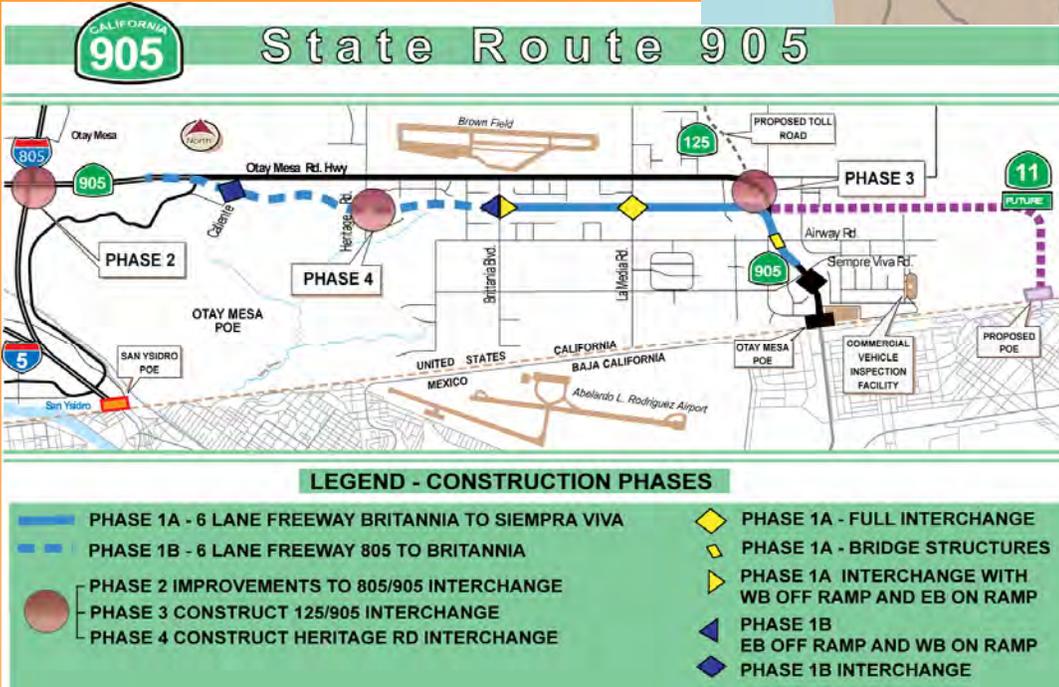
Completion Date: 2014

Cost: \$23 million

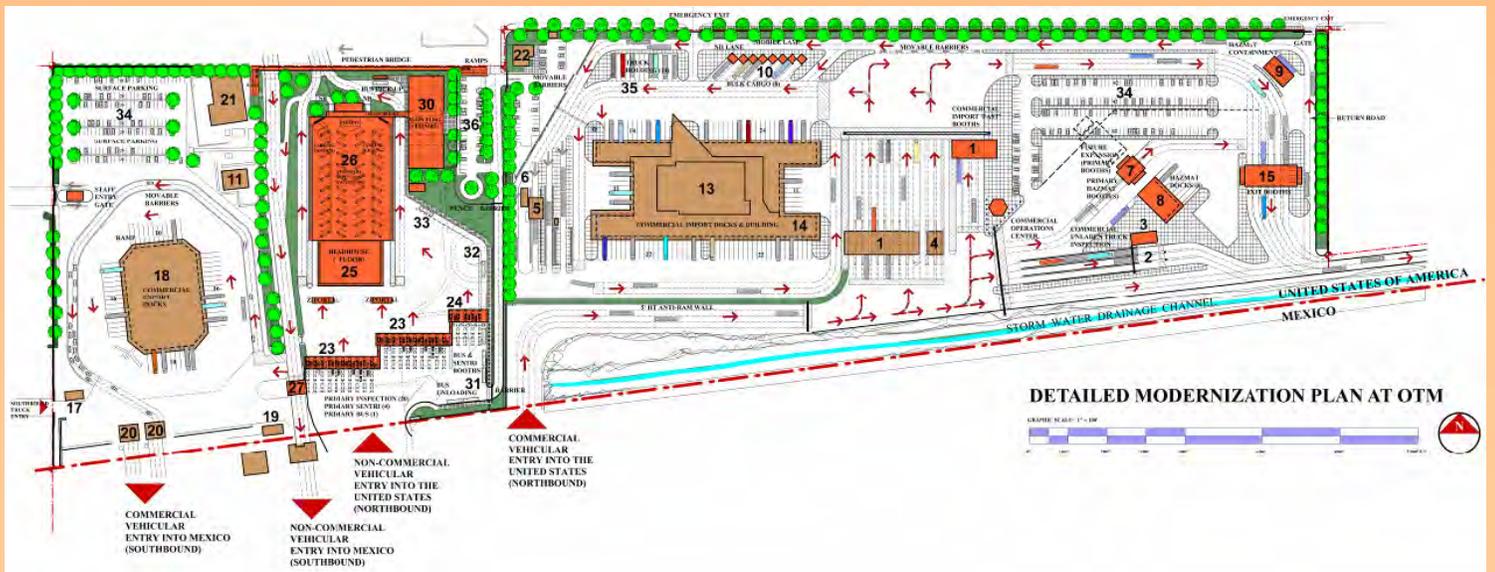
Future Activities

Coordinate with U.S. General Services Administration (GSA) to complete feasibility study to expand the Otay Mesa POE (currently underway at 95% completion.)

Note: For Otay Mesa POE's lane configuration see appendix page 41. *Source: U.S. Department of Homeland Security **Sources: Caltrans Crossborder Model Projections & U.S Customs and Border Protection (CBP) *** Imports from Mexico in to California -Source: Bureau of Transportation Statistics.



OTAY MESA/MESA DE OTAY POE



OTAY MESA EAST /MESA DE OTAY II PORT OF ENTRY

Introduction

State Route 11 (SR-11) and the new port of entry (POE) at Otay Mesa East will improve the efficient movement of people, goods, and services between the United States and Mexico. The SR-11 project will help reduce traffic congestion at the San Ysidro and Otay Mesa POEs by providing a new means for crossing the U.S.-Mexico Border. Mobility in this border region is vital. This project will connect SR-11 with the Tijuana-Rosarito Corridor in Mexico, with links to the Tijuana-Tecate and the Tijuana-Ensenada toll roads. The project will have a potential innovative approach; as it will be the first toll POE project offering premium 30 minute secure-cross border service utilizing public and/or public partner partnership financing capital.

Facility

	Current 2007 Statistics*	Future 2030 Conditions**
Passenger Vehicles	N/A	6,983,119
Commercial Vehicles	N/A	598,000
Vehicle Total	N/A	7,581,119
Pedestrians	N/A	1,288,549

Future Project

Name: SR-11/Otay Mesa East Port of Entry (OME-POE)

Description:

- The project proposes construction of SR-11, a new four-lane freeway, and a new U.S. Customs and Border Protection (CBP) Port of Entry that would be located in the unincorporated community of East Otay Mesa within the Otay subregional planning area in the southernmost portion of San Diego County. From the SR-125/SR-905 interchange, SR-11 would extend east approximately 2.5 miles to the proposed Otay Mesa East POE at the U.S.-Mexico international border.
- SR-11 would include two travel lanes in each direction, and potential interchanges at Enrico Fermi Drive and Siempre Viva Road. Caltrans is the lead agency for the design and construction of SR-11.
- The proposed 100-acre POE site would be sufficient to accommodate all the federal agency and security functions currently anticipated to be necessary for the long-term effective operation of an international POE. The U.S. General Services Administration (GSA) is the lead agency for the design and construction of the POE.

Status: On the U.S. side, a completed financial feasibility study has determined the project to be a viable candidate for toll or fee-based facilities. A Presidential Permit application was submitted to the U.S. Department of State by Caltrans in January 2008 and is currently under review by federal agencies and other interested stakeholders. In Mexico, land has been reserved for exclusive POE use. In addition, the Mexican federal government is currently developing a Master Feasibility Plan.

Completion Date: 2015

Cost: POE - \$350 million, SR-11 - \$409 million

Future Activities

- Federal and state legislation is needed for the development of public and public-private partnerships to provide the necessary funds to cover operational and infrastructure needs of the project.
- Presidential permit expected approval is in Spring 2008.
- In this area, land on both sides of the border 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. 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 the Mesa de Otay II POE that corresponds closely to the U.S. site alternatives. Although this land reservation will expire on May 19, 2011, under Mexican law, it can be extended based upon the project status at that time.

*Source: U.S. Department of Homeland Security **Sources: Caltrans Crossborder Model Projections & CBP)

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TECATE PORT OF ENTRY

Introduction

Tecate is a minor full service Port of Entry (POE) serving rural San Diego County. The newly built U.S. federal facility at the Tecate POE is not aligned with Mexico's proposed POE. The governments of Mexico and the United States are discussing two alternatives that would allow commercial traffic to bypass residential areas. On SR-94 large vehicles and semi trucks are not able to negotiate some of the curves without crossing over the centerline stripe or driving off the edge of the pavement. In addition, there are few passing opportunities behind slow moving vehicles.

Current Facility

2 passenger lanes, 1 bus lane, 2 pedestrian lanes, and 1 commercial lane

	Current 2007 Statistics*	Future 2030 Conditions**	% Increase
Passenger Vehicles	797,479	1,550,000	94%
Buses	198	N/A	N/A
Commercial Vehicles	80,247	113,000	41%
Vehicle Total	877,924	1,663,000	89%
Pedestrians	498,178	662,873	33%
2006 Trade Value***	\$405,295,714	N/A	N/A

Future Projects

Name: Tecate POE Truck Roadway

Description: Mexico and the U.S. have agreed that the Mexican and U.S. POE facilities should be connected with a secure roadway. This truck bypass alternative will have secure gates and new fencing which will be an improvement over the current security infrastructure.

Status: Preferred alternative to be determined

Completion Date: By 2015

Cost: \$12 million

Name: SR-94 Operational Improvements - Melody Road to SR-188

Description: The improvements for this project include realignment of deficient curves, installing passing lanes, widening of the travelway, installing standard 8-foot shoulders, and adding/improving turn pockets. The project will improve access to the Tecate POE.

Status: Preliminary engineering and environmental document underway

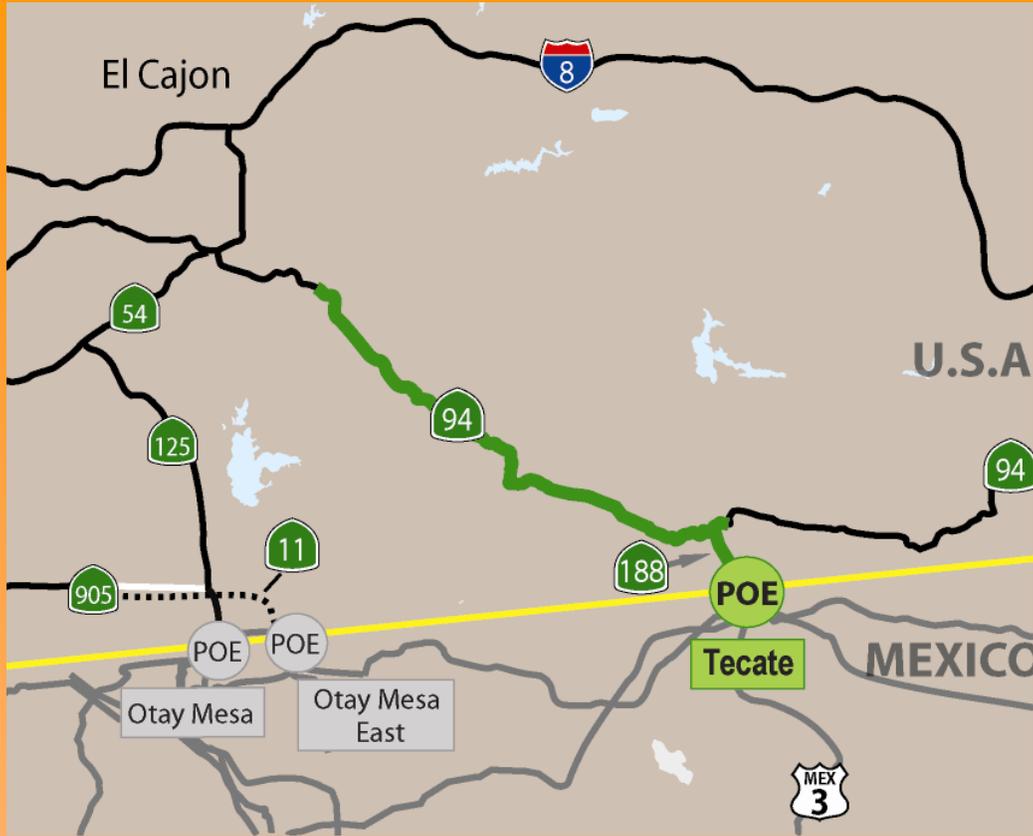
Completion Date: Construction expected to begin in 2011

Cost: \$5 million available, an additional estimated \$102 million needed

Future Activities

- Mexico needs to share the status of their proposed facility in Tecate with the appropriate U.S. agencies.
- Construct Tecate POE roadway on undeveloped parcels on the U.S. side.
- Construct operational improvements on SR-94 between Melody Road and SR-188.

*Source: U.S. Department of Homeland Security **Sources: Caltrans Crossborder Model Projections & CBP) *** Imports from Mexico in to California -Source: Bureau of Transportation Statistics



TECATE POE



CALEXICO III/MEXICALI III “SILICON BORDER” PORT OF ENTRY

Introduction

Developers in Baja California have begun discussions regarding a high technology industrial complex on the U.S./Mexico border. This proposal could create 100,000 jobs in the Mexicali/Imperial border region over the next 20 years. The proposed “Silicon Border” industrial complex would have a major impact on a broad range of infrastructure requirements. Included in this proposal is a possible new POE.

Current Facility

- N/A

Current 2007 Statistics

- N/A

Future 2030 Conditions

- N/A

Future Project

Name: Calexico/Mexicali "Silicon Border" POE

Description: A high technology industrial complex on the U.S./Mexico border is being considered by developers. Included in this proposal is a possible new POE.

Status: Conceptual planning

Completion Date: To be determined

Cost: To be determined

Future Activities

- Identify if support exists for the project from other stakeholders
- Reserve land on both the U.S. and Mexican sides of border
- Developers need to prepare a scoping document and begin both federal environmental approval processes
- Funding will need to be identified for infrastructure impacts on both sides of the border
- Study new roadway in Forrester Road Corridor from SR-98 to the possible new Silicon Border POE



SILICON BORDER POE



CALEXICO WEST/MEXICALI I PORT OF ENTRY

Introduction

West Calexico/Mexicali I is the most important Port of Entry (POE) in Imperial County. There is substantial congestion at this POE and along the state highways which access the international border. By providing an alternative or improvements to the existing POE and connecting roadways, congestion and delay will be reduced.

Current Facility

10 northbound and 6 southbound vehicle lanes, 1 SENTRI lane, 1 bus lane, and 4 pedestrian lanes

	Current 2007 Statistics*	Future 2030 Conditions**	% Increase
Passenger Vehicles	5,747,309	7,560,000	32%
Buses	996	N/A	N/A
SENTRI	775,723	N/A	N/A
Vehicle Total	6,524,028	7,560,000	16%
Pedestrians	5,290,971	7,266,937***	37%

Future Projects

Name: Calexico West POE

Description: This project would reconfigure and expand the capacity of the POE to increase security, reduce congestion, and reduce cross-border wait times. The project includes the Calexico West POE Reconfiguration Project, SR-111 operational improvements from the POE to SR-98, and overpass rail road crossings at SR-98 and Cesar Chavez.

Status: Traffic impact study underway to determine traffic impacts and mitigation measures on POE access road infrastructure, including SR-111, SR-98, and Cesar Chavez Boulevard.

Completion Date: Calexico West POE by 2015

Cost: POE - \$225 million, Operational Improvements- estimated \$373 million, SR-111 Operational Improvements from the POE to SR-98 at \$30 million, and overpass rail road crossings at SR-98 and Cesar Chavez at \$50 million.

Name: SR-78/111 Brawley Bypass

Description: This project will construct an eight mile four-lane divided expressway from State Route 86 north of the City of Brawley to 1.5 miles south of the eastern junction of State Route 111 and State Route 78. It will also provide structures at the New River and Union Pacific Railroad crossings and an interchange at SR-111.

Status: Construction is in three stages. Stage 1 was completed in May 2005. Stage 2 of construction is scheduled to begin in early 2008. Stage 3 is anticipated to begin construction in 2008 contingent upon TCIF funding.

Completion Date: By 2011

Cost: \$226 million

*Source: U.S. Department of Homeland Security **Sources: Caltrans Crossborder Model Projections & CBP ***Source: SIDUE (Secretaría de Infraestructura y Desarrollo Urbano)

Name: SR-98 West: Widening from Dogwood Road to SR-111

Description: SR-98 will be widened from two to four lanes with improvements to intersections.

Status: The environmental phase is scheduled to be completed by 2009.

Completion Date: By 2013

Cost: \$47 million

Name: Forrester Road Corridor

Description: This project will provide a new six lane north-south corridor in the western portion of Imperial County west of Calexico over a length of approximately 25.5 miles from SR-98 to SR-78/86.

Status: A consultant has been selected for the study.

Completion Date: 2015-2025

Cost: \$440 million

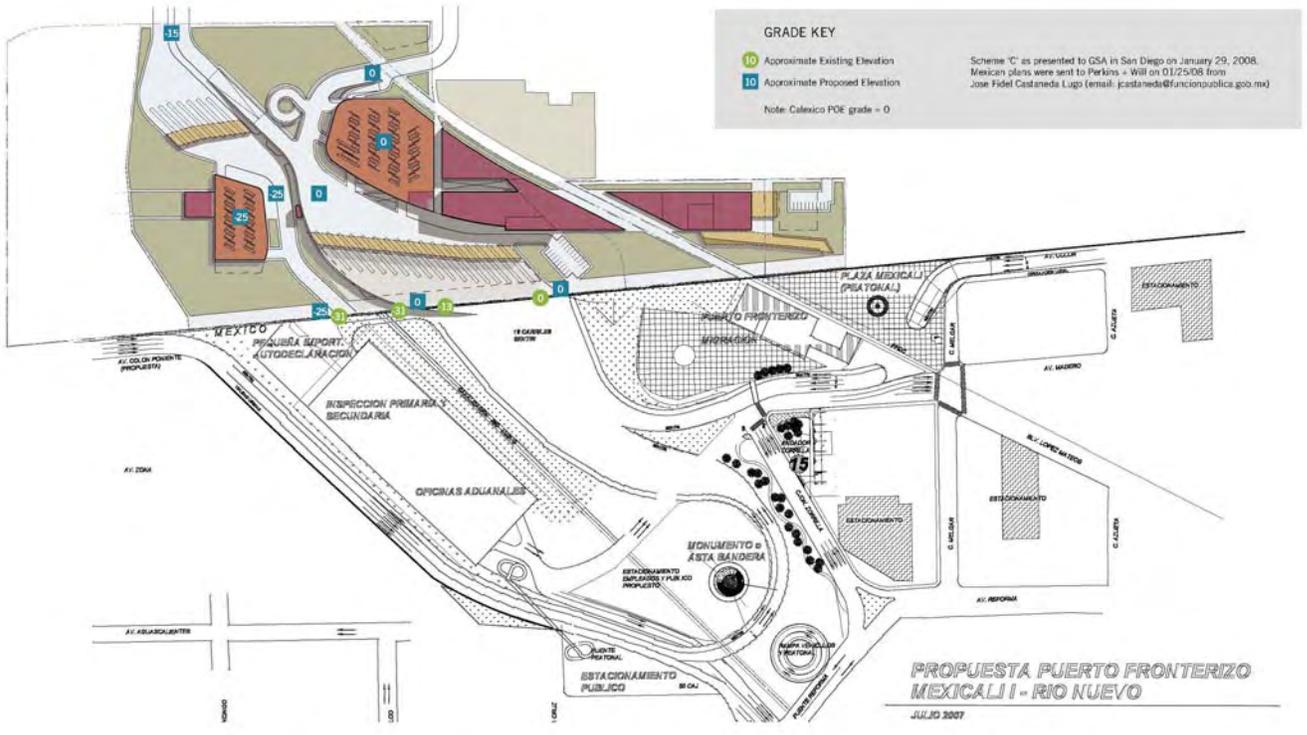
Future Activities

- Collaborate with local agencies to amend land uses and allow port of entry related activities at the Calexico East POE area to minimize commercial vehicle traffic in downtown Calexico.

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CALEXICO WEST/MEXICALI I POE



CALEXICO EAST/MEXICALI II PORT OF ENTRY

Introduction

The Calexico East/Mexicali II port of entry (POE) serves all commercial truck traffic crossing between Imperial County and Mexicali. Continued growth will eventually require expansion of the POE.

Current Facility

8 passenger lanes, 4 pedestrian lanes, 4 commercial lanes, 1 FAST lane, 1 bus lane, and 1 SENTRI lane

	Current 2007 Statistics*	Future 2030 Conditions**	% Increase
Passenger Vehicles	3,417,977	9,855,000	188%
Buses	1,170	N/A	N/A
Commercial Vehicles	317,588	603,000	90%
Vehicle Total	3,736,735	10,458,000	188%
Pedestrians	9,429	14,107	50%
2006 Trade Value***	\$4,341,023,630	N/A	N/A

Future projects

Name: Calexico East POE

Description: This is a project to reconfigure and expand the POE to increase security, alleviate congestion, and reduce cross-border wait times.

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

Completion Date: Low cost improvements by 2015. Longer term expansion after 2015.

Cost: Project costs and scope to be determined

Name: SR-98 East- widening from SR-111 to SR-7

Description: This project will widen and/or realign SR-98 over a length of approximately eight miles from SR-111 to SR-7.

Status: Project is in preliminary engineer phase

Completion Date: By 2015

Cost: \$67 million

Future Activities

- Collaborate to promote land use amendments which encourage the establishment of brokerage houses in the Calexico East area to alleviate truck route/land use conflicts in Calexico.

*Source: U.S. Department of Homeland Security **Sources: Caltrans Crossborder Model Projections & CBP *** Imports from Mexico in to California -Source: Bureau of Transportation Statistics



CALEXICO EAST/MEXICALI II POE



ANDRADE/ALGODONES PORT OF ENTRY

Introduction

The Andrade/Algodones Port of Entry (POE) is an important port for tourism between California and Baja California. This land port of entry is used primarily by pedestrians from the United States wishing to shop or avail themselves of medical services in Algodones. The Quechan Indian Tribe maintains a large parking lot on the United States side that serves this trade. They are also developing a casino near the POE.

Vehicular access to Interstate 8, two miles to the north, is provided by State Route 186. The port also accommodates privately owned vehicles, buses, and a limited amount of commercial traffic. Seasonal use of the port is pronounced, with peak use occurring in February when many senior citizens are wintering in Yuma. Expansion of the facility is necessary to accommodate the high volume of cross-border pedestrian traffic. GSA is proposing to relocate all vehicular crossings to the POE at San Luis, Arizona.

Current Facility

2 passenger lanes, 4 pedestrian lanes, and 1 informal commercial lane

	Current 2007 Statistics*	Future 2030 Conditions**	% Increase
Passenger Vehicles	547,032	988,000	81%
Buses	N/A	N/A	N/A
Vehicle Total	547,032	988,000	81%
Commercial Vehicles	N/A	N/A	N/A
Pedestrians	1,599,513	2,843,533	78%

Future Project

Name: SR-186/I-8 Interchange Improvement Project (Quechan funded)

Description: This project will improve the SR-186/I-8 interchange to improve traffic flow due to increasing traffic volumes.

Status: Studies are underway

Completion Date: By 2013

Cost: \$30 million

Future Activities

- Work with Quechan tribe to complete SR-186/I-8 interchange improvements.
- Expansion of the POE is necessary to accommodate the high volume of cross-border pedestrian traffic.
- Upgrade facilities, including a pedestrian bridge.
- Implement pedestrian SENTRI lane.
- Expand parking for vehicles and pedestrian pick-up on the U.S. side.
- Study relocating the vehicular crossing to San Luis, Arizona.

*Source: U.S. Department of Homeland Security **Sources: Caltrans Crossborder Model Projections & CBP ***Source: Bureau of Transportation Statistic



ANDRADE/ALGODONES POE



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APPENDIX A
BORDER PROJECTS SUMMARY

CALIFORNIA – BAJA CALIFORNIA BORDER INFRASTRUCTURE PROJECTS AND ACTIVITIES

Near-Term Projects (begin construction between 2008-2012)

1) San Ysidro POE Reconfiguration Project

Description: Three phase project aimed at increasing POE vehicular and pedestrian capacity by using state of the art security technology to reduce cross-border wait times without sacrificing security.

Status: Fund the project and make the stacked booths pilot program permanent in regular lanes by summer 2008.

Completion Date: 2015 **Cost:** \$577 million

2) Otay Mesa POE/State Route (SR) 905

Description: Complete construction of six lane freeway between I-805 and the Otay Mesa POE. The Project includes grade-separated local access interchanges, and a freeway-to-freeway interchange with the South Bay Expressway.

Status: Contract awarded for Phase 1a. Construction began in March 2008.

Completion Date: Phase I – 2011 **Cost:** \$670 million

3) San Diego-Tijuana Cross-Border Airport Terminal

Description: A pedestrian crossing facility located on the U.S. side of the U.S./Mexican border, adjacent to Tijuana’s Abelardo Rodriguez International Airport (ARIA) would allow U.S. based air passengers to expeditiously cross the border to fly in and out of the region using ARIA’s airfield.

Status: Project needs proper federal approvals and definition of a project sponsor to apply for the Presidential Permit to construct the facilities.

Completion Date: To be determined **Cost:** To be determined

4) Otay Mesa POE Truck Export Road.

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

Status: The project is under development by City of San Diego.

Completion Date: 2014 **Cost:** \$23 million

5) SR-11/Otay Mesa East Port of Entry (OME-POE)

Description: The proposed Otay Mesa East/Mesa de Otay II Port of Entry (POE) will be located approximately two miles east of the existing Otay Mesa POE. It will be connected with a new three-mile, four-lane highway, State Route 11 (SR-11).

Status: On the U.S. side, a completed financial feasibility study has determined the project is a viable candidate for toll or fee-based facilities. A Presidential Permit application was submitted to the U.S. Department of State by Caltrans in January 2008 and is currently under review by federal agencies and other interested stakeholders. In Mexico, land has been reserved for exclusive POE use. In addition, the Mexican federal government is currently developing a Master Feasibility Plan.

Completion Date: 2015 **Cost:** POE - \$350 million, SR-11 - \$409 million

6) SR-94 Operational Improvements - Melody Road to SR-188

Description: Improvements for this project include realignment of deficient curves, installing passing lanes, widening of the travelway, installing standard 8-foot shoulders, and adding/improving turn pockets. Project will improve access to Tecate POE.

Status: Preliminary Engineering and Environmental document underway.

Completion Date: Construction to begin in 2011 **Cost:** \$5 mil available, \$102 mil needed

7) Tecate POE Truck Roadway

Description: Mexico and the U.S. have agreed that the Mexican and U.S. POE facilities should be connected with a secure roadway. This truck bypass alternative will have secure gates and new fencing which will be an improvement over the current security infrastructure.

Status: Preferred alternative to be determined.

Completion Date: By 2015 **Cost:** \$12 million

8) Calexico West POE Reconfiguration Project

Description: Reconfigure and expand capacity the POE to increase security, alleviate congestion, and reduce cross-border wait times.

Status: Traffic Impact Study is underway to determine traffic impacts and mitigation measures on the POE access road infrastructure, including SR-111 and Cesar Chavez Boulevard.

Completion Date: By 2015 **Cost:** POE - \$225 mil, Operational Improvements - \$373 mil

9) SR-98 West: Widening from Dogwood Road to SR-111

Description: SR-98 will be widened from two to four lanes with improvements to the intersections.

Status: The environmental phase is scheduled to be completed by mid-2008.

Completion Date: By 2013 **Cost:** \$47 million

10) SR-98 East: Widening from SR-111 to SR-7

Description: SR-98 will be widened from two to four lanes (and to six lanes in some locations) and/or realigned.

Status: The environmental phase and the selection of the alignment alternative will be completed by 2010. The schedule for the design and construction of the project will be contingent on the availability of funding.

Completion Date: By 2015 **Cost:** \$67 million

11) SR-78/111 Brawley Bypass

Description: Construct an eight mile four-lane divided expressway from State Route 86 north of the City of Brawley to 1.5 miles south of the eastern junction of State Route 111 and State Route 78 in Imperial County. It will provide structures at the New River and Union Pacific Railroad crossings and an interchange at SR-111.

Status: Construction is in three stages. Stage 1 was completed in May 2005. Stage 2 of construction is scheduled to begin in early 2008, and Stage 3 is anticipated to begin construction in 2008 contingent upon funding.

Completion Date: By 2011 **Cost:** \$226 million

12) SR-186/I-8 Interchange Improvement Project

Description: This project will improve the SR-186/I-8 interchange to improve traffic flow due to increasing traffic volumes.

Status: Studies are underway.

Completion Date: By 2013 **Cost:** \$30 million

13) California-Baja California Border Master Plan (BMP)

Description: This binational effort includes agencies at federal, state, regional, and local levels of government involved with POEs and border transportation infrastructure. The BMP includes a list of prioritized projects for POEs and border transportation, a methodology for such prioritization, and will institutionalize dialogue among all involved agencies to create an ongoing binational process to align border planning and project development.

Status: Prioritized project lists under development.

Completion Date: Spring 2009 **Cost:** N/A

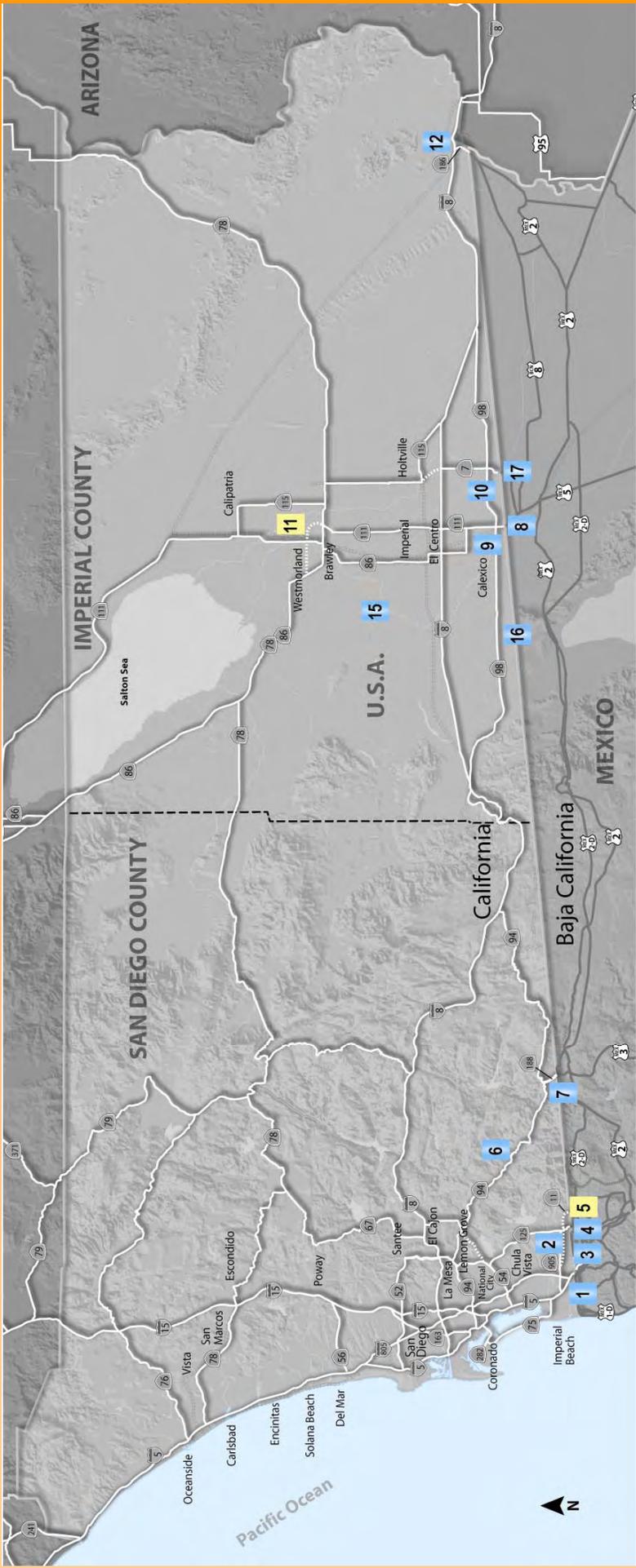
14) Trade Corridor Infrastructure Fund (TCIF) Projects – San Diego/Border Region

Description: Proposition 1B provides for \$2 billion to be transferred to the Trade Corridors Improvement Fund (TCIF) for infrastructure improvements along corridors that have a high volume of freight movement.

Status: The San Diego/Border Region's TCIF projects provide the necessary infrastructure to handle current and projected freight needs at the border. The SR-11/Otay Mesa East POE and SR-905 are among the list of TCIF project nominations.

Completion Date: N/A **Cost:** N/A

CALIFORNIA – BAJA CALIFORNIA BORDER INFRASTRUCTURE PROJECTS AND ACTIVITIES



13 California-Baja California Border Master Plan - San Diego/Imperial Border Region

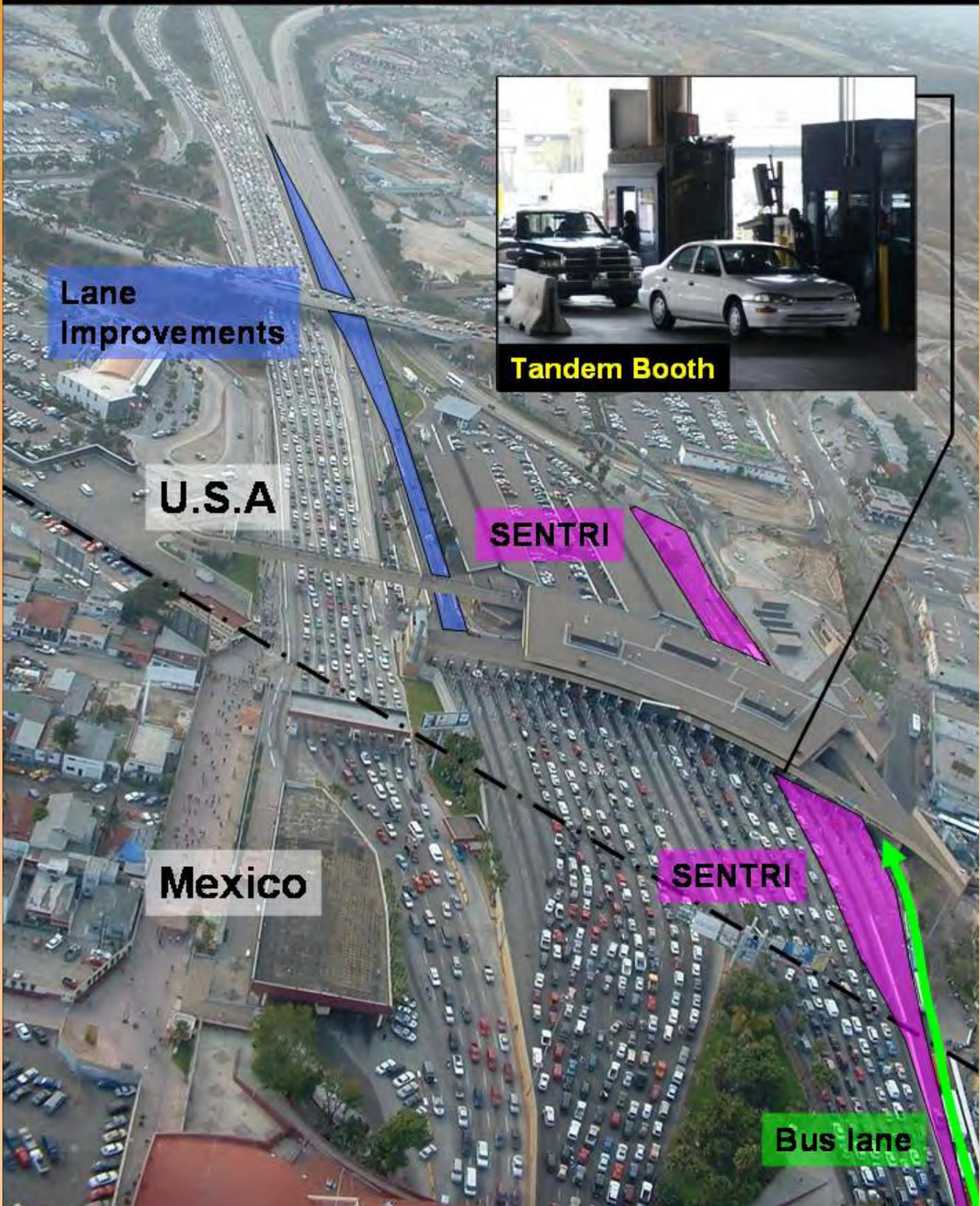
14 Trade Corridor Infrastructure Fund (TCIF) Projects - Included SR-11/Otay Mesa POE and SR-905

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APPENDIX B

PORT OF ENTRY GRAPHICS

San Ysidro Northbound and Southbound Congestion- SENTRI, Bus lane and Tandem Booth



Lane Improvements

U.S.A

SENTRI

Mexico

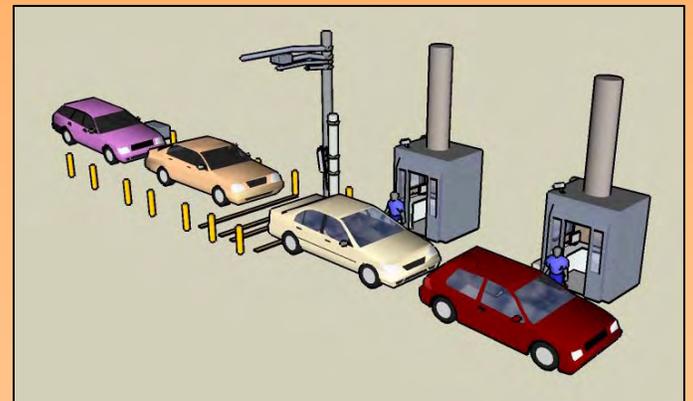
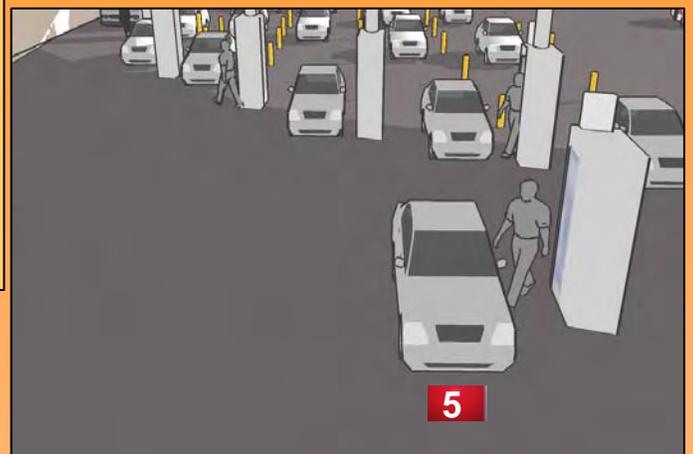
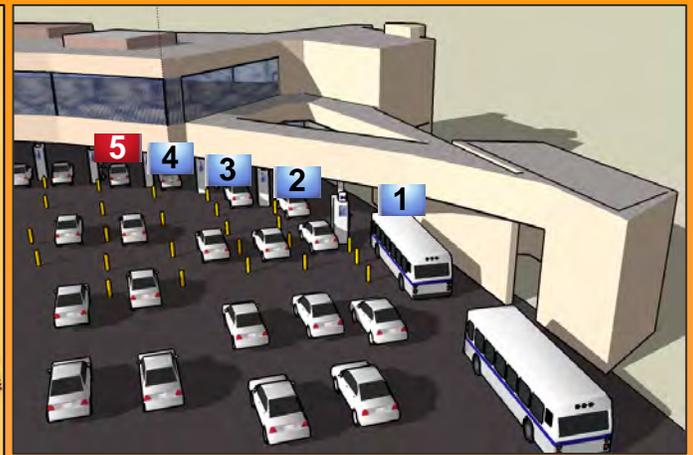
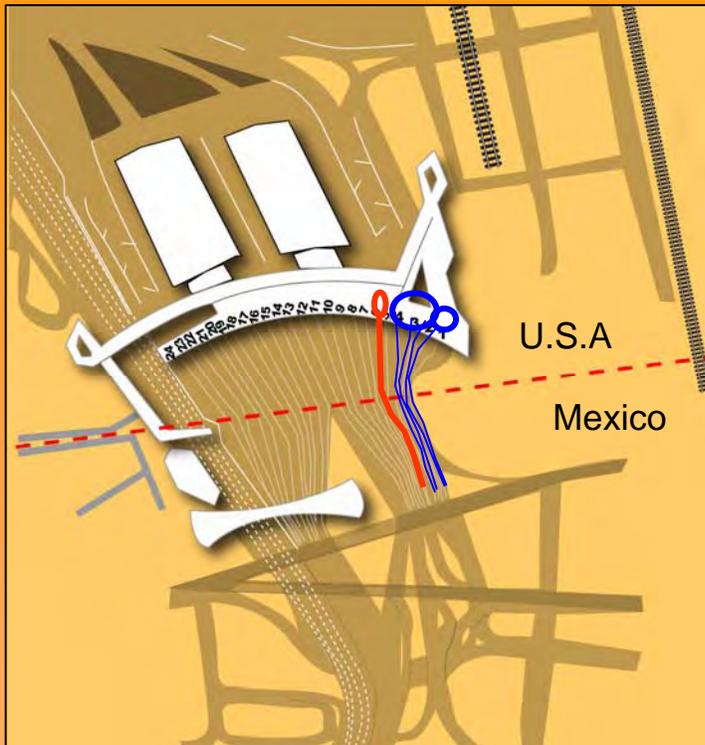
SENTRI

Bus lane



Otay Mesa Port of Entry Vehicle, Commercial, FAST and SENTRI lanes





San Ysidro Port of Entry has 24

- Lane 1: Bus
- Lanes 2 – 4: SENTRI
- Lane 5: Tandem Booth (Regular & SENTRI)
- Lanes 6 – 24: Regular Lanes

SAN YSIDRO TANDEM BOOTH PILOT PROGRAM

The San Ysidro POE was selected for a pilot program testing the effectiveness of staging two primary inspection booths in tandem in one lane to expedite the processing of vehicle traffic and to reduce long wait times. The pilot program results indicate that the single lane, tandem booth concept can be implemented as a permanent or temporary upgrade to add traffic processing capacity within the Port of Entry's current physical parameters. Caltrans analysis support the notion that single-lane, tandem booths can process regular vehicle trips faster than the regular single booth lanes.

12/07/2007



SAN YSIDRO BORDER STATION
CURRENT DESIGN CONSIDERATIONS (DRAFT)

BUILDING: 204,997 SF
CANOPY: 123,655 SF
PARKING (4000 VEHICLES): 242,300 SF

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Ross Drulis *cusenbery*
ARCHITECTURAL

DNIM DESIGN | AECOM

GSA

POTENTIAL LAND SWAP AND RELOCATION OF DUTY FREE STORE

INVESTIGATE ALTERNATIVE SB I-5 CONFIGURATIONS TO MAXIMIZE COMMERCIAL LAND RETENTION

STUDY EXPANDED INTERMODAL STATION OR ACCESS ROAD

STUDY ALTERNATIVE LOCATIONS FOR CENTRAL PLANT, SMALLER CENTRAL PLANTS, MULTIPLE CENTRAL PLANTS

POSSIBLE BRIDGE PLAZA ON CAMINO DE LA PLAZA

POTENTIAL SATELLITE DUTY FREE STORE

STUDY ALTERNATIVE NORTH/SOUTH PEDESTRIAN BRIDGE LOCATIONS TO:
1. POTENTIALLY RETAIN EXISTING DUTY FREE STORE; OR
2. ALLOW FOR ADDITION OF NEW SATELLITE DUTY FREE SHOP

STUDY ALTERNATIVE EASTWEST PEDESTRIAN BRIDGE LOCATION TO MINIMIZE WALKING DISTANCES

INCORPORATE COMMUNITY MOBILITY NEEDS & PEDESTRIAN ENHANCEMENTS

CONSIDER ACQUISITION & USE OF EAST SIDE PARCELS

STUDY RELOCATION OF OLD PORT

POTENTIAL SATELLITE DUTY FREE SHOP

ALLOW FOR BOTH NB AND SB PEDESTRIAN FLOW

INSTALL STACKED BOOTHS AS TRAFFIC DEMAND INCREASES

EXPLORE OPPORTUNITIES FOR ADDITIONAL BOOTHS + LANES ON WEST SIDE

12/17/2007

0 100 200 FT

SAN YSIDRO BORDER STATION

COMMUNITY ISSUES MAP (DRAFT)

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RosDrulis **cusenbery**
ARCHITECTURE

DMJM DESIGN | AECOM

GSA U.S. General Services Administration

ORIGINAL COMMERCIAL CORE

- Support San Ysidro Blvd. in its identity as commercial corridor
- Foster pedestrian access to retail components on San Ysidro Blvd.
- Build stronger link to the Pilot Village Project
- Take advantage of P.O.E. as a catalyst for commercial development
- Determine impact on existing businesses during land acquisition process

PEDESTRIAN FLOW

- Realign current pedestrian flow in location and accessibility
- Improve pedestrian flow by reducing wait-times
- Provide both north- and south-bound pedestrian access at East San Ysidro Boulevard
- Improve quality of pedestrian environment through amenities such as restroom and benches
- Shorten pedestrian border crossing distance as much as possible

INTERMODAL PLAZA

- Plaza location is crucial for the economic well-being of San Ysidro Blvd.
- Support investment through focused improvements
- Improve vehicular pick-up and drop-off
- Provide pedestrian amenities, such as restrooms and benches
- Offer services to pedestrians the moment they enter the U.S.

IDENTITY

- Create distinctive Port of Entry identity that is grand, civic and consistent with the role of the border station

BI-NATIONAL OPPORTUNITIES

- Create program for bi-national conference room
- Increase opportunities for people to park and walk across the border
- Segregate in "crossover" transport from management of general population
- Propose the "commuter realm" for those that travel this route daily
- Create bi-national medical clinic
- Provide emergency medical inspection lanes
- Address economic/social integration of Baja California with San Diego region
- International impact
- Coordinate improvements with Mexican government

EAST/WEST DIVISION

- Mitigate the divisive quality of the freeway environment
- Foster continuity of commercial environment
- Reintegrate divided community

TRAFFIC CONGESTION

- Reduce the rush-hour back-up on I-5, which is a disincentive to the patronizing of local businesses
- Reduce the congestion on local streets
- Create clear paths of travel for visitors and travelers, minimizing unnecessary traffic

EAST WEST

CAMINO DE LA PLAZA: COMMUNITY CONNECTOR

- Improve Camino de la Plaza as community connector, as the place where two communities meet
- Transform the overpass into a pedestrian-friendly environment with shade and rest amenities
- Make the overpass wider and greener
- Develop the overpass area to draw more people to East San Ysidro Blvd
- Provide retail opportunities along Camino de la Plaza overpass
- Connect east and west San Ysidro
- Maximize diversity of potential adjacent land uses

COMMERCIAL LAND RETENTION

- Retain private land for tax revenue purposes
- Avoid losing commercial land to surface parking for the SYBS project
- Provide for a community-friendly distribution of land uses on land retained for private development

CONCURRENT PROJECTS

- Pedestrian/Bicycle Mobility Grant for San Ysidro
- I-5/805 Corridor Study & Interstate Wait Time Study
- Pilot Village Program & Friendship Plaza
- Bi-national Transportation Model

LAS AMERICAS

- Improve cross-border access on the west side
- Coordinate with proposed private sector pedestrian bridge

COMMUNITY ISSUES

- Build upon common interests between diverse community groups
- Demonstrate that public process will be addressed in project evolution
- Develop coalition of funding sources for wider area projects

TRANSPORTATION

- Provide shuttle connection between intermodal Plaza and Los Americas Mall
- Study opportunity of a toll lane to expedite passage
- Explore expanded use for existing railroad crossing
- Do not preclude future expansion/relocation of trolley route should this ever be considered

APPENDIX C

FACT SHEETS

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