

WEBVTT

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00:00:03.810 --> 00:00:09.029

Carolyn / SPUR Public Programs: Hi, everyone, thank you for joining. We're gonna give it a minute for 10 days to trickle in before we get started.

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00:00:28.000 --> 00:00:29.880

Carolyn / SPUR Public Programs: Alright perfect! Let's get started.

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Carolyn / SPUR Public Programs: Hello, everyone, and thank you so much for joining today. My name is Carolyn Chung, and I'm a senior public engagement associate here at Spur.

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Carolyn / SPUR Public Programs: Well, many of you here are spur members, so thank you so much for your support.

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Carolyn / SPUR Public Programs: If you are not a member, I encourage you to join to support spurs, ongoing work in using education, policy, analysis, and advocacy to make our cities and our regions more prosperous, sustainable, and equitable places to live.

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00:00:55.700 --> 00:01:07.509

Carolyn / SPUR Public Programs: Your financial support enables us to continue our work, including the hosting of programs like today's. you'll find more information about membership online@spur.org slash join.

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00:01:07.930 --> 00:01:18.579

Carolyn / SPUR Public Programs: We also have an in-person event scheduled for tomorrow. Join spur for a discussion on incubating new businesses in downtown San Francisco and helping entrepreneurs get started.

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00:01:18.770 --> 00:01:20.800

Carolyn / SPUR Public Programs: We will be dropping the link in the chat.

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00:01:23.050 --> 00:01:36.430

Carolyn / SPUR Public Programs: for today's in person, Forum. The title is Trolley to Tijuana, extending the San Diego Blue line. We'll be talking about an extension of San Diego's blue line trolley that crossed the border and potentially saves hours

of commute

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00:01:37.520 --> 00:01:49.640

Carolyn / SPUR Public Programs: during today's digital discourse. We would like this to be an interactive conversation and plan on spending as much time as possible engaging with you all. So I encourage you to use a chat box to share your thoughts with each other, with the attendees.

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00:01:49.670 --> 00:02:00.620

Carolyn / SPUR Public Programs: If you have questions for the panelists, please submit them. Using the QA. Panel, it should appear as a button at the bottom of your screen, or if you're tuning in from the mobile app at the top of your screen.

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00:02:00.830 --> 00:02:04.670

Carolyn / SPUR Public Programs: panelists will try to answer your questions, using the Q&A section

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Carolyn / SPUR Public Programs: within the next few days we will be sharing a chop copy of the recording, the Transcript and the chat with everyone who has registered

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00:02:12.530 --> 00:02:18.620

Carolyn / SPUR Public Programs: with that I'll be turning it over to Sebastian. Petty Spurs transportation policy manager to get us started.

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00:02:23.740 --> 00:02:35.599

Sebastian Petty: Hello, and welcome to spurs digital discourse on the extension of San Diego's Blue Line trolley to Tijuana. My name is Sebastian Petty. I'm a transportation policy manager. It's for, and I'll be moderating the event this afternoon.

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00:02:36.250 --> 00:02:42.279

Sebastian Petty: Every day tens of thousands of people travel between Tijuana, Mexico to San Diego, California.

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00:02:42.320 --> 00:02:49.140

Sebastian Petty: for work, facing incredibly long wait times as they traverse the busiest border crossing in the world to get to their jobs

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00:02:49.280 --> 00:03:04.549

Sebastian Petty: as a response to these delays, officials in San Diego and Baja,

California are conducting a feasibility study for an extension of San Diego's Blue Line trolley that would allow riders to cross the Us-mexican border on transit potentially shaving hours off of commutes.

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00:03:05.160 --> 00:03:10.590

Sebastian Petty: Today our program will take us beyond the Bay Area to talk about this fascinating by national project.

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Sebastian Petty: How did this project come to be? And why is it so important to communities on both sides of the border? How is the team navigating a unique and complex regulatory environment? And, most importantly, what can the Bay Area learn from the spirit of innovation and regional cooperation and the Caliba Mega region.

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Sebastian Petty: We're grateful. Be to be joined by an incredible panel of professionals working to make the extension to Tijuanaa reality.

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00:03:34.920 --> 00:03:43.319

Sebastian Petty: Our speakers today include Danielle Kaufman, manager of strategic partnerships. It's at the San Diego Association of Governments, or sandbag.

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Sebastian Petty: Rebecca Boyle, then by National Affairs, director for the State of Baja, California, in Mexico and Jacqueline Reynosa, director of Programs and policy at Cordoba Corporation.

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00:03:54.890 --> 00:04:11.039

Sebastian Petty: We'll begin the presentation. We'll begin with a presentation from our panelists and then have time for discussion, and hopefully a little bit of QA. As a reminder. Please put any questions you have into the QA. Function, and we'll do our best to answer those, either through chat or live.

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00:04:11.690 --> 00:04:23.190

Sebastian Petty: Now to kick us off. I'd like to introduce Cyrene Olsen, an urban planner, specializing in transit and rail planning with Cordova, who helps for connect with this fascinating project and helped put together today's event.

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00:04:24.370 --> 00:04:35.300

Irene Olsen: Thank you, Sebastian. Well, Hello, everyone. My name is Irene Olsen, and I'm urban Planner and the Northern California Business Development Manager at Cordova.

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Irene Olsen: I would firstly like to send a quick thank you to. So Sarah Karlinsky, policy research director at Spur, and of course, Sebastian Petty, who helped us bring this wonderful event to you today.

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Irene Olsen: But more importantly, I would wanna thank you all for, you know, picking up your lunch time and joining us today to hear about this very intriguing

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Irene Olsen: by national by national US. Mexico Transit project

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Irene Olsen: that Cordoba is engaged in with Sandac and the San Diego region. I'm going to take one or 2 min of your time today to quickly introduce Cordova.

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Irene Olsen: Today, in 2023, Cordoba is celebrating its 40 year anniversary. Today, we're a nationally recognized firm with 9 offices throughout California, with expertise in program, project and construction management

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Irene Olsen: as well as engineering planning design focusing on the transportation, energy, water, education, facilities, sectors.

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Irene Olsen: However, our beginnings are very humble and are rooted in community planning and organizing in Los Angeles. Going back to our founder Mexican American entrepreneur, George Qua. And if you want to read more about that, he has a wonderful book called Power Shift, how Latinos in California transform politics in America.

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Irene Olsen: I highly recommend that.

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Irene Olsen: Well, Cordova has grown over years, and we're managing some highly visible infrastructure projects throughout California, such as the East Side extension advanced conceptual engineering projects, for example, for LA. Metro.

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00:06:09.640 --> 00:06:14.109

Irene Olsen: We've come a long way, and it all has been worth it.

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Irene Olsen: For those of you who want to learn more about us. Please reach out to me directly or to Jacqueline. We will provide contact information at the end of the presentation.

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Irene Olsen: With that in mind.

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Irene Olsen: Allow me to introduce our first panelist, Jacqueline Reinoso. Jacqueline is director of policy and programs at Cordova. and she will walk us through the Kali Baja Mega region, and how this project came about.

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Irene Olsen: Thank you very much, and I hope you enjoyed the presentation.

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Jacqueline Reynoso: Thanks so much, Irene. It's a pleasure being here my name is Jacqueline Danoso, and I'm Cordova's project director for the proposed Cross border trolley I'm actually located out of our San Diego office and served as a Southern California regional manager. As you heard from Irene Cordoba, which I wanted to mention, because this is all very relevant to the project. We're a minority business enterprise.

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Jacqueline Reynoso: and since our inception we've had a commitment to diversity and equity. Our founder and CEO is actually an immigrant from sacrifices. Mexico. He is a visionary, and has led our firm to successfully deliver some of California's most complex infrastructure projects.

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Jacqueline Reynoso: Our secret sauce, as we say, is our in depth, understanding of public policy, being a true stakeholder in the communities that we serve, coupled, of course, with our ex

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Jacqueline Reynoso: expertise and project management and construction management. Now we've been working with Sandag over the course of the past 2 years to explore

the development of the first of its kind by National Cross Border Light Rail Project at the Sinai Sea little port of entry, and really to understand the project is to understand the unique dynamics of San Diego and Tijuana to cities and 2 different countries that are part of what is known as the Caliba Mega region.

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Jacqueline Reynoso: So this border region between California and the United States and Baja, California and Mexico is both diverse and has a strong industrial center with strong assets for cross border cooperation. The Caliba Mega region is prominent, and we are in connected not only through our road system, but also culturally, economically, and politically.

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Jacqueline Reynoso: Caliba is primarily comprised of the San Diego and Imperial counties in California, and then the Baja California municipalities of Tijuana, Decatur, Rosarito, and Sanada, and of course, Mehikaly. This area covers about 35,000 square miles representing 7.1 million residents and a labor force of 3.8 million.

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Jacqueline Reynoso: Several unique assets position the Calibaja Mega region at the forefront of cross border economic development and transportation and transit solutions. First, we have a robust infrastructure with connections, including 6 border crossings, 5 Interstate freeways, 5 international airports, 2 specialized maritime port facilities and rail links.

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Jacqueline Reynoso: We boast over 90 colleges and universities and over 80 research institutions in this area, and together the combined economy. And this is with the big B is 250 billion dollars and 70 billion in binational trade. We are also home to the first Binational Airport terminal, which is called the Cross Border Express. This, by the way, is another important case study, which I encourage spur to look into.

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00:09:35.130 --> 00:09:44.890

Jacqueline Reynoso: So with that, I wanted to just kind of frame Kaliba. Here's a quick map, right? Which shows the area. And I'll now hand it over to Daniel

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Jacqueline Reynoso: so that you can get the backdrop on Sand Dag. Thank you.

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Danielle Kochman: Fantastic, thank you. Hi. My name is Daniel Kochpen. I'm the

manager of strategic partnerships at Sandag. I work in the planning department at Sandag. But I'm really focused on how we can implement the projects in our plan. One of the things that's different about Sandag, where the Metropolitan planning organization and the regional transportation planning authority for the San Diego region

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Danielle Kochman: is that we're more than just a planning agency. So in the Bay Area you have Mtc Metropolitan Transportation Commission. You have a bag, the Association Bay Area Governments. We do both of those functions. And then we also build regional transit projects

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00:10:31.610 --> 00:10:49.149

Danielle Kochman: partner closely with Cal. Trans. On building our freeway projects. And also we operate Toll Road and some express lanes as well. So we really do quite a bit for you know what was originally a planning agency

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Danielle Kochman: and while that streamline some things. One of the things that's really nice about our agency as well is that we only have one county with 19. Sorry, with 18 jurisdictions. So our Board of Directors has representatives from the County Board of Supervisors. Along with each of those jurisdictions

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Danielle Kochman: I know in the Bay area you have a number of counties that fall within your region. And so, as far as you know, within our region, less government, which makes things a little bit a little bit more streamlined. But I think you know, with the by national elements and the importance of solving some of those problems that are by national border. We see, you know, some some complicated governance

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Danielle Kochman: solutions that we need to address

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Danielle Kochman: in addition to a regular 19 board members, we have 10 advisory members and those include representatives from the San Southern California Tribal Chairman's Association and the Consul General of Mexico, along with Cal. Trans. And our transit operators, among others.

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Danielle Kochman: So our primary planning document is our regional transportation plan. Every region has to have one to be eligible for Federal state funding. And

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Danielle Kochman: and so we have our long term vision of how we're going to get around. And I don't think this will be a shock. It's really, really multi-modal with the California climate. Mandate, that we need to reduce our vehicle miles travel by 19 by 2,035, which is right around the corner, really, really looking at

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Danielle Kochman: a set of projects. programs and policies within our regional plan that will really help to shift people, give them more choices to get out of their cars, and onto alternative modes of travel. And we do that both through the physical infrastructure, through improved operations. And also a technology.

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Danielle Kochman: so we're in this never ending process for updating our regional plan. It's federally required that we update it every 4 years. And then in between updating those plans which basically takes 3 years to do. We're working on implementing the projects that are in the plan.

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Danielle Kochman: So that's where I come in. I do in my role have you know, some responsibilities with the regional plan? But as much as I can, I stay on the implementation side and looking at ways that we can partner with. the members of our member agencies like the transit operators and Cal trans and private sector providers. To really see the projects that are in the plan come to life.

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Danielle Kochman: To that end. We

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Danielle Kochman: initiated a innovative procurement. About 2 years ago it was October first of 2,021. We issued what we call the request for innovative concepts.

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We wanted to do more than just an Rfi. We wanted to really look for a way to develop the partnerships.

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Danielle Kochman: to collaborate with the private sector. To begin to implement these projects. We were really interested in looking for ways to leverage new technologies. We know that the public sector can be slow to keep up with the evolution of technology. So how could we enter into partnerships with the private sector to, you know, really take, take advantage of what they know about the next

iterations of technology.

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00:14:17.430 --> 00:14:43.789

Danielle Kochman: and incorporate those into our transportation system, and then looking at new forms of project delivery, so public private partnerships, and all sorts of different ways to either collaborate or streamline project delivery, so that we could see these projects happening faster with the 2035 air quality mandate around the corner like I mentioned. We can't wait 30 years to build a transportation project like we've traditionally seen

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Danielle Kochman: on this side. I'm just outlining the timeline for the request for innovative concepts. It was about a year and a half process. And we really wanted to do a more collaborative procurement. So in the first phase, it was more traditional, like a typical Rfi, rf, Qrp type of process. Where we put it out to the public

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Danielle Kochman: and ask for proposals. And so we highlighted 5 key challenge areas for them to address. We did not have specific projects scoped but really kinda outlined what we were looking for at a high level we received 18 proposals, and then we selected 3 to move on to phase 2

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Danielle Kochman: phase 2 really look like that collaborative process where we began to meet weekly with each of those 3 teams.

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Danielle Kochman: talking about the priorities of Sandag the priorities of the private sector partner. And really looking for opportunities to network both amongst themselves, and also engage with the community to iterate on their concepts that they had submitted and then ultimately looking towards a refined concept submission, which was on November of 2022

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Danielle Kochman: during this phase we weren't selecting just one to move forward. We said, you know it's kind of a pass fail criteria for each. We had, I believe, about 30 criteria that we were evaluating the round 2 submissions on, and so as long as you know, each submission was addressing each of those criteria, we could move forward with all 3. We can move forward with 0 or anywhere in between

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Danielle Kochman: and once we receive those those second round of more developed concept submissions. We ultimately chose to move forward with all 3, and in January

of this year our Board of Directors took action to enter, to negotiate and enter into partnership agreements with each of the 3 agency sorry private sector teams.

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Danielle Kochman: So I mentioned earlier that we had 5 transportation challenges that we had highlighted as part of the original procurement.

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Danielle Kochman: We had an equity focus across the board. That we were looking to have addressed, and one of the key transportation challenges that we identified was border congestion. I know that Jacqueline will talk a little bit more about this. But we have a significant amount of emissions that are happening at the border. We have significant idling

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Danielle Kochman: and also you know, just heavy, heavy traffic. Constantly at the border. The wait times are unpredictable they can be, you know, 2 h. They could be 6 h, and there are people that cross every day, and we have a variety of goods crossing as well. And so we really see a lot of our border projects as economic development projects. We have 3 billion dollars lost economic output annually.

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Danielle Kochman: internally as a result of border delays. And so as we improve border connectivity, we see a lot of economic benefit along with quality of life benefits for all the people that are crossing daily, or, you know, just sporadically as well.

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00:18:02.740 --> 00:18:28.219

Danielle Kochman: So one thing that's really important to highlight is that we really view. The system of border crossings as a complete system. We have multiple border crossings both in San Diego and Imperial County. You can see the Sana Sidro, border port of entry at the far left. That's the one that we're focused on right now, because that is the one that is served by our blue line trolley

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and then you can see additional border crossings throughout San Diego and Imperial County

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Danielle Kochman: the border crossing is about 20 min East, I believe, with Santa Sedro. We have a rapid bus that serves that crossing as well. But as we're looking to shift alternative people to encourage alternative modes really prioritizing the amount of people that we can process at border crossings that are well served by

public transportation is important, particularly for those that crossing the border as part of their commute.

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Danielle Kochman: And one thing to think about is, you know, as we make improvements to border crossings, all of these border crossings are impacted. So increasing capacity at Santa Sedro and improving connectivity with our public transit center at Santa Sedro has positive impacts to all of the border crossings that you see on this slide.

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Danielle Kochman: I'm going to speak a little bit about the O. Time Mesa east border crossing, which is a border crossing that is currently underway.

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Danielle Kochman: This is a project that Sandag is leading in partnership with Cal. Trans. And it is going into construction. We are building a third kind of Western San Diego border crossing. And it's gonna be really taking advantage of the latest intelligent transportation system applications to manage the system dynamically. So the most

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Danielle Kochman: kind of technology technologically advanced border crossing. That we've seen. Some of the features includes a toll facility that connects the port of entry with the rest of San Diego, and that toll facility will be dynamically told. So as demand increases, the toll price will increase and that will, you know, encourage the reduction of people that are using that. And we're able to do that to manage the amount of people that and the wait times at that border crossing.

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So the goal is to have 20 min reliable crossings at all time, and then using the dynamic pricing to

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Danielle Kochman: to get us there. We have a revenue sharing agreement that we've executed with our Mexican counterparts. So we will be sharing the revenues from the toll facility. In addition to subsidizing the border operations at that facility.

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Danielle Kochman: a really big element of this is making sure that there is accurate information for border wait times for the people that are using the system. So this is the border. Wait time system that we've been working on updating since 2016. As I mentioned, we have the goal for the Oemisa east entry to stay at the 20 min. Wait

time, and we achieve that by adjusting the dynamic toll on Sr. 11,

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Danielle Kochman: we have had an updated southbound border. Wait time system for a few years. And now we're working on deploying the updated northbound. The better information that we can get out to travelers that are crossing the border every day. The, you know better. We can manage the system because people are making decisions with all the information of how long the wait times are at each of the crossings.

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00:21:48.040 --> 00:22:14.760

Danielle Kochman: So just really thinking, this is to think about how it's an entire system of border crossings managing one. We need to manage them all. And you know, thinking about it holistically and using, you know, all the different components of you know, new infrastructure, new technology, and ongoing operations and management to really optimize how the border crossing works.

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Danielle Kochman: The Santa Sedro border crossing which I mentioned, which is the furthest west. One is one of the busiest land border ports of entry in the world. It has been for a very, very long time, and we are

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Danielle Kochman: just processing an unbelievable amount of vehicle and pedestrian passengers crossing the border there every single day.

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00:22:41.660 --> 00:22:56.370

Danielle Kochman: The trolley goes all the way to the border the Blue line trolley and it is one of the busiest transit stations. I believe it's actually the second busiest transit station in San Diego County.

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Danielle Kochman: I saw some of our friends from Mts. On, so I have to make sure that I'm staying the right thing, but I believe, 12, and Imperial is the busiest, and it's served by a number of different buses and trolleys. And right behind that is the Santa Sedro station, and it is. If you go down there. We have some images there to kind of give you an idea, but it's I'll just call it a zoo there are people running in every direction. There are

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Danielle Kochman: are, you know, a lot of conflict points between cars and pedestrians, bicycles, and all different modes of travel, and their safety concerns and pedestrian connectivity concerns. So Sande launched an effort to reimagine the Santa Sedro Transit station about a year and a half ago. And

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Danielle Kochman: it is a thinking about how we could realign the tracks and how we could place the station in a way to make the safety improvements, the pedestrian improvements, and improve proof connectivity all around

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00:24:04.230 --> 00:24:20.209

Danielle Kochman: and as part of reconfiguring that State that you know. At the same time we received this proposal from Cordoba around the trolley extension, and so thinking about how we can align these 2 efforts in a way to, you know, really improve

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00:24:20.210 --> 00:24:25.189

Danielle Kochman: you know how people access the transit

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Danielle Kochman: the transit system that are crossing the border daily. And then also, how can we really prioritize those passengers so that it's more convenient for trolley riders to cross the border than for people that are driving automobiles and really contributing to the the pollutants in those border communities.

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00:24:46.880 --> 00:25:11.879

Jacqueline Reynoso: Alright. thank you so much, Danielle. I won't spend too much time on this slide, but because I believe you, you can all read and also Daniel has covered a wealth of information regarding the border crossing at Sunny Sidro, but one really important statistic that came out of the pandemic actually was when the border crossing closed to foreign nationals.

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Jacqueline Reynoso: There was still a hundred 50,000 people crossing the border at

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Jacqueline Reynoso: I that got a bit during the pandemic, and we found that these were actually American citizens and permanent residents that were crossing every day, doing the trek in the morning, getting up at 3, 4 in the morning, lining up for hours on end to get to their destination in San Diego, whether it was for school work or their place of business. So we know. You know the severity of the problem. It affects every aspect

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00:25:43.710 --> 00:25:45.269

of our daily lives.

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Jacqueline Reynoso: And it threatens our public health as well. So we talk about our North American competitiveness at this port of entry, and you know the the movement of goods and services, which is, you know, in the billions and so what it you know does to our economy. It also has the adverse negative impact on our health. Sane is a historically disadvantaged community with about 12% of their population living in poverty.

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00:26:13.070 --> 00:26:22.659

and every day they're facing disproportionate environmental impacts, disinvestment. And of course, the strained infrastructure which Daniel covered at the sunny seed little transit center

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Jacqueline Reynoso: and so we know that the conditions at the Us-mexico border crossing are just not sustainable. Right? Today about 30,000 people are using the trolley every day for various destinations within the county and the last time I checked about 12,000 of those are boarding at the Sunny Civil Transit Center. So the goal of this project is really to shift another 10 to 15%

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Jacqueline Reynoso: of current vehicular traffic at the border to trolley passengers.

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00:26:50.510 --> 00:27:12.340

Jacqueline Reynoso: I'm gonna give a little bit of a backdrop here, but we presented a holistic and comprehensive approach to mitigating congestion at the border, because, as you see, it's not only managing it at sunny sea. Little but really across the entire border crossings within, you know, or between San Diego and and Mexico.

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00:27:12.470 --> 00:27:37.460

Jacqueline Reynoso: What we are proposing is to mitigate congestion, reduced border wait times, reduce Ghg emissions and vehicle miles traveled, and also, of course, deliver those socioeconomic benefits to the binational region, including streamlined border security and additional mobility options for transit riders, and our goal is to continue working alongside Sandag the public and all stakeholders to identify.

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Jacqueline Reynoso: execute this proposed project in the next 5 to 8 years, when Sande put out their call for innovative concepts, they wanted to also look at a shorter timeline of implementing projects from 5 to 10 years.

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00:27:50.910 --> 00:27:59.260

And the only way we saw, you know, to do that was to really engage A. P. 3. Finance model, both on the funding side.

111

00:27:59.330 --> 00:28:12.579

Jacqueline Reynoso: and then also alternative delivery. And what we'll talk about a little bit later is an integrated governance structure in order to help facilitate project approvals with various agencies on both sides.

112

00:28:12.780 --> 00:28:36.610

Jacqueline Reynoso: This transformative and innovative project also helps achieve sandags, regional transportation plan objectives. It meets their 5 big moves, which I encourage everyone to look up, and all the goals are centered around principles of social equity. And of course, meeting State and Federal mandates, which Daniel also touched on. And more so, this concept has the potential to surface as the premier World Design Capital legacy project

113

00:28:36.610 --> 00:28:50.139

Jacqueline Reynoso: next year in 2,024, demonstrating to the world that Caliba is innovative, synergizes and leads together to meet our most significant challenges. So I'll jump into the concept overview.

114

00:28:50.190 --> 00:28:57.430

Jacqueline Reynoso: There's 4 main elements of the project or this concept that's proposed, and it includes, first.

115

00:28:57.530 --> 00:29:23.599

Jacqueline Reynoso: the elevated guideway into tijuana. Second, the advanced transit clearance facility, third, technology, mobility solutions. And then the optimization of the sunny. See, little transit center as a mobility hub. So we are approaching this with a phased approach to pro to project development, as you see here. In the windows. And I'll walk through kind of each one of the elements. Now.

116

00:29:23.870 --> 00:29:34.770

Jacqueline Reynoso: So first, we do propose this elevated guideway that would extend the Mts. Blue line trolley for one mile from Stanissey, Little Transit Center, shown shown on the north side in gray.

117

00:29:34.860 --> 00:29:42.050

Jacqueline Reynoso: and then flying west over the border crossing and into Tijuana, Mexico, which is shown on the south side in pink.

118

00:29:42.250 --> 00:29:50.860

The cost of the ride is estimated at about 6 to \$8 each way, which is consistent with the express service currently being charged by Mts.

119

00:29:51.000 --> 00:30:03.129

Jacqueline Reynoso: Based on what ridership data today, we project about 4.7 million passengers. The first 3 years of operation. This is approximately 20,600 riders daily.

120

00:30:03.130 --> 00:30:26.379

Jacqueline Reynoso: generating 350,000 in revenue, conservatively in the Juana Mehiko. We also propose what we're calling an Atc. F and advanced transit clearance facility that will use the smart Gates program to quickly process passengers and also serve as a mobility hub with commercial development opportunities and expanded mobility options for border crossers

121

00:30:28.570 --> 00:30:57.000

Jacqueline Reynoso: the facility which is known as a setram in Mexico will connect directly with Cbp. To provide information on passengers using the trolley before they cross into San Diego. The proposed station in Tijuana will also include an inspection and security office for Cbp. And we envision, it being multi story with the top level used as the platform for the trolley, and then the bottom levels can accommodate other retail shops which can be operated as a concession as well.

122

00:30:57.590 --> 00:31:17.350

Jacqueline Reynoso: Third, at the proposed new transit station in Tijuana will include this mobility technology, which is the smart Gates program that is intended to process commuters in 10 to 15 s each. This is a solution that's already being used at the Dubai International Airport using biometric data facial comparison technology.

123

00:31:17.360 --> 00:31:41.850

Jacqueline Reynoso: And this will help clear travelers that are under the trusted traveler program from Baja, California, while still meeting the security requirements of Cbp and the operational requirements of the other one as Pita program, which we can talk about later. So it's very technology, heavy, which is intentional. And this is intended to connect with a lot of the

124

00:31:41.850 --> 00:31:50.599

Jacqueline Reynoso: optimization and mobility technology that's being explored and deployed today by Cal, Trans and Sandag and others.

125

00:31:50.600 --> 00:32:10.860

Jacqueline Reynoso: And the reason we wanted to do this was because we know human resources are already strained. And there's issues with having an armed officer from Cpp entering into another country. So the goal is to reduce the need for be Cbp staffing, and and look at technology solutions.

126

00:32:10.860 --> 00:32:35.820

Jacqueline Reynoso: We're also exploring the integration with the app, which is active today. And then also Cbp is exploring non intrusive inspection technology, which we will also be applying, for you know any luggage or anything that may be brought on the transit ride from the Kuwait into San Diego. The project proposes intelligent transportation solutions, and next, operating system for

127

00:32:35.820 --> 00:32:52.629

Jacqueline Reynoso: pedestrian and Lg border crossings. So this, you know, could look like dynamic Lane management at the border crossing, where you know you could go on an app schedule, your crossing, and maybe you get sent to Gate 5, because you know that you have a dentist appointment, or you've gotta pick up your kids at a certain time in San Diego. So that's

128

00:32:52.630 --> 00:33:07.220

Jacqueline Reynoso: the idea behind it. And then, lastly, we propose a new and improved sunny sea, little intermodal transit center mobility hub on the Us. Side. That will, of course, interface with Cbp facilities to optimize that safety security and accessibility for all travelers.

129

00:33:07.250 --> 00:33:24.210

Jacqueline Reynoso: We've really also focused on a people designed or people centered design that will help meet the needs of commuters and the community at large. And then the idea is that this mobility hub will also integrate the entire binational transit system

130

00:33:24.460 --> 00:33:39.649

Jacqueline Reynoso: so as you can see on the right side. This is the critical path in terms of our major milestones, and it will require simultaneous project approvals in the Us. And Mexico, both for environmental clearance, and then eventually securing a presidential permit in the next 2 years.

131

00:33:39.650 --> 00:34:04.469

Jacqueline Reynoso: So our immediate next steps is to develop a binational mo to define project roles and responsibilities for project development in the next phase. I'll just, you know, I'll land here to to illustrate. Really, the complexity and all of the levels of government and stakeholder engagement that this project entails. So.

132

00:34:04.730 --> 00:34:10.989

Jacqueline Reynoso: as you can see, there's a lot of agencies, a lot of stakeholders involved with the project of this complexity on both sides.

133

00:34:10.989 --> 00:34:35.380

Jacqueline Reynoso: And we have we actually initiated a lot of the outwork and stakeholder engagement even before submitting our response to the procurement, the Rfif request for innovative concepts. And the reason we wanted to do that was really, you know, to socialize and see if there was interest in pursuing this politically at all levels of government, local, state, and federal

134

00:34:35.520 --> 00:34:41.549

Jacqueline Reynoso: and we've been very pleased in that. Leadership really, on both sides.

135

00:34:41.719 --> 00:34:54.509

Jacqueline Reynoso: has been very supportive of this project all along. And even the city of Tijuana and the State of Baja California have already designated their project liaisons to continue collaborating

136

00:34:54.550 --> 00:35:22.349

Jacqueline Reynoso: and planning in this next phase of project development. So part of the innovation is really to develop and implement an integrated governance structure. Where you would have a shorter response. Time in terms of project approvals and permitting a streamlined you know, permit process as well. And then the binational agreement which would, you know, bind the roles and responsibilities within this integrated governance structure?

137

00:35:22.350 --> 00:35:45.350

Jacqueline Reynoso: The idea all along has been to work, you know, with Sandag in planning, designing, and financing the project. And so we get there really through a very intentional and comprehensive stakeholder engagement plan, and also. A communications plan among the things that we have to be very mindful is.

138

00:35:45.350 --> 00:36:15.159

Jacqueline Reynoso: you know, what existing planning efforts are being undertaken both at the regional level within San Diego County, and then also with our partners in Baja. And I know Rebecca is Gonna speak to some of the binational projects that the State of Baja California is carrying forward. And so, you know, in the planning stage we have to ensure that this is included in the 2025 regional transportation plan there is already an existing binational planning document. It's called the Border Map

139

00:36:15.160 --> 00:36:34.829

Jacqueline Reynoso: Master Plan, and then at the Federal Government level in Mexico. They're working on a Federal Elevated Viaduct project which you know the footprint will will pass along that area. So, both from a planning. And then, even just, you know, construction standpoint that that's gonna require that coordination.

140

00:36:34.940 --> 00:36:58.639

Jacqueline Reynoso: The other thing I wanted to mention was already as well, the city and the State have integrated in the planning phase this project or this concept as part of their strategic mobility plan. That municipal plan. And then also the Emo sectoral plan email says the agency who oversees transportation sustainability in the State of Baja in Mexico.

141

00:36:58.960 --> 00:37:25.229

Jacqueline Reynoso: So I just have a couple more slides, and then I will hand it over to to Rebecca. Now, when we look at the funding streams of this project right. We discussed a a public private partnership, and so we do propose a multi stakeholder funding strategy that will leverage State and Federal Grant funds private capital, and then also Budget Bill funding

142

00:37:25.230 --> 00:37:47.420

Jacqueline Reynoso: our legislators in San Diego, both Assembly Member David Aubrey's and Senator Steve Padilla have committed to work on budget funding at the state level. There's obviously some hurdles. You know, that we have to work through because it is a binational project. But we're confident, you know, with everyone's expertise and innovative approach. That this is something that can be accomplished.

143

00:37:47.470 --> 00:38:17.240

Jacqueline Reynoso: And then also, we're looking at international and by national funding sources. If you're not familiar. There is Nad Bank, the North American Development Bank, which is able to invest in binational infrastructure projects. And then there's Cap Latin American Development Fund on the Mexico side. You have Banova which is their infrastructure development. National Bank, who is also very interested in supporting this project. And then, once you actually get to the maintenance and operation we've proposed.

144

00:38:17.240 --> 00:38:42.200

Jacqueline Reynoso: you know, assessing a value capture district that would also generate a good, you know, overall urban revitalization benefits. If Mts, you know, is to be the operator. We would look at that obviously very closely that would make the most sense to us. In that this would be a continuation of the blue line, but also you know, just looking at. Maybe some of the legal hurdles will have to work

145

00:38:42.200 --> 00:38:48.170

through. It may make sense to bring a concessionaire to operate the line for that last mile and a half into the.

146

00:38:48.170 --> 00:39:03.019

Jacqueline Reynoso: And so that's where we would look at a concession opportunity. And then, as well for operations of the the Setram, or the other commercial opportunities at the transit centers on both sides that could also help for pay for ongoing maintenance and operation.

147

00:39:04.590 --> 00:39:22.170

Jacqueline Reynoso: So with that, I am going to. These are just some quick next steps. But I won't get into them. We could talk about that later. And you know, I've addressed, kind of working together with planning, designing, and finance. So Rebecca, from the State of Baja, California.

148

00:39:24.290 --> 00:39:44.300

Rebeca: Hi, thank you so much, Jaclyn, thank you. Spur, and thank you everybody for joining us. My name is Rebekawutroz. I am a director of Binational Affairs for the State of Baker, California. I am representing Kurt Honolulu, Secretary of economy and Innovation, and, as Jacqueline mentioned earlier, the Caliva Mega region services, vital economic hub contributing to various industries and sectors, sectors.

149

00:39:44.360 --> 00:39:57.919

Rebeca: one of the key drivers of the calibre region's economy is its manufacturing sector, which is strategically located along the US. Mexico border, and this bands a wide range of sectors, including automotive aerospace, electronics, medical devices, and more.

150

00:39:58.120 --> 00:40:08.719

Rebeca: I don't want to repeat too much about the Caliba region, but we do have some upcoming projects that the State of Paja, California is currently working on, and I would like to share with you the Cross Border ferry.

151

00:40:08.910 --> 00:40:15.540

Rebeca: So the Cross Border Ferry project aims to connect the ports of Cincinnati and Bacaalva, California and San Diego

152

00:40:15.680 --> 00:40:38.940

Rebeca: it is part of an the efforts to promote sustainable transportation by establishing maritime highways for efficient transportation. So this means that we can basically travel from Ensenada to San Diego in less than 2 h and 15 min. So this

would be 68 miles port to port. And the what what we're trying to do is that our goal is, to begin with, 2 round trips, beginning in Encinada and ending in Encinada.

153

00:40:38.950 --> 00:40:42.399

Rebeca: eventually making this for 4 round trips per day.

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00:40:43.850 --> 00:40:45.550

Rebeca: Can we go to the next slide, please.

155

00:40:45.960 --> 00:41:15.099

Rebeca: as far as the O. Tie 2, which is Ota east border crossing. This is a project that involves the construction of customs facility and the access highway distributor. In Tijuana the customs facility will accommodate both flight vehicles and cargo transportation, reducing congestion at existing facilities. Right now in Otai. We have lines that go all the way, for I mean II would have loved to give you a a bigger map that would show you. But we have lines. Are, we have packed lines of trucks

156

00:41:15.240 --> 00:41:25.619

Rebeca: all the way from the airport in Tijuana, heading to the original Otai West crossing border. So Mexico's construction should be finalized by December 30. First.

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00:41:25.730 --> 00:41:31.349

Rebeca: we're waiting on a couple more things. Just to be sure, but

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00:41:31.780 --> 00:41:34.819

Rebeca: we are hoping that it's going to be ready by December 30 first.

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00:41:36.650 --> 00:41:40.149

Rebeca: If we go to the Sanny cedar express crossing.

160

00:41:43.490 --> 00:41:57.599

Rebeca: So this one is brand new pedestrian crossing designed to address long waits at the border. What we're trying to do here is that we want people to plan their crossing accordingly to a date or time is, or specific timeframe.

161

00:41:57.610 --> 00:42:16.980

Rebeca: This is barely beginning. We are in the process of speaking to Cbp. We are speaking to Anam, which is Mexico, which is a Cvp. Now a ports in in in Mexico, and hopefully we will have more information to share on is to share next time. But what we're planning to do is a pre

162

00:42:16.980 --> 00:42:33.590

Rebeca: authorize crossing all the way from the blue area where you can see that is part of Mexico, and then have a couple of the Us. Officials with Mexican officials doing a pre check and then having them ready to cross the border, hoping this will take them less than an hour to cross.

163

00:42:39.960 --> 00:42:40.730

Rebeca: Hello.

164

00:42:44.180 --> 00:42:49.010

Rebeca: Alright! Rebecca! That was the last slide. Do you want me to go back? No, no, that's perfect, thank you.

165

00:42:51.620 --> 00:42:52.560

Jacqueline Reynoso: So

166

00:42:52.630 --> 00:43:07.239

Jacqueline Reynoso: I'll go ahead and and close up the conversation, cause. II am really curious about panel questions. But we just wanna thank you for your time today. You know, we believe that the window of opportunity for transformative project, like the cross border trolley, is now.

167

00:43:07.240 --> 00:43:25.630

Jacqueline Reynoso: We certainly have both. The political and agency infrastructure in place to help facilitate something of this magnitude and significance in our area. So with that, we're happy to take questions and thank you so much to all of our panelists as well.

168

00:43:27.900 --> 00:43:29.620

Sebastian Petty: Great well.

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00:43:29.750 --> 00:43:44.209

Sebastian Petty: II would echo the thanks to the panelists, Jacqueline, Rebecca and Danielle. This is really fascinating. And I particularly appreciate how you kind of situated this specific trolley

170

00:43:44.730 --> 00:43:59.590

Sebastian Petty: extension project, and within this kind of larger complex of projects to optimize border crossings and to make the border function more smoothly. So I think it's really interesting to hear about how it's kind of one in a suite of

of larger investments.

171

00:43:59.810 --> 00:44:05.040

Sebastian Petty: you know, I there, there are a couple of

172

00:44:06.490 --> 00:44:17.810

Sebastian Petty: reasons why I think Spur was particularly interested in this project. We, as an organization, tend to be more focused in the Bay Area. But one of the things we we like to do is to look at other parts of the world and other parts of the country and

173

00:44:17.960 --> 00:44:21.830

Sebastian Petty: see some of the interesting things that are going on there and think about how they might

174

00:44:21.910 --> 00:44:42.770

Sebastian Petty: apply in the Bay area. Obviously the Bay Area doesn't have an international border crossing but we do have a lot of transit projects, a lot of need to accelerate those transit projects to make sure that they're effective, and to make sure that they're delivered. Well, in partnership with all of the different agencies and jurisdictions we have here. And so my my questions are sort of

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00:44:42.770 --> 00:44:53.059

Sebastian Petty: getting at some of those points, and and maybe the first one I'd like to start with is, you know, Danielle, you described a really interesting procurement process that

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00:44:53.220 --> 00:45:03.310

Sebastian Petty: Sande chose to go through. And II wonder if you could talk maybe a little bit more about kind of the goals and thinking behind, taking that approach versus going with the more traditional

177

00:45:03.340 --> 00:45:16.369

Sebastian Petty: Sort of procurement and implementation approach. And then, Rebecca and Jacqueline, II guess I'd also be here curious in your perspective around. Kind of how the industry responded to that. Obviously, Cordova

178

00:45:16.530 --> 00:45:27.150

Sebastian Petty: took the initiative to put a proposal, and and I'd I'd very be interested, very interested in hearing about how kind of the Mexican side of the border felt about this idea when it was first broached.

179

00:45:28.160 --> 00:45:29.170

Danielle Kochman: So

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00:45:30.320 --> 00:45:43.009

Danielle Kochman: really the procurement was born. We have at Sandi and unsolicited proposal policy that hasn't worked all that. Well, we haven't had any successful submittals to that that have advanced beyond the initial evaluation.

181

00:45:43.090 --> 00:45:51.679

Danielle Kochman: But you know, it seems between our unsolicited proposal and our traditional procurements that you know.

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00:45:52.250 --> 00:45:54.160

Danielle Kochman: Either it has to be

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00:45:54.190 --> 00:46:04.409

Danielle Kochman: initiated and fully figured out by the public sector or by the private sector, and then the other is responding. So you know, I think the

184

00:46:05.170 --> 00:46:10.840

Danielle Kochman: evolution and adoption of new technology creates this environment where

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00:46:11.050 --> 00:46:17.159

Danielle Kochman: you know, it's really important that we collaborate across public and private sector

186

00:46:17.270 --> 00:46:34.799

Danielle Kochman: as a public sector agency staff person that we don't know what we don't know, and so scoping out a project, particularly one that takes advantage of new technology that we don't necessarily understand or aren't aware of. We really can't build out. You know, project scope

187

00:46:34.800 --> 00:46:55.330

Danielle Kochman: that takes advantage of those types of things. And so we were seeing some innovative projects being deployed around the country. Our CEO went out to Las Vegas and road, and you know the boring company has their their track with their, you know Tesla's. And

188

00:46:55.790 --> 00:47:18.250

Danielle Kochman: he came back and was like what you know, trying to figure out. Not that, because that's not, you know, kind of shared mode transportation that we're really interested in necessarily. But, like, you know, something that was really kind of innovative and taking taking advantage. And he was asking, why, you know, why are we not going down that path? And it was really kind of a function of how we procure things. And so

189

00:47:18.250 --> 00:47:36.259

Danielle Kochman: that's that's where we came up with. This approach was trying to figure out ways that we could collaborate to. You know, once we have a concept kind of bounce back and forth, and you know us us as public sector, be able to kind of clarify our needs and and have the have the concept iterate and respond to that.

190

00:47:39.290 --> 00:47:53.419

Rebeca: And as far from Mexico, the idea of implementing this innovative process was generally well received. It was seen as a positive step towards promoting inclusivity and efficiency and transportation as far as transportation decision making

191

00:47:53.640 --> 00:48:08.749

Rebeca: the innovative Ca innovative call for progress also provided a an opportunity for Mexican stakeholders to contribute their ideas and expertise and overall. This decision to implement this approach is seen as a progressive moves move towards effective transportation. So we are very excited.

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00:48:09.790 --> 00:48:15.860

Danielle Kochman: I do wanna add really fast. Just kind of a fun story about that, though.

193

00:48:15.990 --> 00:48:27.979

Danielle Kochman: When we reached out after we received the proposals and narrowed down to 3, and one of them was this by national trolley concept. You know, we began engaging with our Mexican counterparts.

194

00:48:28.000 --> 00:48:40.969

Danielle Kochman: and it was a little bit of like, you know. Why, why are we just getting involved now? Why weren't we part of the initial procurement. And it's so funny because we weren't really anticipating a by national project, even though we had highlighted

195

00:48:40.970 --> 00:48:55.390

Danielle Kochman: that cross border the border congestion as one of the challenges we wanted to address. We really didn't foresee a binational project coming. And so

it's just really interesting to think about. You know, when you open it up to the world. The possibilities

196

00:48:55.390 --> 00:49:15.000

Danielle Kochman: the proposals that you receive can involve a lot more stakeholders than are involved at the front end. So that was kind of a little bit of a lesson learned is like thinking more about what proposals we might receive. And so, before we issue the procurement at all we can. We can engage with all of our partners

197

00:49:18.870 --> 00:49:29.390

Sebastian Petty: and Jacqueline. I don't know if you want to speak at all about kind of I I'm just curious. At the third leg of the the still kind of hub Cordoba, as a private sector actor

198

00:49:29.420 --> 00:49:42.929

Sebastian Petty: responded to that kind of an rfb, I know we. We've had have a number of folks from kind of the private sector and the audience, and so curious, if you are able to speak to that as all at all, from kind of Cordova's perspective.

199

00:49:43.880 --> 00:49:56.169

Jacqueline Reynoso: Yeah. So I would say, you know, we we really understand the border region. There are various employees within Cordoba, you know, myself included, that travel back and forth. And so, just even as

200

00:49:56.170 --> 00:50:19.629

Jacqueline Reynoso: a regular, you know, citizen in the area, really understanding how much the border congestion affects our everyday lives. So when we looked at the 5 challenges in terms of what we wanted to address for us. There was no question about it. Understanding both the complexity and the impact that the border has on the region. And in California, really in its entirety.

201

00:50:19.630 --> 00:50:34.799

Jacqueline Reynoso: We knew that that was the one we wanted to address. Right and I talked a little bit at the beginning about our secret sauce and our in depth understanding of public policy. We kind of joked and said, You know, the engineering is the easy part of this.

202

00:50:34.800 --> 00:51:00.939

Jacqueline Reynoso: It's really the the policy side of the house that is, gonna take a lot of nurturing to get a project like this adopted. And so I think you know our unique kind of perspective and combination of skill sets understanding policy and finance and engineering. And really, the impact of the border on California and on the United States. Was, you know

203

00:51:01.020 --> 00:51:24.129

Jacqueline Reynoso: what brought us to the table? And similarly, I mean, I mentioned, we we socialize, and we studied the concept and did pre pre feasibility studies before we even submitted. Because we wanted to make sure that all hands were on deck. And this is something that we could feasibly accomplish if we had everybody committed upfront.

204

00:51:27.500 --> 00:51:29.309

Sebastian Petty: Great! Thank you. And

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00:51:29.580 --> 00:51:36.719

Sebastian Petty: you know, I see we're we're getting several questions in the the chat, and I wanna save a little bit of time to get to those. So for the next one.

206

00:51:37.050 --> 00:51:46.410

Sebastian Petty: you know, there's a theme that's been touched on, and and the presentations, and and, Jacqueline, you just spoke to it a little bit, and I wanted to address it. Head on is.

207

00:51:47.400 --> 00:52:13.079

Sebastian Petty: you know if each of you can maybe talk a bit about how the project is planning for and addressing the the level of complexity that comes not just with any big transit or physical infrastructure project, but with executing a by national project which is such a unique condition. Jacqueline, I know in in your section of the presentation. You kind of had your chart with all the different governance entities, and talked about that. But

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00:52:13.210 --> 00:52:16.500

Sebastian Petty: maybe at a slightly higher level. Are there any

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00:52:17.150 --> 00:52:33.059

Sebastian Petty: things that each of your agencies are being particularly mindful of? Are there any lessons you're learning, or sort of philosophical approaches that you'd share with? Another region in Northern California that has its own challenges with complexity sometimes.

210

00:52:33.600 --> 00:52:34.270

Yeah.

211

00:52:34.540 --> 00:52:39.789

Jacqueline Reynoso: I could kind of speak at at least what we looked at, as you know, 2 bookends

212

00:52:39.790 --> 00:53:06.420

Jacqueline Reynoso: private delivery of a project at the border, and then a traditionally delivered project at the border, and so the first one would be Cbx, right? In in the Calibamaica region. And if you haven't tried it, by the way, it's that international binational airport terminal. So you actually will enter the facilities through Ota in San Diego, and then cross over the bridge and check in. And Tijuana

213

00:53:06.420 --> 00:53:33.799

Jacqueline Reynoso: it saves you tons of time and money. I love it. We use it all the time. Anyhow, they were able to complete that project in 6 years, record time. Right? And it was 100% privately financed on the other end. You have a project like Ota East, which you know has followed traditionally, traditional delivery approach. And that's taken a couple of decades. It's it's obviously heading in the right direction, both very much needed. So

214

00:53:34.090 --> 00:53:58.730

Jacqueline Reynoso: we have the lessons learned from both of those projects, and quite frankly, I mean, you know, everyone involved in those projects are also involved in ours. And this is Cal, Trans and Gsa, Cbp, of course, sandag we, we added as part of our project development team, Mts, so there's a wealth of knowledge. And lessons learned both both good and bad. You know that we could apply for this project. And then.

215

00:53:58.730 --> 00:54:23.680

Jacqueline Reynoso: with our team of alternative delivery experts, it was really bringing that expertise. And how do you streamline these processes? How do you get to finance faster in order to accelerate project delivery? And and then, you know, working, I would say, really politically, with partners that are able to help fast track this. So part of it is.

216

00:54:23.680 --> 00:54:32.320

Jacqueline Reynoso: we're going to have to go before the California Transportation Commission and request fast track delivery, you know, through sequa. So

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00:54:32.320 --> 00:54:56.019

Jacqueline Reynoso: that is kind of one mechanism, one example. But we're in an area that already kind of operates with that norm, I guess. And then you do have planning processes in place like the Border Master Plan. Right? That looks at. You know the border region 20 years out. And and then you have Sandag, which within their agency, and II won't. Still Daniel's thunder, but

218

00:54:56.020 --> 00:55:09.989

Jacqueline Reynoso: That also has by national coordination as part of their governance. They have a represent rubber representative from Mexico, and they have a Borders committee. So this is kind of part of the DNA. I think of the Kelly Baja region, which which could give

219

00:55:10.600 --> 00:55:13.780

Jacqueline Reynoso: a project like this life and make it happen

220

00:55:23.590 --> 00:55:27.719

Sebastian Petty: Danielle or Rebecca. Any thoughts you'd like to add on

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00:55:27.760 --> 00:55:35.469

Sebastian Petty: kind of the challenges of expediting a project through this sort of complex regulatory environment.

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00:55:36.480 --> 00:55:38.520

Rebeca: Let's say, I plead the fifth.

223

00:55:43.010 --> 00:55:55.339

Jacqueline Reynoso: Yeah. Well, you know, I'll speak to even just I mean, there's been just so so much support and stakeholder engagement. You know we were in Mexico City about a month ago.

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00:55:55.370 --> 00:56:02.309

Jacqueline Reynoso: and Mexico's secretary of infrastructure transportation communications.

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00:56:02.480 --> 00:56:08.409

Jacqueline Reynoso: You know, has informed us that this project is very much in line, at least with their

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00:56:08.510 --> 00:56:21.149

Jacqueline Reynoso: with their national and even their, you know, foreign investment goals in terms of securing the border facilitating transportation of goods, people and services. And so

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00:56:21.810 --> 00:56:33.689

Jacqueline Reynoso: you know, part of it is is engaging them early and often. That's

something that we were guided by. And you know, if if

228

00:56:33.880 --> 00:56:51.070

Jacqueline Reynoso: we are doing our job correctly and effectively, it's that everyone is informed every step of the way, and we are troubleshooting and addressing issues, whether it's policy or engineering together, right and proactively. And that's part of that integrated governance structure that I spoke about. So

229

00:56:52.540 --> 00:57:12.490

Danielle Kochman: I think one of the challenges that we'll need to face is around funding. This will be a substantially more expensive project, likely than the Cross Border express. And I think probably the private investment potential is similar. So there will be some public subsidy that we would be looking towards and

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00:57:12.490 --> 00:57:32.680

Danielle Kochman: funding programs, particularly Federal funding programs, are very specific, and what they can and cannot pay for. So you know, I could never use, like Federal trans administration dollars to fund work on the other side of the border, for example, and so that that just creates the lack of flexibility in the funding programs just creates challenges.

231

00:57:33.620 --> 00:57:36.190

Danielle Kochman: trying to get the the work going.

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00:57:37.500 --> 00:57:38.300

Jacqueline Reynoso: Yep.

233

00:57:40.240 --> 00:57:41.020

Sebastian Petty: great.

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00:57:41.480 --> 00:57:54.319

Sebastian Petty: Thank you. Folks. I wanna we're not gonna be unfortunately won't be able to get to all of the questions and the the QA. But I wanted to, maybe just pull a couple out. So the first one question is, really are there.

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00:57:54.450 --> 00:57:59.900

Sebastian Petty: or the similar international by boat border systems that you've looked at or are looking at. I think.

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00:57:59.920 --> 00:58:12.710

Sebastian Petty: You mentioned elements of different border crossings around the world, but wondered if you might elaborate on that a little bit, because I know certainly in other parts of the world there are cross border trains and transit systems.

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00:58:13.790 --> 00:58:40.200

Jacqueline Reynoso: Yeah, so Amtrak is operating across the Us. Canadian border. What that doesn't have that we are exploring here in this project is that streamlined what we're calling again at Cf advance, transit clearance facility where it would be kind of a smooth one way shot right where you don't have to exit the train.

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00:58:40.200 --> 00:58:48.129

Jacqueline Reynoso: go through your, you know, clearance which is currently happening as part of that amtrak crossing.

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00:58:48.130 --> 00:59:11.730

Jacqueline Reynoso: So back to the technology pieces is really what we're looking to enhance right and and then, you know, looking at the smart gates program which is currently being used at the Dubai International Airport. So you have one by rail as a as an example to draw from from. But, you know, strengthening, strengthening it with streamlined security using technology.

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00:59:11.820 --> 00:59:41.219

Jacqueline Reynoso: And then you have one that's being used already for air travel. So and someone put here in the chat which I. You know that that definitely has come up obviously in our exploratory concept development stage, that there was a streetcar at 1 point between which existed until the seventies. Fascinating story there. So you know, I think you know, post September eleventh national security is obviously top of mind. It's always been. And so

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00:59:41.220 --> 00:59:50.299

Jacqueline Reynoso: we are working within a new framework, you know, that maybe didn't exist in the fifties in seventies. So

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00:59:50.360 --> 00:59:53.349

Jacqueline Reynoso: yeah, I just you know, I wanted to mention those 2 examples.

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00:59:56.870 --> 01:00:03.559

Sebastian Petty: Well, thanks, folks. We're running out of time, maybe to just give all of our panelists a little bit of a last word.

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01:00:03.820 --> 01:00:14.000

Sebastian Petty: I'd love it if you could just briefly touch on what you think. The unique value proposition that this project is for the agency or community that you represent.

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01:00:14.080 --> 01:00:17.549

and and why you're excited about it, and and we'll close there.

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01:00:21.740 --> 01:00:29.020

Danielle Kochman: I guess I'll start. Yeah, no, let's let's start with Danielle, and then maybe Rebecca, and then Jacqueline.

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01:00:29.970 --> 01:00:36.449

Danielle Kochman: You know a a lot of times looking at my role. I've been at Sandac for quite a while.

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01:00:36.860 --> 01:00:56.809

Danielle Kochman: I look at the Bay Area, and how many governments there are, and how complicated that that structure of government is. And you know, then think about how easy it is for us. And then I remember that we have this, you know, by national aspect. So I think that you know, looking at.

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01:00:57.990 --> 01:01:15.039

Danielle Kochman: Just how we align the goals of different agencies is something that we can continue to learn from each other. We all have different priorities among the different governmental entities. But we can. We can figure out ways that they align and and make projects happen.

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01:01:19.510 --> 01:01:34.660

Rebeca: and as far as the State, the State of Baca, California, I mean, we want you to know you have our full support. I can speak for the State, not for the Federal Government or them in the city, but as far as the State you have our full support. I did wanna go ahead and address one of the questions from Sophia Nelson.

251

01:01:34.660 --> 01:01:50.150

Rebeca: and she's mentioning due to the high levels of immigration and tijuana. How is this? Being a problem for cross borders daily. So yes, we did have a reduction as far as Cbp personnel and Inami personnel as as a Annam.

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01:01:50.230 --> 01:02:14.600

Rebeca: So we are having longer wait times due to immigration we are working on it. But it is a huge, huge deal here in Tijuana right now. I think we might be the

biggest area with with immigration problems in the world right now. And as far as we have an anonymous attendee mentioning about the trust or traveler program. It's not that expensive. I believe it's \$125 per year.

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01:02:14.630 --> 01:02:25.860

Rebeca: To enroll. And yes, definitely the problem with records, or maybe not having enough documentation to to prove. This is specifically why we are trying to work on the cross border Express bridge.

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01:02:25.970 --> 01:02:28.980

Rebeca: Which is going to work very similar to CBX.

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01:02:29.170 --> 01:02:34.419

Rebeca: Which I mentioned earlier. So if there any other questions, you can go ahead and email

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01:02:34.450 --> 01:02:37.800

Rebeca: the contact at the end, or I can provide mine as well as here.

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01:02:38.410 --> 01:02:39.140

Yeah.

258

01:02:39.530 --> 01:02:47.299

Jacqueline Reynoso: And I guess for me, it's it's slightly a more global perspective. But I believe if

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01:02:47.440 --> 01:03:03.570

Jacqueline Reynoso: working together within a structure we could accomplish a cross border trolley along the Us-mexico border. It truly serves as a solution across the entire border regions.

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01:03:03.670 --> 01:03:08.999

Jacqueline Reynoso: and it is about improving quality of life. It is about

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01:03:09.100 --> 01:03:13.910

Jacqueline Reynoso: improving environmental conditions, strengthening our economy

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01:03:14.230 --> 01:03:21.460

Jacqueline Reynoso: and facilitating binational relations which we have always been codependent on

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01:03:22.140 --> 01:03:31.349

Jacqueline Reynoso: the, you know, Mexico is our largest trading partner. Why would we not explore the most efficient and effective way of

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01:03:32.110 --> 01:03:46.389

Jacqueline Reynoso: bringing people and goods? You know, into into the country. So it it truly is exciting, and I think it will be transformational on all fronts, and it's something that we could apply

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01:03:46.930 --> 01:03:52.960

Jacqueline Reynoso: in. You know Canadian and other Mexican border areas. So thank you.

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01:03:55.670 --> 01:04:04.059

Sebastian Petty: Alright. Well, thank you. I really would like to thank all of our panelists for being here and presenting a again on such a fascinating project.

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01:04:04.120 --> 01:04:15.680

Sebastian Petty: Thank you for your time today. Jacqueline or Irene, if you want to put the screen back up. That shows your contact information so folks know how to get in touch with you.

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01:04:16.110 --> 01:04:17.329

Sebastian Petty: That would be great

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01:04:17.470 --> 01:04:24.410

Irene Olsen: hosting us. Our contact information is here and feel free to email us with your questions.

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01:04:24.910 --> 01:04:32.590

Irene Olsen: We in California and via California, we're we're all contributing. We're all stakeholders. We're all contributing to this project.

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01:04:32.820 --> 01:04:33.600

Irene Olsen: So

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01:04:35.680 --> 01:04:41.190

alright. Well, thank you, everyone for joining us here today, and we look forward to seeing you at features for events.

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01:04:41.970 --> 01:04:44.899

Jacqueline Reynoso: Great. Thank you. Thank you.