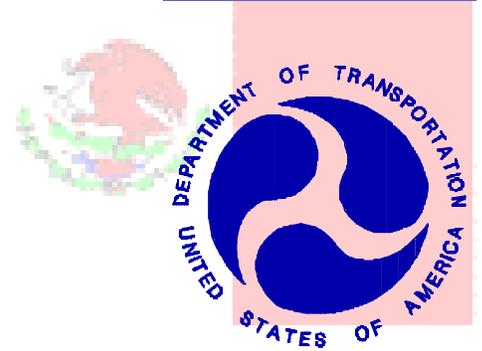
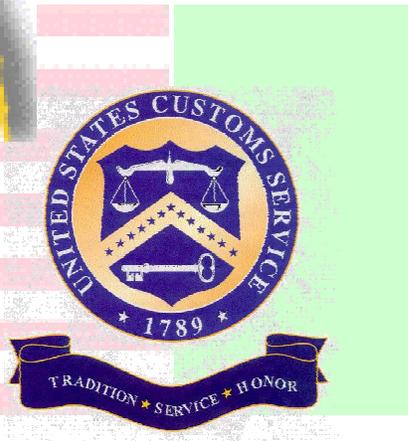


Value Analysis Report

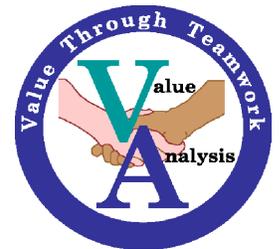


Otay Mesa Port of Entry Southbound Cargo Facility



Contract No. 53A0020

Task Order No. 139



June, 2001

Prepared by
Value Management Strategies, Inc.



Value Management Strategies, Inc.

Offices in Escondido, Oakland, and Oceanside, California, and Portland, Oregon

Value Management
Strategies, Inc.



Value Analysis Report
OTAY MESA PORT OF ENTRY SOUTHBOUND CARGO FACILITY
CALTRANS DISTRICT 11 – SAN DIEGO, CA



June
2001

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Strategies, Inc.



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CALTRANS DISTRICT 11 – SAN DIEGO, CA



June
2001



Value Management Strategies, Inc.
“Value Leadership”

Ginger R. Adams, CVS
Executive Vice President

June 26, 2001

Ms. Chili Cilch
Department of Transportation – District 11
2829 Juan Street
San Diego, CA 92110-2799

Reference: Value Analysis Study—Caltrans Task Order No. 139
Otay Mesa POE Southbound Cargo Facility

Dear Chili:

Value Management Strategies, Inc. is pleased to transmit 36 copies of our Final Value Analysis Study Report for the referenced project. These copies are intended for the individuals listed on the Distribution List in the front of the report (except for Earl Burgess, whose copy has been sent directly to him).

If you have any questions or comments concerning the report, please contact me at (760) 721-3012.

Sincerely,

Value Management Strategies, Inc.

A handwritten signature in cursive script that reads 'Ginger Adams'.

Ginger R. Adams, CVS, FSAVE

Value Management Strategies, Inc.

CORPORATE OFFICE
3520 Monte Real, Escondido, CA 92029-7910
Voice (760) 741-1155 • Fax (760) 489-6765

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3915 Mission Avenue, #7-610, Oceanside, CA 92054
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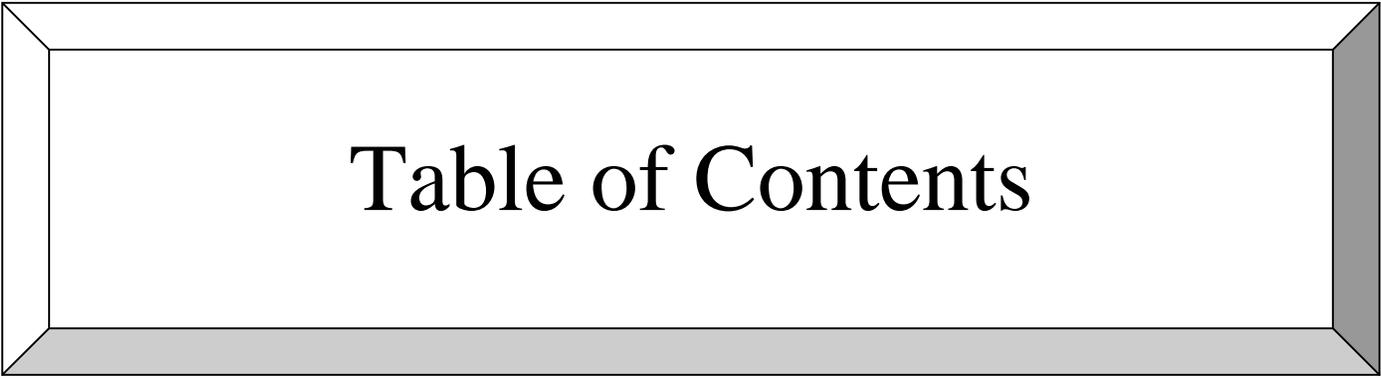


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Executive Summary

The subject of the study was the Otay Mesa Port of Entry, specifically the Southbound Cargo Facility, and traffic delays that occur there on a daily basis.

The Otay Mesa Port of Entry is the second largest commercial POE on the U.S./Mexico border. The southbound cargo facility processes approximately 2,000 laden trucks per day, which travel from Otay Mesa Road, south on La Media, east on Siempre Viva, and south on Drucker Lane to get to the entry to the U.S. Customs Service (USCS) facility. From there they proceed to Mexican Customs. The line of trucks queuing to get to USCS gets long enough to create a wait of up to two or more hours, especially during peak periods. Empty trucks currently cross into Mexico through the passenger lanes at the Port.

The VA team developed two VA Sets for consideration by the stakeholders:

VA Set No.	VA Alternatives	Initial Cost Savings	Performance Change*
VA Set 1: Long-term solutions to traffic and delay problems	1.0, 2.0, 3.0, 6.0, 7.0, 9.0, 14.0, 15.0, 16.0, 17.0	(\$8,351,000) \$17,780,000 Annual User Delay Savings	+268%
VA Set 2: Short-term, more immediate solutions to be applied until long-term solutions are completed.	7.0, 13.0, 14.0, 16.0, 17.0, 18.0	(\$242,000)	+95%

Disposition of the VA Alternatives will be determined by multiple agencies outside Caltrans, and will likely require a series of meetings before decisions are finalized.

* The performance of the project is measured with a rating process, which is based on criteria established by stakeholders and management personnel, in concert with the VA team. Refer to the Project Analysis section of this report for more detail.

INTRODUCTION

This Value Analysis (VA) Report summarizes the events of the VA study conducted by Caltrans District 11 and facilitated by Value Management Strategies, Inc. The subject of the study was the Otay Mesa Port of Entry (POE), specifically the Southbound Cargo Facility, and traffic delays that occur there on a daily basis.

The documents provided to the VA team included aerial photographs of Otay Mesa and the area surrounding the Port, overview information pertaining to future, planned projects in the area, and various technical drawings and documents provided by the City of San Diego and Caltrans.

PROJECT DESCRIPTION

The Otay Mesa Port of Entry is the second largest commercial POE on the U.S./Mexico border. The southbound cargo facility processes approximately 2,000 laden trucks per day. Empty trucks currently cross into Mexico through the passenger lanes at the Port. Current projections are that the number of trucks will increase by 200 to 300 per day (laden plus empty) each year.

Hours of operation at the Otay Mesa POE are 6:00 a.m. to 10:00 p.m. daily for passenger vehicles and empty trucks. The Cargo Export Facility operates 9:00 a.m. to 5:30 p.m. Monday through Friday, and 9:00 a.m. to 11:00 a.m. on Saturday.

Laden trucks travel from Otay Mesa Road, south on La Media, then east on Siempre Viva and south on Drucker Lane to get to the entry to the U.S. Customs facility (see map at end of this section). From there they proceed to Mexican Customs. The line of trucks queuing to get to USCS gets long enough to create a wait of up to two or more hours, especially during peak periods.

PROJECT ISSUES

The following are some of the issues and concerns associated with the project:

- ◆ Law enforcement may not be compromised.
- ◆ All of Otay Mesa is posted a no parking area.
- ◆ Existing Customs staff on both the U.S. and Mexican sides is inadequate to handle the current level of traffic on a timely basis, and will fall seriously short of meeting future demands if not increased.

PROJECT ANALYSIS

The VA tools were used by the VA team to analyze the project. The results of these analyses clarified the team's understanding of the current process that truck drivers must follow to cross the border, and associated issues. *Reduce Delays* was identified as the single most important function to be considered by the VA team.

For this project, the following criteria were selected for use when evaluating the performance of the existing and proposed new processes:

- ◆ **Safety of Operations:** Will the concept reduce conflicts between trucks and passenger vehicles?
- ◆ **Delay Time:** Will the concept affect the time it takes for trucks to cross the border, from arrival at the Port through processing by Mexican Customs?
- ◆ **Queue Length:** How will the concept affect the length of the line of trucks waiting to cross the border?
- ◆ **Susceptibility to Violations:** Will the concept reduce the potential for traffic violations, cutting into line, fights among drivers?
- ◆ **Local Street Congestion:** Will the concept reduce back-ups and blockages in the Otay Mesa area intersections? Will the concept remove trucks from streets needed for local business traffic?
- ◆ **Enforceability:** Will the concept make enforcement of laws easier or more difficult (consider traffic enforcement, local police issues, U.S. Border Patrol, and Customs issues)?
- ◆ **User Acceptance:** Will the concept be accepted by the truck drivers, truck owners, and local businesses?

The team used the criteria to evaluate each individually developed VA Alternative, as well as the effect on the overall process when certain VA Alternatives were combined. VA Set 1, the proposed long-term solution, was evaluated to have a 268% improvement in performance over existing processes. Evaluation of VA Set 2, the proposed short-term, interim solution, resulted in a 95% improvement over the existing processes.

VA ALTERNATIVES

The VA team developed eighteen alternatives for improvement to the existing conditions. Most of the alternatives improve functionality; some add cost while improving functionality. Three design suggestions were also prepared. Summary lists of the VA alternatives and the design suggestions are in a following report section; descriptions of the key alternative are given below:

Alternative Number	Description	Potential Savings (Added Cost)	Performance
1.0	Widen Southbound Bypass This alternative suggests widening the roadway along the fence line at the border, from the entrance to U.S. Customs to La Media, and on La Media back to Siempre Viva, to allow two lanes for truck traffic plus an emergency lane.	(\$1,000,000)	+239%

Alternative Number	Description	Potential Savings (Added Cost)	Performance
2.0	Extend Southbound Bypass Lane Westerly This alternative suggests extending the bypass lane from the soon-to-open La Media portion, westerly as far as possible, before returning to Siempre Viva Road.	(\$3,000,000)	+113%
3.0	Extend Port Hours of Operation, Add Agents, and Open More Lanes	(\$1,104,000) \$15,960,000 Annual User Delay Savings	+172%
6.0	Access to Calle Sebastian Vizcaino Process empty trucks through #2 lane of southbound bypass through third (most western) gate at the border, then through the parking lot to Calle Sebastian Vizcaino in Mexico.	\$1,820,000 Annual User Delay Savings	+179%
7.0	Close the Parking Lot Gates Close the gates from the parking lot currently used as a shortcut to get to front of the line.		+218%
9.0	Provide Two-Hour Free Rest Area Construct roadside rest area near the northbound POE on the U.S. side.	(\$3,000,000)	+91%
13.0	Create a One-Way Operation on La Media and Siempre Viva Roads: Convert La Media Road southbound and Siempre Viva Road eastbound to one-way streets from Avenida de la Fuente to Avenida Costa Brava.	(\$35,000)	+156%
14.0	Create a Traffic Incident Response Team Base personnel and equipment at Brown Field instead of Chollas Operations to be available for rapid response to traffic problems.		+72%
15.0	Use Electronic Technology to Monitor Lines Install sensors and cameras to monitor the length of the queue and determine how many gates should be open on both sides of the border.	(\$50,000)	+223%
16.0	Put Peace Officers at Siempre Viva/SR 905 Intersection During Peak Afternoon Hours	(\$197,000)	+69%

Alternative Number	Description	Potential Savings (Added Cost)	Performance
17.0	Create a POE Advisory Group This alternative suggests a group made up of the local Chambers of Commerce, the California Trucking Association, both U.S. and Mexican Customs, and aides from local Congressional Offices, to meet regularly to discuss trucking and transportation issues.		+20%
18.0	Restrict Empty Trucks During Peak Hours: Restrict empty trucks from using passenger vehicle lanes during hours of 3:00 p.m. to 7:00 p.m.	(\$10,000)	+35%

Detailed documentation of these key alternatives, as well as the remaining ones not described above, is provided in the VA Alternatives section of this report.

IMPLEMENTATION ACTION

The decision-making authority for disposition of the VA Alternatives and Design Suggestions contained in this report rests with multiple agencies outside Caltrans. This report and the implementation action forms are provided for their use as they pursue resolution of the results generated by the VA study. It is anticipated that several meetings will be required before all decisions are finalized.

VA TEAM AND PROCESS

The study was performed for District 11 during the period of October 17-19, October 31 through November 2, and December 12, 2000, in San Diego, California. The VA study was led by Ginger Adams, CVS, from Value Management Strategies, Inc. The VA team members are listed below:

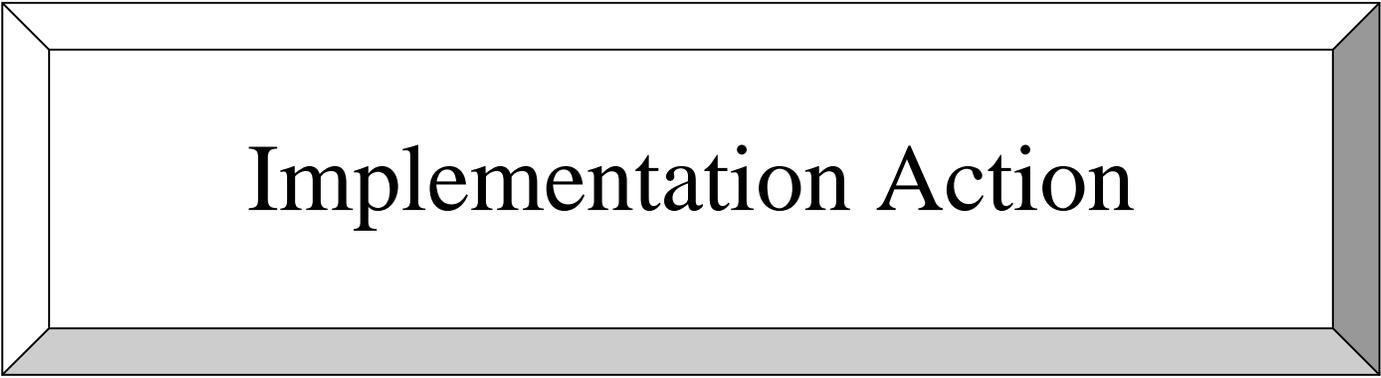
Ginger Adams	Team Leader	Value Management Strategies, Inc.
Jose Ornelas	Border Liaison	Caltrans District 11
Sue Kiser	Transportation Planner/Freight Coordinator	Federal Highway Administration
Jaime Hernandez	Supervisor, Chula Vista Station	U.S. Border Patrol
David Badger	Supervisor	U.S. Border Patrol
Robert McQuien	Commercial Vehicle Enforcement	San Diego Police Department
Luis Diaz	Otay Mesa Commercial Facility Supervisory Inspector	U.S. Customs Service
Betty Jackson	Otay Mesa Commercial Facility Supervisory Inspector	U.S. Customs Service

Arnold Torma	Traffic Engineer	Katz, Okitsu & Associates
Fernando Camacho	Secretary	Allanza de Industria y Comercio Anbas California
Armando Freire	Chairman	California Trucking Association
Mike Dibas	Transportation Engineer	City of San Diego
Gonzalo Retana*	Subadministrator	Aduana Mexico
*October 17-19		

Throughout the VA session, the VA team was supported by members of Caltrans District 11 and the stakeholders. These participants included:

Chili Cilch	VA Coordinator	Caltrans District 11
Rick Otis	Director Chair, Transportation	Otay Mesa Chamber of Commerce
Steve Gross	President	Otay Mesa Chamber of Commerce
Elva Zavalza	President	Allanza de Industria y Comercio Anbas California
George Gray		Consultant (Caltrans Retiree)

The VA Job Plan was followed to analyze the functions of the project, create and evaluate ideas for change, and develop and present alternatives to the project team.

A rectangular box with a 3D effect, featuring a white interior and a gray border. The text "Implementation Action" is centered within the box.

Implementation Action

IMPLEMENTATION ACTION

FINAL

INTRODUCTION

The results of the VA study contained in the preliminary report are reviewed for implementation by the stakeholders. The following Implementation Action Summary sheets list all of the VA alternatives and design suggestions developed by the VA team. Blank Implementation Action forms have been provided for each VA Alternative in the VA Alternatives Section of this report. These sheets may be used to record the status and reviewers' comments pertaining to each alternative.

IMPLEMENTATION PLAN AND RESPONSIBILITIES

The implementation plan is typically based on three main activities as described in Segment 3 of the VA Activities Chart: Assess Alternatives, Resolve Alternatives, and Present Results. The decision-making authority for disposition of the VA Alternatives and Design Suggestions contained in this report rests with multiple agencies outside Caltrans. This report and the implementation action forms are provided for their use as they pursue resolution of the results generated by the VA study. It is anticipated that several meetings will be required before all decisions are finalized.

SUMMARY OF VA ALTERNATIVES <i>Otay Mesa POE Southbound Cargo Facility</i>	Caltrans
---	-----------------

No.	Title	VA Team		Validated		Disposition	Technical Reviews
		Initial Savings (Cost)	Performance Changes (%)	Initial Cost Savings	Performance Changes (%)		

1.0	Widen the southbound bypass from the entrance to U.S. Customs to La Media, and on La Media to Siempre Viva, to allow two lanes for truck traffic and one lane for emergency access.	(\$1,000,000)	+239%				
2.0	Continue the southbound truck bypass from the soon-to-open La Media portion, westerly as far as possible, before returning to Siempre Viva Road.	(\$3,000,000)	+113%				
3.0	Extend the Port hours of operation, add agents, and open more lanes on both sides of the border.	(\$1,104,000) Annually for 10 Years \$15,960,000 Annual User Delay Savings	+172%				
6.0	Route empty trucks along the southbound truck bypass; open a third (most western) gate at the border, and direct trucks to Calle Sebastian Vizcaino in Mexico.	\$1,820,000 Annual User Delay Savings	+179%				
7.0	Close the gates from the parking lot currently used as a shortcut to get to front of line.	—	+218%				

A = Accepted	CA = Conditionally Accepted	R = Rejected
VA Sets		Comments
VA Set 1 – Long-term solutions to traffic and delay problems: 1.0, 2.0, 3.0, 6.0, 7.0, 9.0, 14.0, 15.0, 16.0, 17.0 VA Set 2 – Short-term, more immediate solutions to be applied until long-term solutions are completed: 7.0, 13.0, 14.0, 16.0, 17.0, 18.0		

SUMMARY OF VA ALTERNATIVES <i>Otay Mesa POE Southbound Cargo Facility</i>	Caltrans
---	-----------------

No.	Title	VA Team		Validated		Disposition	Technical Reviews
		Initial Savings (Cost)	Performance Changes (%)	Initial Cost Savings	Performance Changes (%)		
8.0	Install Changeable Message Signs and Highway Advisory Radio to communicate information about operations of the commercial truck facility (hours, delays, unusual events, etc.).	(\$1,600,000)	+73%				
9.0	Construct roadside rest area for two-hour free parking near the northbound POE on the U.S. side.	(\$3,000,000)	+91%				
10.0	Designate and improve a vacant lot for short-term truck parking.	(\$1,500,000)	+56%				
11.0	Designate certain areas on public streets where trucks may park for two hours or less.	—	+68%				
12.0	Add a lane to the west side of existing La Media Avenue, from Otay Mesa Road to Siempre Viva.	(\$1,000,000)	+43%				
13.0	Convert La Media and Siempre Viva to one-way southbound from Avenida de la Fuente to Avenida Costa Brava, or from Airway to Avenida Costa Brava.	(\$35,000)	+156%				

A = Accepted	CA = Conditionally Accepted	R = Rejected
VA Sets VA Set 1 – Long-term solutions to traffic and delay problems: 1.0, 2.0, 3.0, 6.0, 7.0, 9.0, 14.0, 15.0, 16.0, 17.0 VA Set 2 – Short-term, more immediate solutions to be applied until long-term solutions are completed: 7.0, 13.0, 14.0, 16.0, 17.0, 18.0		Comments

SUMMARY OF VA ALTERNATIVES <i>Otay Mesa POE Southbound Cargo Facility</i>	Caltrans
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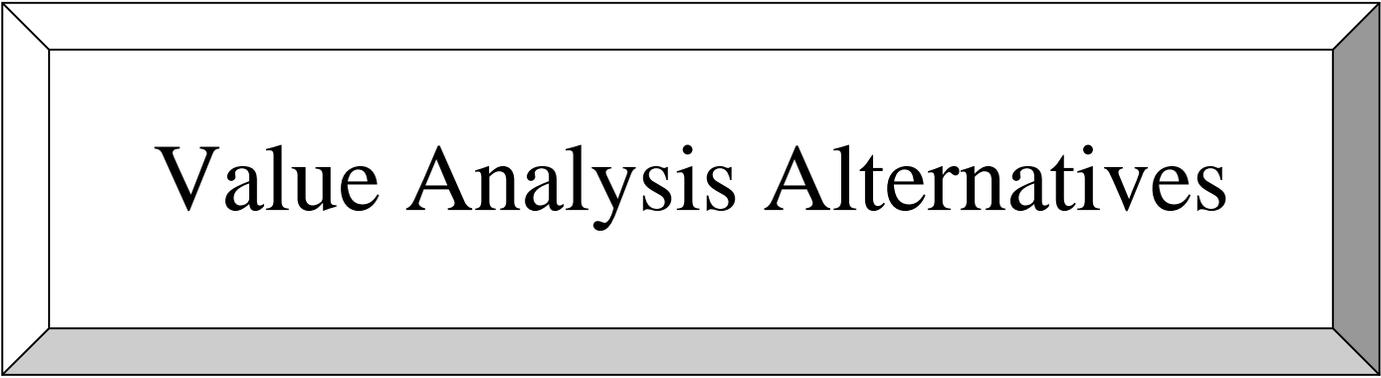
No.	Title	VA Team		Validated		Disposition	Technical Reviews
		Initial Savings (Cost)	Performance Changes (%)	Initial Cost Savings	Performance Changes (%)		
14.0	Create a Traffic Incident Response Team by basing personnel and equipment at Brown Field instead of Chollas Operations to be available for rapid response to traffic problems.	—	+72%				
15.0	Install sensors and cameras to monitor the length of the queue and determine how many gates should be open on both sides of the border.	(\$50,000)	+223%				
16.0	Put peace officers at the Siempre Viva/SR 905 intersection during peak afternoon hours.	(\$197,000)	+69%				
17.0	Create a POE Advisory Group made up of the local Chambers of Commerce, the California Trucking Association, both U.S. and Mexican Customs, and aides from local Congressional Offices, to meet regularly to discuss trucking and transportation issues.	—	+20%				
18.0	Restrict empty trucks from using passenger lanes during peak hours.	(\$10,000)	+35%				

A = Accepted	CA = Conditionally Accepted	R = Rejected
VA Sets		Comments
VA Set 1 – Long-term solutions to traffic and delay problems: 1.0, 2.0, 3.0, 6.0, 7.0, 9.0, 14.0, 15.0, 16.0, 17.0 VA Set 2 – Short-term, more immediate solutions to be applied until long-term solutions are completed: 7.0, 13.0, 14.0, 16.0, 17.0, 18.0		

SUMMARY OF VA DESIGN SUGGESTIONS*Otay Mesa POE Southbound Cargo Facility***Caltrans****Value Analysis Alternatives**

Number	Name	Disposition	Comments
101	Introduce alternative modes and technologies to handle some of the goods movement.		
102	Have the Transit Authority conduct a study to add more frequent bus trips to Otay Mesa, with stops at the U.S. Customs pedestrian crossing and businesses.		
103	Until a permanent solution is found, stop empty tractors with trailers from traveling south through passenger lanes between 4:00 p.m. and 7:00 pm. – reroute them through the Export Facility from 5:30 p.m. to 7:00 p.m.		

A = Accepted**CA = Conditionally Accepted****R = Rejected**



Value Analysis Alternatives

VA ALTERNATIVES

INTRODUCTION

The results of this study are presented as individual alternatives to the existing conditions. In addition, design suggestions for improving the situation are included for consideration by the stakeholders.

VA ALTERNATIVES

Each alternative consists of a summary of the existing conditions, a description of the suggested change, a cost comparison where appropriate, change in performance, a listing of its advantages and disadvantages, and a brief narrative comparing the existing conditions with the alternative. Sketches, calculations, and performance measures are also presented. A life cycle benefit-cost analysis for alternatives is included where appropriate. Design suggestions are written summaries of partially developed ideas without supporting documentation.

ALTERNATIVE SETS

VA Sets are established by the VA team as their “best value” solutions, based on improved performance, likelihood of implementation, least community impact, cost savings, or any combination of criteria. A VA Set may contain one or more alternatives, and each set is typically mutually exclusive of other sets (i.e., implementing VA Set 1 precludes implementation of VA Sets 2 and 3).

In this particular case, the VA team selected one set that represents long-term solutions to existing problems, and one set that represents more immediate, short-term solutions that may be implemented until the long-term solutions are applied.

VA Sets are selected alternatives combined from mutually exclusive groups that can compete in whole, or in part, against the existing conditions. This requires an additional performance rating and totaling of costs for the sets.

SUMMARY OF VA ALTERNATIVES <i>Otay Mesa POE Southbound Cargo Facility</i>			Caltrans
Number	Description	Potential Savings (Cost)	Performance
1.0	Widen the southbound bypass from the entrance to U.S. Customs to La Media, and on La Media to Siempre Viva, to allow two lanes for truck traffic and one lane for emergency access.	(\$1,000,000)	+239%
2.0	Continue the southbound truck bypass from the soon-to-open La Media portion, westerly as far as possible, before returning to Siempre Viva Road.	(\$3,000,000)	+113%
3.0	Extend the Port hours of operation, add agents, and open more lanes on both sides of the border.	(\$1,104,000) Annually for 10 Years \$15,960,000 Annual User Delay Savings	+172%
6.0	Route empty trucks along the southbound truck bypass; open a third (most western) gate at the border, and direct trucks to Calle Sebastian Vizcaino in Mexico.	\$1,820,000 Annual User Delay Savings	+179%
7.0	Close the gates from the parking lot currently used as a shortcut to get to front of line.	—	+218%
8.0	Install Changeable Message Signs and Highway Advisory Radio to communicate information about operations of the commercial truck facility (hours, delays, unusual events, etc.).	(\$1,600,000)	+73%
9.0	Construct roadside rest area for two-hour free parking near the northbound POE on the U.S. side.	(\$3,000,000)	+91%
10.0	Designate and improve a vacant lot for short-term truck parking.	(\$1,500,000)	+56%
11.0	Designate certain areas on public streets where trucks may park for two hours or less.	—	+68%
12.0	Add a lane to the west side of existing La Media Avenue, from Otay Mesa Road to Siempre Viva.	(\$1,000,000)	+43%
13.0	Convert La Media and Siempre Viva to one-way southbound from Avenida de la Fuente to Avenida Costa Brava, or from Airway to Avenida Costa Brava.	(\$35,000)	+156%

SUMMARY OF VA ALTERNATIVES <i>Otay Mesa POE Southbound Cargo Facility</i>			Caltrans
Number	Description	Potential Savings (Cost)	Performance

14.0	Create a Traffic Incident Response Team by basing personnel and equipment at Brown Field instead of Chollas Operations to be available for rapid response to traffic problems.	—	+72%
15.0	Install sensors and cameras to monitor the length of the queue and determine how many gates should be open on both sides of the border.	(\$50,000)	+223%
16.0	Put peace officers at Siempre Viva/SR 905 intersection during peak afternoon hours.	(\$197,000)	+69%
17.0	Create a POE Advisory Group made up of the local Chambers of Commerce, the California Trucking Association, both U.S. and Mexican Customs, and aides from local Congressional Offices, to meet regularly to discuss trucking and transportation issues.	—	+20%
18.0	Restrict empty trucks from using passenger lanes during peak hours.	(\$10,000)	+35%

VA Sets

VA Set 1 – Long-term solutions to traffic and delay problems. (1.0, 2.0, 3.0, 6.0, 7.0, 9.0, 14.0, 15.0, 16.0, 17.0).	(\$8,351,000)	+268%
	\$17,780,000 Annual User Delay Savings	
VA Set 2 – Short-term, more immediate solutions to be applied until long-term solutions are completed. (7.0, 13.0, 14.0, 16.0, 17.0, 18.0).	(\$242,000)	+95%

SUMMARY OF VA DESIGN SUGGESTIONS
Otay Mesa POE Southbound Cargo Facility

Caltrans

Number

Description

- | | |
|-----|---|
| 101 | Introduce alternative modes and technologies to handle some of the goods movement. |
| 102 | Have the Transit Authority conduct a study to add more frequent bus trips to Otay Mesa, with stops at the U.S. Customs pedestrian crossing and businesses. |
| 103 | Until a permanent solution is found, stop empty tractors with trailers from traveling south through passenger lanes between 4:00 p.m. and 7:00 pm. – reroute them through the Export Facility from 5:30 p.m. to 7:00 p.m. |

VALUE ANALYSIS ALTERNATIVE <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans	
FUNCTION: Reduce Delay		IDEA NO. 1,33	ALTERNATIVE NO. 1.0
TITLE: Widen Southbound Bypass		PAGE NO. 1 of 6	
<p>ORIGINAL CONCEPT:</p> <p>Existing conditions for the southbound bypass are 24-foot wide concrete lanes. One 12-foot wide lane is used for trucks with cargo and one 12-foot wide lane is used as an emergency lane. Empty trucks currently use the southbound SR 905 passenger lane, mixing with passenger vehicles, therefore significantly reducing the passenger vehicle capacity.</p>			
<p>ALTERNATIVE CONCEPT:</p> <p>Widen the southbound bypass from the entrance to U.S. Customs to La Media, and on La Media to Siempre Viva, to allow two lanes for truck traffic (one for empties and one for laden) plus an emergency lane.</p>			
<p>ADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Increases passenger vehicle capacity through the POE ◆ Siempre Viva/SR 905 intersection conflicts, cars versus trucks, are significantly reduced ◆ Empty trucks can be more easily inspected without delaying passenger vehicles ◆ U.S. and Mexican customs can more feasibly perform their responsibilities ◆ Out-of-town truckers not familiar with the area will not end up south of the border through the POE ◆ If done before the SR 905/Siempre Viva intersection construction, the number of trucks will be drastically reduced 		<p>DISADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Cost of widening 	
COST SUMMARY	Initial Capital Cost	Present Value User Delay Cost	Net Present Value
Original Concept	\$ None	\$ 0	\$ None
Alternative Concept	\$ 1,000,000	\$ 0	\$ 1,000,000
Savings	\$ (1,000,000)	\$ 0	\$ (1,000,000)
Team Member: Jose Ornelas		Discipline: Engineer	PERFORMANCE: 239%

VALUE ANALYSIS ALTERNATIVE
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Widen Southbound Bypass

ALTERNATIVE NO.
1.0

PAGE NO
2 of 6

DISCUSSION / JUSTIFICATION:

Currently, southbound truck traffic enters through the POE southbound SR 905 lanes. There are a total of four southbound gates through the Mexican passenger entrance. From east to west, there is one entrance for empty trucks/tractors only, two entrances for passenger vehicles only, and one entrance for vehicles with items to declare. By having the southbound empties enter Mexico via the U.S. Customs cargo entrance gate, a significant amount of improvements would occur. The mix of trucks and passenger vehicles will be reduced, and passenger vehicle volumes would increase. The increased volume represents a significant time savings for passenger vehicles.

TECHNICAL REVIEWER COMMENTS:

IMPLEMENTATION CONSIDERATIONS:

- ◆ Needs blessings and funds to construct additional width.
- ◆ A traffic management plan is necessary to allow empties and laden trucks to enter United States cargo and into Mexican cargo facilities.

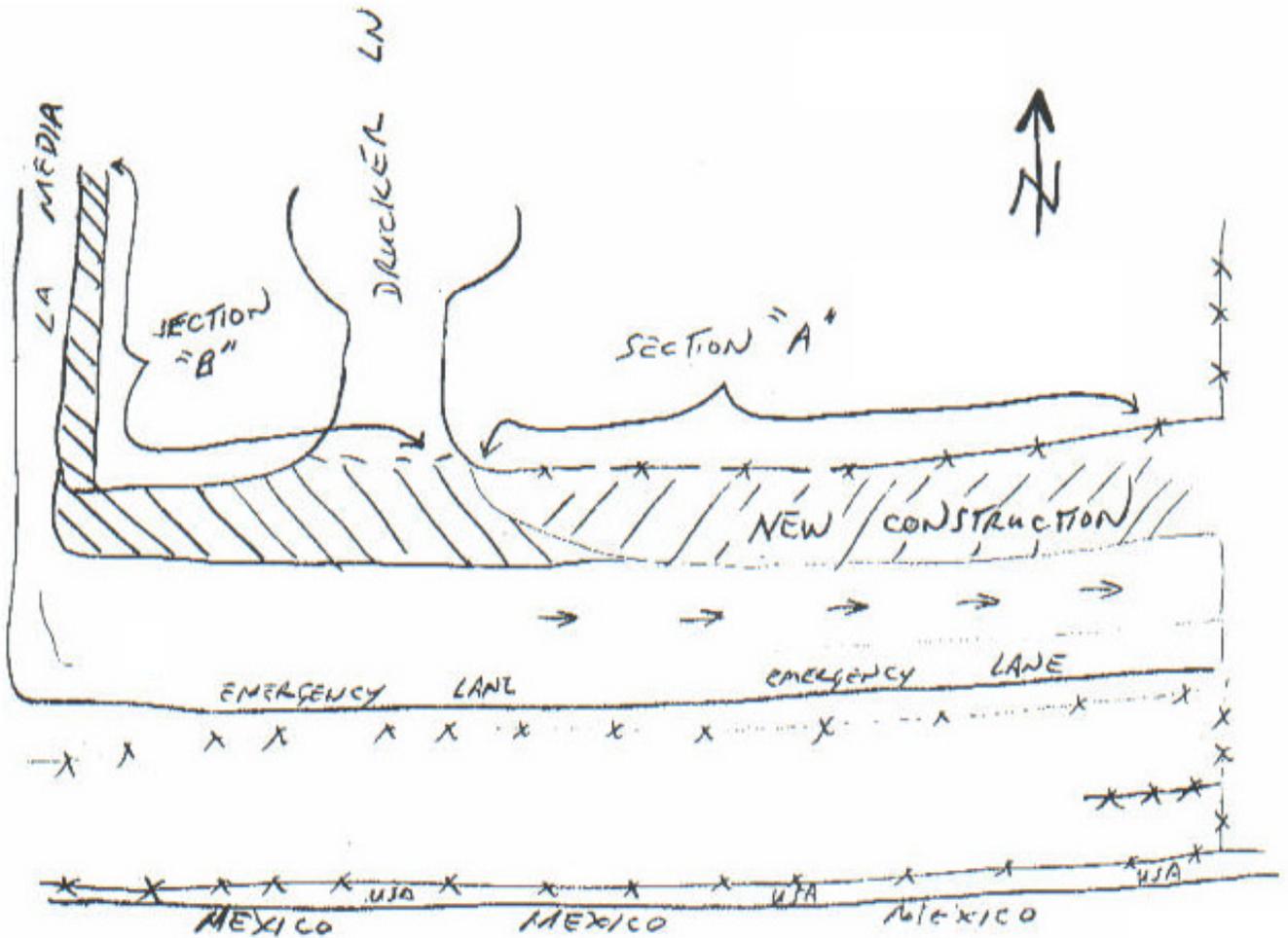
SKETCHES
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Widen Southbound Bypass

NUMBER
1.0

PAGE NO.
3 of 6



CALCULATIONS
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Widen Southbound Bypass

NUMBER

1.0

PAGE NO.

4 of 6

Information from City of San Diego Southbound Truck Route – Otay Mesa, W.O. #526820:

Cost = \$772,000

Length = 5,586'

∴ \$138/LF / 2 lanes = \$70/LF for one 12' lane

New Construction ONLY:

Section A: 0.6 mi x 5,280 = 3,168 LF

3,168 x \$70 = \$222,000

Section B: Assume \$80/LF for new construction

1.07 mi x 5,280 = 5,670 LF

5,670 x \$80 = \$453,600

Figures do not include costs for design and right-of-way acquisition. Minimal right-of-way will be required on the fence side.

PERFORMANCE MEASURES <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans		
TITLE: Widen Southbound Bypass		NUMBER 1.0		PAGE NO. 5 of 6
CRITERIA		Performance	Original	Alternative
Safety of Operations Significantly reduces truck versus passenger vehicle conflicts.	Measure		Subjective	Subjective
	Rating		3	8
	Weight		25	25
	Contribution		75	200
Delay Time (10 = 10 minutes, 1 = 2+ hours) No change for trucks Flow rate increase for passenger vehicles.	Measure		Hours	Hours
	Rating		2	8
	Weight		21	21
	Contribution		42	168
Queue Length (10 = 0 miles, 1 = 1.5 miles) May increase empty truck length slightly, but it would be worth it.	Measure		Miles	Miles
	Rating		1	8
	Weight		18	18
	Contribution		18	144
Susceptibility to Violations Trucks with cargo may want to cut into the “empties” line, but it will eliminate 905/Siempre Viva intersection violations.	Measure		Subjective	Subjective
	Rating		3	8
	Weight		14	14
	Contribution		42	112
Local Street Congestion Congestion at 905/Siempre Viva is eliminated.	Measure		Subjective	Subjective
	Rating		3	5
	Weight		11	11
	Contribution		33	55
Enforceability “Touch-and-go” enforceability.	Measure		Subjective	Subjective
	Rating		2	8
	Weight		7	7
	Contribution		14	56
User Acceptance Very favorable. Eliminates mixing traffic through port.	Measure		Subjective	Subjective
	Rating		1	10
	Weight		4	4
	Contribution		4	40
	Measure			
	Rating			
	Weight			
	Contribution			
	Measure			
	Rating			
	Weight			
	Contribution			
Total Performance:			228	775
Net Change in Performance:				+239%

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Widen Southbound Bypass	NUMBER 1.0	
Team Member: David Badger	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Fernando Camacho	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Luis Diaz	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Mike Dibas	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes The widening of southbound bypass should be extended from Drucker Lane to La Media Road due to the fact that 80% of the time the existing queue extends beyond Drucker Lane.		
Team Member: Armando Freire	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Jaime Hernandez	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Widen Southbound Bypass	NUMBER 1.0	
Team Member: Betty Jackson	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Sue Kiser	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Robert McQuien	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: José Ornelas	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Arnold Torma	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA ALTERNATIVE IMPLEMENTATION ACTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
Title: Widen Southbound Bypass		Number: 1.0
RESPONSES	Prepared by:	DISPOSITION
Technical Feasibility:		<input type="checkbox"/> Accept <input type="checkbox"/> Conditionally Accept <input type="checkbox"/> Reject
Implementable Portions:		IMPLEMENTED SAVINGS
Validated Cost Savings:		

VALUE ANALYSIS ALTERNATIVE
Otay Mesa POE Southbound Cargo Facility

Caltrans

FUNCTION: Reduce Delays

IDEA NO.
3, 50, 54

ALTERNATIVE NO.
2.0

TITLE: Extend Southbound Bypass Lane Westerly

PAGE NO.
1 of 6

ORIGINAL CONCEPT:

Shortly, the extension of the southbound truck bypass roadway will be opened, allowing trucks to enter an exclusive roadway immediately south of Siempre Viva on La Media Road. This extension will continue the existing bypass lane along the border west of Drucker Lane.

ALTERNATIVE CONCEPT:

Continue the southbound truck bypass lane westerly from the soon-to-open La Media portion, westerly as far as possible before returning to Siempre Viva Road. The existing Rain Bird plant limits how far along the border this road can be extended.

ADVANTAGES:

- ◆ Removes queuing trucks from Siempre Viva and La Media
- ◆ Lessens the conflicts resulting from drivers breaking into line

DISADVANTAGES:

- ◆ Costly, since right-of-way and construction are required
- ◆ Unknown environmental issues

COST SUMMARY	Initial Capital Cost	Present Value User Delay Cost	Net Present Value
Original Concept	\$ 0	\$	\$ 0
Alternative Concept	\$ 3,000,000	\$	\$ 3,000,000
Savings	\$ (3,000,000)	\$	\$ (3,000,000)
Team Member: Arnold Torma	Discipline: Traffic Engineer		PERFORMANCE: 113%

VALUE ANALYSIS ALTERNATIVE
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Extend Southbound Bypass Lane Westerly

ALTERNATIVE NO.
2.0

PAGE NO
2 of 6

DISCUSSION / JUSTIFICATION:

Presently, the length of the queue for laden trucks awaiting entry to Mexico routinely exceeds 250 vehicles and the line backs up to a length of nearly two miles. Even after the bypass lane extension project now being constructed is operational, La Media will continue to have trucks backed up on it while still trying to serve local circulation and access needs. Having public streets for all traffic being used for queuing trucks heading towards the border leads to inappropriate “cutting into” the line; tempers flare, other drivers take unusual measures, and this is generally disruptive to the area. Therefore, this is an attempt to provide more storage while recognizing that the line is not actually being processed more quickly.

TECHNICAL REVIEWER COMMENTS:

IMPLEMENTATION CONSIDERATIONS:

Extending the bypass lane will require completion of the roadway infrastructure near its new terminus near Siempre Viva and Britannia.

SKETCHES

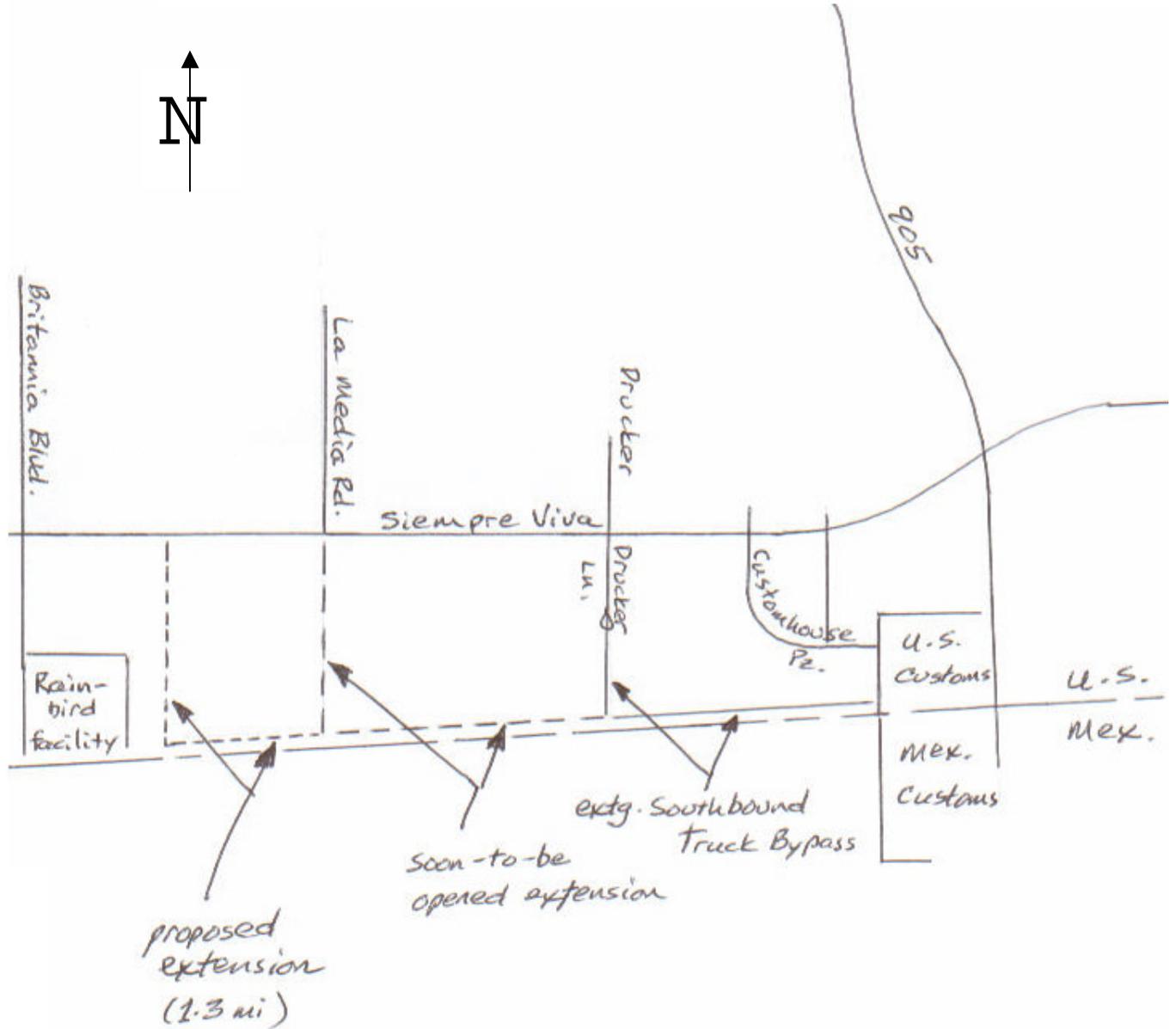
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Extend Southbound Bypass Lane Westerly

NUMBER
2.0

PAGE NO.
3 of 6



not to scale

CALCULATIONS
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Extend Southbound Bypass Lane Westerly

NUMBER

2.0

PAGE NO.

4 of 6

Method for Costs:

Use the unit cost for the existing/current project (to La Media) and apply the same unit cost to this extension. Then add right-of-way cost and an assumed environmental mitigation cost.

Current Project: Cost* ÷ Length = Cost/ft.
 \$966,708 5,770 ft. \$167.54
 *with additives

Proposed Project: Cost/Ft. x Length = Cost
 \$167.54 6,062 ft. \$1,015,627

Right-of-Way Needed:

Width @ 26 ft. = 26 ft.
2 shoulders @ 10 ft. = 20 ft.
 46 ft. x 6,062 ft² = 278,852 ft²
 or 6.4 acres

Design costs not included above.

A stormwater structure (box culvert) may be required and is not included above.

Electrical system for lighting is planned to be put underground north of fence line beginning in February, 2001.

PERFORMANCE MEASURES <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans		
TITLE: Extend Southbound Bypass Lane Westerly		NUMBER 2.0		PAGE NO. 5 of 6
CRITERIA		Performance	Original	Alternative
Safety of Operations Removes trucks from interfering with other traffic and achieves a more orderly queue.	Measure		Subjective	Subjective
	Rating		3	7
	Weight		25	25
	Contribution		75	175
Delay Time (10 = 10 minutes, 1 = 2+ hours)	Measure		Hours	Hours
	Rating		2	2
	Weight		21	21
	Contribution		42	42
Queue Length (10 = 0 miles, 1 = 1.5 miles)	Measure		Miles	Miles
	Rating		1	1
	Weight		18	18
	Contribution		18	18
Susceptibility to Violations The road extension prevents the disruptive cutting into line behavior.	Measure		Subjective	Subjective
	Rating		3	7
	Weight		14	14
	Contribution		42	98
Local Street Congestion Removes trucks from other local streets.	Measure		Subjective	Subjective
	Rating		3	8
	Weight		11	11
	Contribution		33	88
Enforceability Puts trucks into a controllable environment.	Measure		Subjective	Subjective
	Rating		2	6
	Weight		7	7
	Contribution		14	42
User Acceptance More predictable and orderly for drivers.	Measure		Subjective	Subjective
	Rating		1	6
	Weight		4	4
	Contribution		4	24
	Measure			
	Rating			
	Weight			
	Contribution			
	Measure			
	Rating			
	Weight			
	Contribution			
Total Performance:			228	487
Net Change in Performance:				113%

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Extend Southbound Bypass Lane Westerly	NUMBER 2.0	
Team Member: David Badger	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Fernando Camacho	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Luis Diaz	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes If funding is available, I agree. If not, let's take advantage of La Media Road construction.		
Team Member: Mike Dibas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Armando Freire	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Jaime Hernandez	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Extend Southbound Bypass Lane Westerly	NUMBER 2.0	
Team Member: Betty Jackson	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Sue Kiser	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Robert McQuien	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: José Ornelas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Arnold Torma	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA ALTERNATIVE IMPLEMENTATION ACTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
Title: Extend Southbound Bypass Lane Westerly		Number: 2.0
RESPONSES	Prepared by:	DISPOSITION
Technical Feasibility:		<input type="checkbox"/> Accept <input type="checkbox"/> Conditionally Accept <input type="checkbox"/> Reject
Implementable Portions:		IMPLEMENTED SAVINGS
Validated Cost Savings:		

VALUE ANALYSIS ALTERNATIVE <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans	
FUNCTION: Reduce Delay		IDEA NO. 4/22/30/67	ALTERNATIVE NO. 3.0/4.0/5.0
TITLE: Extend the Port Hours of Operation, Add Agents, and Open More Lanes		PAGE NO. 1 of 5	
<p>ORIGINAL CONCEPT:</p> <p>The Port of Entry's Export Cargo hours of operation are as follows:</p> <p>For southbound laden trucks: Monday through Friday, 9:00 a.m. to 5:30 p.m. Saturday, 9:00 a.m. to 11:00 a.m. Sunday closed</p> <p>Empty trucks pass through the passenger lanes daily from 6:00 a.m. to 10:00 p.m.</p> <p>U.S. Customs has four southbound cargo lanes. Mexican Customs has 7-8 lanes available, but it typically has 3-4 lanes open.</p> <p>ALTERNATIVE CONCEPT:</p> <p>Extend the Cargo Facility's operating hours to: Monday through Friday, 9:00 a.m. to 8:00 p.m. Saturday, 9:00 a.m. to 4:00 p.m. Sunday closed.</p> <p>Process empty trucks: Through passenger lanes 6:00 a.m. to 9:00 a.m. & 8:00 p.m. to 10:00 p.m. Through cargo lanes 9:00 a.m. to 8:00 p.m. Through passenger lanes regular hours on Saturdays and Sundays</p> <p>Increase staffing levels so both U.S. and Mexican Customs may have all available cargo lanes open. Mexican Customs should open six booths to help minimize the length of the southbound lines.</p> <p>ADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Reduces congestion ◆ Allows for commercial expansion ◆ Reduces operating costs for trucks ◆ Reduces delay times and queue lengths ◆ Improves enforcement capabilities ◆ Reduces pollution from idling trucks ◆ Less stress on drivers <p>DISADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Requires additional staff ◆ Requires close coordination between U.S. and Mexican governments 			
COST SUMMARY	Present Value Operating Cost (for 10 years)	Present Value Annual User Delay Cost	Net Present Value
Original Concept	\$ 2,954,000	\$ 15,960,000	\$ 18,914,000
Alternative Concept	\$ 4,059,000	\$ 0	\$ 4,059,000
Savings	\$ (1,105,000)	\$ 15,960,000	\$ 14,855,000
Team Member: Armando Freire Fernando Camacho Sue Kiser	Discipline: Chairman, CTA Member, CTA Transp. Planner, FHWA	PERFORMANCE: +172%	

VALUE ANALYSIS ALTERNATIVE
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Extend the Port Hours of Operation, Add Agents,
and Open More Lanes

ALTERNATIVE NO.
3.0/4.0/5.0

PAGE NO
2 of 5

DISCUSSION / JUSTIFICATION:

Considering the growth of commercial traffic in Otay Mesa, it is important that Federal authorities support the required expansion of hours that is needed to keep the flow of commercial traffic. Failure to expand the hours of operation will result in increased congestion and the possible loss of future expansion of manufacturing plants in Mexico. The present congestion is not only costly to the trucking industry; it also represents a significant safety problem to residents and individuals working in the area.

The added cost of staffing on both the U.S. and Mexican sides is more than offset by the user delay cost savings realized.

NOTE: Costs shown represent U.S. costs only. It is estimated that five additional agents on the Mexican side will cost in the range of \$52,000 to \$55,000 annually, but specific figures were not available to the team.

TECHNICAL REVIEWER COMMENTS:

- ◆ Need to check CHP's hours and ensure they correlate with what is proposed.
- ◆ The extended hours are not applicable to the northbound side of the Port.

IMPLEMENTATION CONSIDERATIONS:

- ◆ Requires Port Director's and CMC Director's approval.
- ◆ Requires Mexican Customs Director's approval.
- ◆ Requires Congressional approval and funding for U.S. side changes

CALCULATIONS
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Extend the Port Hours of Operation, Add Agents,
and Open More Lanes

NUMBER
3.0/4.0/5.0

PAGE NO.
3 of 5

Current Hours of Operation, Existing Staffing Level

9:00 a.m. – 5:30 p.m., Monday through Friday
8.5 hours x 5 days = 42.5 hours
5 agents x 42.5 hours = 212.5 hours

9:00 a.m. – 11:00 a.m. Saturday
4 agents x 2 hours = 8 hours

$212.5 + 8 = 220.5$ hours/week x 52 weeks = 11,466 hours per year

Assume \$35.00 per hour average cost per staff member (including overhead and fringe benefits).

$11,466$ hours x \$35 = \$401,310 per year

Proposed New Hours of Operation, Existing Staffing Level

9:00 a.m. – 8:00 p.m., Monday through Friday
11 hours x 5 days = 55 hours
5 agents x 55 hours = 275 hours

9:00 a.m. – 4:00 p.m. Saturday
4 agents x 7 hours = 28 hours

$275 + 28 = 303$ hours/week x 52 weeks = 15,756 hours per year

Assume \$35.00 per hour average cost per staff member (including overhead and fringe benefits).

$15,756$ hours x \$35 = \$551,460 per year

ADDED COST FOR EXTENDED HOURS: $\$551,460 - \$401,310 = \$111,930$ per year

ASSUME 10-YEAR PERIOD, AFTER WHICH THE NEW PORT SHOULD BE OPEN,
FOR LIFE CYCLE COST CALCULATIONS (see sheet 5 of 5).

Potential User Delay Savings

Decrease laden trucks' wait time by 1 hour
~1,900 laden trucks per day pass through southbound gates
Assume \$35.00 per hour operating cost for trucks

$1,900$ trucks x 1 hour x \$35.00 = \$66,500 per day

Assume 240 business days per year (48 weeks)

POTENTIAL USER DELAY SAVINGS: $\$66,500 \times 240$ days = \$15,960,000 per year

PERFORMANCE MEASURES <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans		
TITLE:	Extend the Port Hours of Operation, Add Agents, and Open More Lanes	NUMBER		PAGE NO.
		3.0/4.0/5.0		4 of 5
CRITERIA		Performance	Original	Alternative
Safety of Operations Improves traffic congestion. Less contamination.	Measure		Subjective	Subjective
	Rating		3	7
	Weight		25	25
	Contribution		75	175
Delay Time (10 = 10 minutes, 1 = 2+ hours) Increases the number of trucks per hour being processed by Customs.	Measure		Hours	Hours
	Rating		2	7
	Weight		21	21
	Contribution		42	147
Queue Length (10 = 0 miles, 1 = 1.5 miles) Moves trucks through Customs more rapidly, so lines don't get as long.	Measure		Miles	Miles
	Rating		1	7
	Weight		18	18
	Contribution		18	126
Susceptibility to Violations	Measure		Subjective	Subjective
	Rating		3	3
	Weight		14	14
	Contribution		42	42
Local Street Congestion Reduces the number of trucks in line on city streets.	Measure		Subjective	Subjective
	Rating		3	7
	Weight		11	11
	Contribution		33	77
Enforceability	Measure		Subjective	Subjective
	Rating		2	2
	Weight		7	7
	Contribution		14	14
User Acceptance Less street congestion. Less driver fatigue. Less idle time.	Measure		Subjective	Subjective
	Rating		1	10
	Weight		4	4
	Contribution		4	40
	Measure			
	Rating			
	Weight			
	Contribution			
	Measure			
	Rating			
	Weight			
	Contribution			
Total Performance:			228	621
Net Change in Performance:				172%

LIFE CYCLE COSTS <i>Otay Mesa POE Southbound Cargo Facility</i>				Caltrans			
TITLE: Extend the Port Hours of Operation, Add Agents, and Open More Lanes				NUMBER 3.0/4.0/5.0	PAGE NO. 5 of 5		
Life Cycle Period <u>10</u> Years		Real Discount Rate <u>6.00%</u>		ORIGINAL	ALTERNATIVE		
A. INITIAL COST							
Service Life-Original _____ Years		INITIAL COST SAVINGS:			\$0		
Service Life-Alternative _____ Years							
B. SUBSEQUENT ANNUAL COSTS							
1. Maintenance and Inspection							
2. Operating - Salaries (including overhead and fringes)				\$401,310	\$551,460		
3. Energy							
Total Subsequent Annual Costs:				\$401,310	\$551,460		
Present Value Factor (P/A):				7.360087	7.360087		
PRESENT VALUE OF SUBSEQUENT ANNUAL COSTS:				\$2,953,677	\$4,058,794		
C. SUBSEQUENT SINGLE COSTS			Year	Amount	PV Factor (P/F)	Present Value	Present Value
Rehabilitations - Original						\$0	
Rehabilitations - Alternative							\$0
Repairs - Original						\$0	
Repairs - Alternative							\$0
Expended Service Life - Original						\$0	
Expended Service Life - Alternative							\$0
Salvage - Original						\$0	
Salvage - Alternative							\$0
PRESENT VALUE OF SUBSEQUENT SINGLE COSTS:						\$0	\$0
D. TOTAL SUBSEQUENT ANNUAL AND SINGLE COSTS (B+C)						\$2,953,677	\$4,058,794
E. HIGHWAY USER ANNUAL COSTS						Present Value	Present Value
1. Accident							
2. Travel Time						\$15,960,000	
3. Vehicle Operating							
TOTAL HIGHWAY USER ANNUAL COSTS:						\$15,960,000	\$0
F. TOTAL PRESENT VALUE COST (A+D+E)						\$18,913,677	\$4,058,794
TOTAL LIFE CYCLE SAVINGS:							\$14,854,883

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Extend the Port Hours of Operation, Add Agents, and Open More Lanes	NUMBER 3.0/4.0/5.0	
Team Member: David Badger	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Fernando Camacho	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes Add two hours for empty trucks going South, from 10:00 PM to 12:00 AM. Very important for trucks coming back from Los Angeles.		
Team Member: Luis Diaz	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes Once again, if Customs would have the adequate number of inspectors, this would not have to happen.		
Team Member: Mike Dibas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Armando Freire	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Jaime Hernandez	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Extend the Port Hours of Operation, Add Agents, and Open More Lanes	NUMBER 3.0/4.0/5.0	
Team Member: Betty Jackson	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes Saturday and Sunday hours should not be changed, as current usage does not indicate a need beyond the posted hours. Commercial trucks should be totally removed from passenger operations and enter Mexico through the Export Facility. This will afford inspectors an opportunity to inspect outbounds for export violations.		
Team Member: Sue Kiser	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Robert McQuien	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: José Ornelas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Arnold Torma	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA ALTERNATIVE IMPLEMENTATION ACTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
Title: Extend the Port Hours of Operation, Add Agents, and Open More Lanes		Number: 3.0/4.0/5.0
RESPONSES	Prepared by:	DISPOSITION
Technical Feasibility:		<input type="checkbox"/> Accept <input type="checkbox"/> Conditionally Accept <input type="checkbox"/> Reject
Implementable Portions:		IMPLEMENTED SAVINGS
Validated Cost Savings:		

VALUE ANALYSIS ALTERNATIVE
Otay Mesa POE Southbound Cargo Facility

Caltrans

FUNCTION: Reduce Delays

IDEA NO.
5, 11, 27

ALTERNATIVE NO.
6.0

TITLE: Access to Calle Sebastian Vizcaino

PAGE NO.
1 of 5

ORIGINAL CONCEPT:

Approximately 800 empty southbound trucks enter Mexico via SR 905, using the #1 and #2 lanes. Southbound SR 905 is also used for all passenger vehicles entering Mexico through the Otay Mesa Port of Entry. The intersection of SR 905 and Siempre Viva Road becomes gridlocked during peak traffic hours.

ALTERNATIVE CONCEPT:

All empty trucks utilize the #2 lane of the southbound truck bypass. The U.S. Customs and Mexican Customs agree to open a third gate (most western gate) for use by empty trucks. The empty trucks would enter Mexico, turn right, and go through parking lot to enter Calle Sebastian Vizcaino. They would then travel south to a major traffic artery.

ADVANTAGES:

- ◆ No negative impact on law enforcement or EMS
- ◆ Decreases SR 905 queue length and time
- ◆ Eliminates large trucks mixed with passenger cars
- ◆ Decreases likelihood of gridlock at SR 905 and Siempre Viva
- ◆ Opportunity for United States Customs and Mexican Customs to inspect southbound empties

DISADVANTAGES:

- ◆ Requires widening bypass road

COST SUMMARY	Initial Capital Cost	Present Annual Value User Delay Cost	Net Present Value
Original Concept	\$ 0	\$ 1,820,000	\$ 1,820,000
Alternative Concept	\$ 0	\$ 0	\$ 0
Savings	\$ 0	\$ 1,820,000	\$ 1,820,000
Team Member: David Badger	Discipline: U.S. Border Patrol	PERFORMANCE: +179%	

VALUE ANALYSIS ALTERNATIVE
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Access to Calle Sebastian Vizcaino

ALTERNATIVE NO.
6.0

PAGE NO
2 of 5

DISCUSSION / JUSTIFICATION:

Mexican Customs utilizes four lanes for traffic entering Mexico; the #1 lane is dedicated to empty trucks, the #2 and #3 lanes are for passenger cars only, and the #4 lane is for vehicles with items to declare.

Allowing empty trucks to utilize a third gate at the U.S. Customs Service facility would open a third southbound lane for passenger cars. Queue length and time for passenger cars and empty trucks would be reduced. Removing trucks from SR 905 would reduce conflicts between trucks and passenger vehicles.

TECHNICAL REVIEWER COMMENTS:

IMPLEMENTATION CONSIDERATIONS:

- ◆ Designate southbound truck bypass as truck route for southbound empties.
- ◆ United States Customs Service and Mexican Customs would need to agree on the use of a third gate.
- ◆ Mexican officials would need to agree on use of Calle Sebastian Vizcaino as a truck route.

SKETCHES

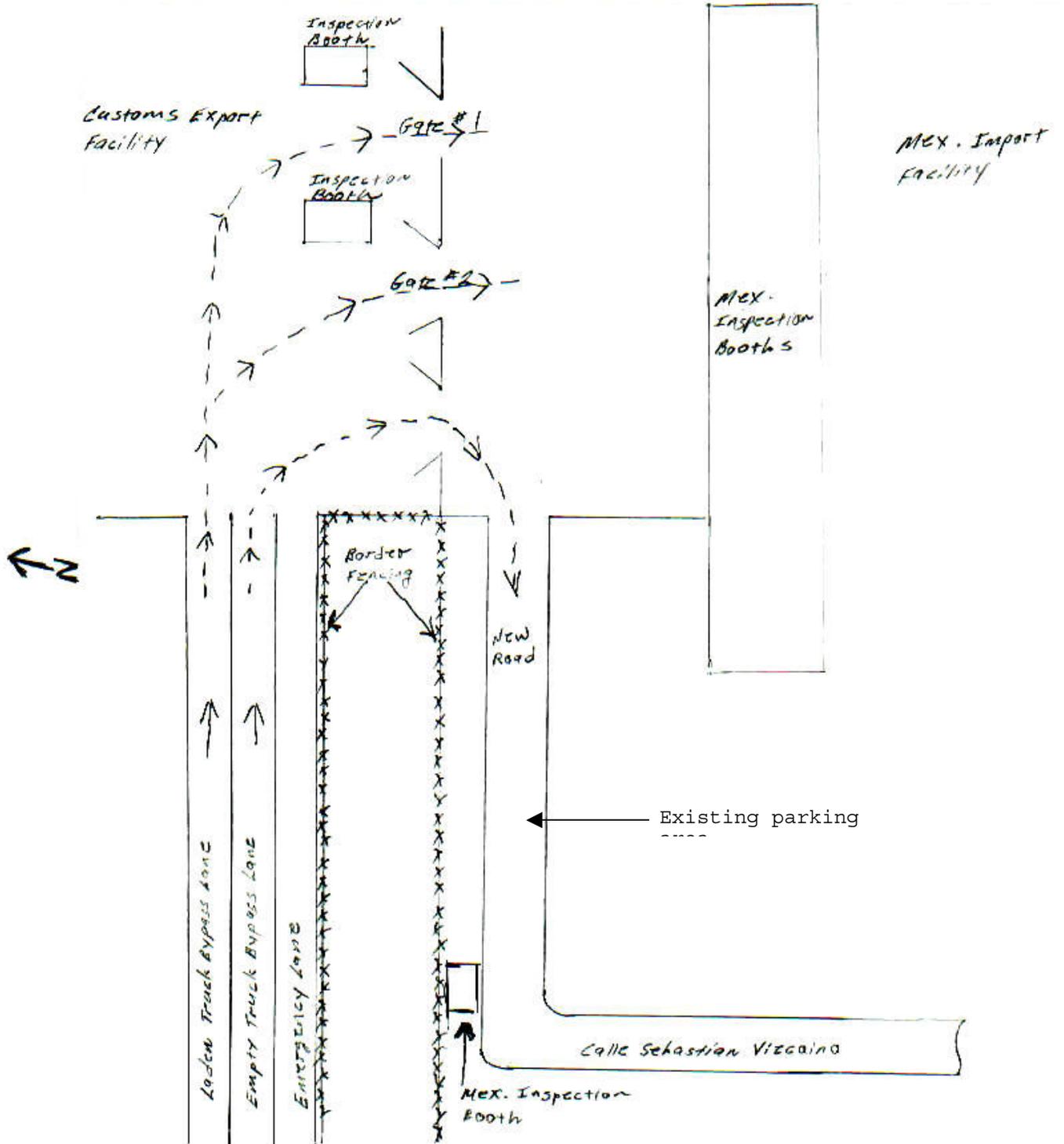
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Access to Calle Sebastian Vizcaino

NUMBER
6.0

PAGE NO.
3 of 5



CALCULATIONS
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Access to Calle Sebastian Vizcaino

NUMBER

6.0

PAGE NO.

4 of 5

Value of time for truck operation = \$35.00 per hour

Average queue length of time for southbound empty trucks = 15 minutes

Average number of southbound empty trucks = 800 per day

$\$35.00 \div 15 = \8.75

$\$8.75 \times 800 = \$7,000$ per day

5 days x 52 weeks = 260 days x \$7,000 = \$1,820,000 annual savings

PERFORMANCE MEASURES <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans		
TITLE: Access to Calle Sebastian Vizcaino		NUMBER 6.0		PAGE NO. 5 of 5
CRITERIA		Performance	Original	Alternative
Safety of Operations Empty trucks are removed from SR 905. Dedicated empty lane in southbound bypass.	Measure		Subjective	Subjective
	Rating		3	8
	Weight		25	25
	Contribution		75	200
Delay Time (10 = 10 minutes, 1 = 2+ hours) Empties have near zero wait time. Empties do not mix with laden. Laden time stays the same.	Measure		Hours	Hours
	Rating		2	5
	Weight		21	21
	Contribution		42	105
Queue Length (10 = 0 miles, 1 = 1.5 miles) Queue length of laden not effected by empties. Queue length and time for empties decreases.	Measure		Miles	Miles
	Rating		1	5
	Weight		18	18
	Contribution		18	90
Susceptibility to Violations Empty lane could be abused by laden vehicles.	Measure		Subjective	Subjective
	Rating		3	6
	Weight		14	14
	Contribution		42	84
Local Street Congestion All empties removed from SR 905 and placed on truck bypass.	Measure		Subjective	Subjective
	Rating		3	6
	Weight		11	11
	Contribution		33	66
Enforceability Use of cameras, sensors, and law enforcement.	Measure		Subjective	Subjective
	Rating		2	8
	Weight		7	7
	Contribution		14	56
User Acceptance Southbound queue time decreased for all.	Measure		Subjective	Subjective
	Rating		1	9
	Weight		4	4
	Contribution		4	36
	Measure			
	Rating			
	Weight			
	Contribution			
	Measure			
	Rating			
	Weight			
	Contribution			
Total Performance:			228	637
Net Change in Performance:				+179%

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Access to Calle Sebastian Vizcaino	NUMBER 6.0	
Team Member: David Badger	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Fernando Camacho	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Luis Diaz	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes Gate #3 should have enough turning radius for empty trucks to make the right turn into Mexican Customs, or it will not work as suggested.		
Team Member: Mike Dibas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Armando Freire	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Jaime Hernandez	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes I agree, but only if the Drucker portion is widened to the third lane and there is an adequate emergency lane.		

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Access to Calle Sebastian Vizcaino	NUMBER 6.0	
Team Member: Betty Jackson	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Sue Kiser	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Robert McQuien	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: José Ornelas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Arnold Torma	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA ALTERNATIVE IMPLEMENTATION ACTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
Title: Access to Calle Sebastian Vizcaino		Number: 6.0
RESPONSES	Prepared by:	DISPOSITION
Technical Feasibility:		<input type="checkbox"/> Accept <input type="checkbox"/> Conditionally Accept <input type="checkbox"/> Reject
Implementable Portions:		IMPLEMENTED SAVINGS
Validated Cost Savings:		

VALUE ANALYSIS ALTERNATIVE <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans	
FUNCTION: Reduce Delays		IDEA NO. 7	ALTERNATIVE NO. 7.0
TITLE: Close the Parking Lot Gates		PAGE NO. 1 of 5	
<p>ORIGINAL CONCEPT:</p> <p>Currently, there are three gates East of Drucker Lane that trucks use to pass the queue illegally and move in front of trucks. Two gates are controlled by ACE Parking operators, and Sony Corporation controls the third gate.</p>			
<p>ALTERNATIVE CONCEPT:</p> <p>Close the parking lot gates.</p>			
<p>ADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Improves safety ◆ Reduces points of conflicts with cross traffic ◆ Reduces delays for trucks waiting in line 		<p>DISADVANTAGES:</p> <ul style="list-style-type: none"> ◆ There is a legal agreement in place with the City of San Diego and property owners to keep the gates open ◆ A longer route for trucks to go across the border from the parking lot 	
COST SUMMARY	Initial Capital Cost	Present Value User Delay Cost	Net Present Value
Original Concept	\$	\$	\$
Alternative Concept	\$	\$	\$
Savings	\$	\$	\$
Team Member: Mike Dibas		Discipline: Engineer	PERFORMANCE: 218%

VALUE ANALYSIS ALTERNATIVE
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Close the Parking Lot Gates

ALTERNATIVE NO.
7.0

PAGE NO
2 of 5

DISCUSSION / JUSTIFICATION:

The attached photos illustrate how trucks exiting the parking lot cut into traffic and, until they straighten out, block the emergency access lane. Permitting this activity results in longer delays to trucks farther back in the queue.

There is total support to close all gates. Doing so will go a long way toward eliminating fights between truck drivers, thus reducing police involvement.

We cannot install sensors to control the access at these gates, since the gates are too close to the border.

TECHNICAL REVIEWER COMMENTS:

IMPLEMENTATION CONSIDERATIONS:

City Attorney and real estate agents are currently working on taking these access points.

SKETCHES
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Close the Parking Lot Gates

NUMBER
7.0

PAGE NO.
3 of 5



Truck exits parking lot



Truck cuts into existing queue

SKETCHES
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Close the Parking Lot Gates

NUMBER
7.0

PAGE NO.
4 of 5



Truck blocks emergency lane while stopped, waiting to be able to straighten out in truck lane.

PERFORMANCE MEASURES <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans		
TITLE: Close the Parking Lot Gates		NUMBER 7.0		PAGE NO. 5 of 5
CRITERIA		Performance	Original	Alternative
Safety of Operations Improves safety at these access points.	Measure		Subjective	Subjective
	Rating		3	9
	Weight		25	25
	Contribution		75	225
Delay Time (10 = 10 minutes, 1 = 2+ hours) Reduces delay to trucks waiting in line. Overall delay will remain the same.	Measure		Hours	Hours
	Rating		2	9
	Weight		21	21
	Contribution		42	189
Queue Length (10 = 0 miles, 1 = 1.5 miles) No change.	Measure		Miles	Miles
	Rating		1	1
	Weight		18	18
	Contribution		18	18
Susceptibility to Violations If the gates are closed, no violations will occur.	Measure		Subjective	Subjective
	Rating		3	10
	Weight		14	14
	Contribution		42	140
Local Street Congestion Improves local street congestion.	Measure		Subjective	Subjective
	Rating		3	5
	Weight		11	11
	Contribution		33	55
Enforceability No need to enforce.	Measure		Subjective	Subjective
	Rating		2	10
	Weight		7	7
	Contribution		14	70
User Acceptance Truck drivers will be in support of this action, but the property owner will oppose this action legally.	Measure		Subjective	Subjective
	Rating		1	7
	Weight		4	4
	Contribution		4	28
	Measure			
	Rating			
	Weight			
	Contribution			
	Measure			
	Rating			
	Weight			
	Contribution			
Total Performance:			228	725
Net Change in Performance:				218%

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Close the Parking Lot Gates	NUMBER 7.0	
Team Member: David Badger	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Fernando Camacho	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes 100% agree!		
Team Member: Luis Diaz	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Mike Dibas	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Armando Freire	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes "Must" solution.		
Team Member: Jaime Hernandez	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Close the Parking Lot Gates	NUMBER 7.0	
Team Member: Betty Jackson	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Sue Kiser	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Robert McQuien	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: José Ornelas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Arnold Torma	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA ALTERNATIVE IMPLEMENTATION ACTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
Title: Close the Parking Lot Gates		Number: 7.0
RESPONSES	Prepared by:	DISPOSITION
Technical Feasibility:		<input type="checkbox"/> Accept <input type="checkbox"/> Conditionally Accept <input type="checkbox"/> Reject
Implementable Portions:		IMPLEMENTED SAVINGS
Validated Cost Savings:		

VALUE ANALYSIS ALTERNATIVE <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans	
FUNCTION: Reduce Delay		IDEA NO. 12, 9	ALTERNATIVE NO. 8.0
TITLE: Install Changeable Message Signs and Advisory Radio			PAGE NO. 1 of 5
<p>ORIGINAL CONCEPT:</p> <p>The signage in the area relating to trucks is limited to advice about routes and communicating regulations and restrictions. A low power radio station broadcast or highway advisory radio (HAR) system has been initiated by Caltrans that transmits to a limited area, but the system needs to be enhanced.</p>			
<p>ALTERNATIVE CONCEPT:</p> <p>Electronic signage would be placed at key locations on the mesa to communicate information about the operations of the commercial truck facility, including hours, unusual events, estimated delay, new procedures, and other conditions that affect the operations. At the same time, the HAR would broadcast similar information.</p>			
<p>ADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Provides information and knowledge to drivers to help them plan and anticipate with less frustration 		<p>DISADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Requires a continuing effort to gather and provide useful information ◆ Additional technology requires ongoing attention ◆ HAR would need to be designed to work with differing United States/Mexican regulations on radio transmissions 	
COST SUMMARY		Initial Capital Cost	Present Value User Delay Cost
Original Concept		\$ 0	\$ 0
Alternative Concept		\$ 1,600,000	\$ 0
Savings		\$ (1,600,000)	\$ 0
Team Member: Arnold Torma		Discipline: Traffic Engineer	PERFORMANCE: +73%

VALUE ANALYSIS ALTERNATIVE
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Install Changeable Message Signs and Advisory Radio

ALTERNATIVE NO.
8.0

PAGE NO
2 of 5

DISCUSSION / JUSTIFICATION:

Presently, drivers proceed to the end of the line of trucks awaiting entry to Mexico. The only information about the current border operations they receive comes from their dispatchers or through informal driver networks (i.e., CB radio, etc.). Although the normal hours of operation are 9:00 AM to 5:30 PM, on many days circumstances on both sides of the border may cause this to be different, or other events can affect the flow. Changeable message signs and a low power advisory radio broadcast could provide reliable information to drivers and shippers to plan their activities and to be aware of the causes for delays that might not otherwise be apparent.

TECHNICAL REVIEWER COMMENTS:

IMPLEMENTATION CONSIDERATIONS:

- ◆ Need to define who has the responsibility for managing the system.
- ◆ What information sources can be used to provide reliable knowledge to the drivers?

SKETCHES
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Install Changeable Message Signs and Advisory Radio

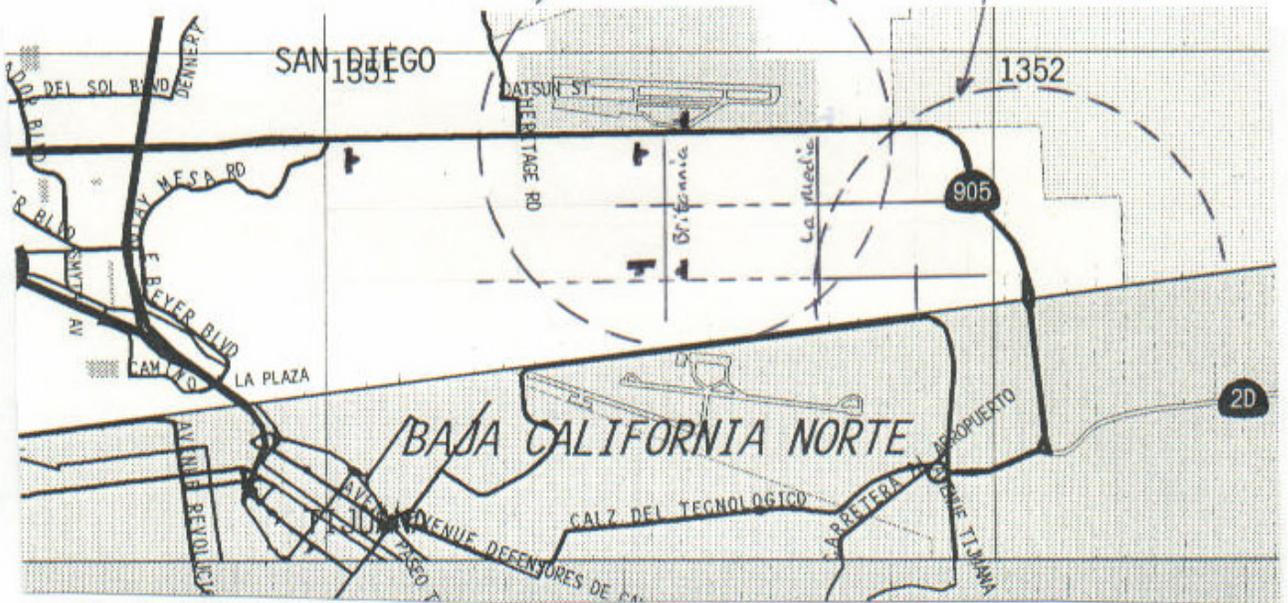
NUMBER
8.0

PAGE NO.
3 of 5

Legend

 Potential
Changeable
Message Sign
Locations

approx.
Hwy. Adv.
Radio limits



PERFORMANCE MEASURES <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans	
TITLE: Install Changeable Message Signs and Advisory Radio	NUMBER 8.0	PAGE NO. 4 of 5	
CRITERIA	Performance	Original	Alternative
Safety of Operations Lessens uncertainty for drivers and may lower tensions.	Measure	Subjective	Subjective
	Rating	3	5
	Weight	25	25
	Contribution	75	125
Delay Time (10 = 10 minutes, 1 = 2+ hours) Helps avoid unnecessary delay when operations are unusual.	Measure	Hours	Hours
	Rating	2	4
	Weight	21	21
	Contribution	42	84
Queue Length (10 = 0 miles, 1 = 1.5 miles) The information can help the driver avoid wasting time in line if they won't be likely to be processed.	Measure	Miles	Miles
	Rating	1	3
	Weight	18	18
	Contribution	18	54
Susceptibility to Violations	Measure	Subjective	Subjective
	Rating	3	3
	Weight	14	14
	Contribution	42	42
Local Street Congestion Small improvement due to more orderly truck driving.	Measure	Subjective	Subjective
	Rating	3	4
	Weight	11	11
	Contribution	33	44
Enforceability	Measure	Subjective	Subjective
	Rating	2	2
	Weight	7	7
	Contribution	14	14
User Acceptance This free and easily available source of reliable information is expected to be welcomed.	Measure	Subjective	Subjective
	Rating	1	8
	Weight	4	4
	Contribution	4	32
	Measure		
	Rating		
	Weight		
	Contribution		
	Measure		
	Rating		
	Weight		
	Contribution		
Total Performance:		228	395
Net Change in Performance:			73%

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Install Changeable Message Signs and Advisory Radio	NUMBER 8.0	
Team Member: David Badger	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Fernando Camacho	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Luis Diaz	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Mike Dibas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Armando Freire	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Jaime Hernandez	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Install Changeable Message Signs and Advisory Radio	NUMBER 8.0	
Team Member: Betty Jackson	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Sue Kiser	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Robert McQuien	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: José Ornelas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Arnold Torma	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA ALTERNATIVE IMPLEMENTATION ACTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
Title: Install Changeable Message Signs and Advisory Radio		Number: 8.0
RESPONSES	Prepared by:	DISPOSITION
Technical Feasibility:		<input type="checkbox"/> Accept <input type="checkbox"/> Conditionally Accept <input type="checkbox"/> Reject
Implementable Portions:		IMPLEMENTED SAVINGS
Validated Cost Savings:		

VALUE ANALYSIS ALTERNATIVE <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans	
FUNCTION: Reduce Delays		IDEA NO.	ALTERNATIVE NO. 9.0
TITLE: Provide a Two-Hour Free Rest Area		PAGE NO. 1 of 5	
<p>ORIGINAL CONCEPT:</p> <p>There is no commercial truck facility or roadside rest area on, or near, Otay Mesa that accommodates short-term parking (two hours or less) and provides restroom facilities for truck drivers.</p>			
<p>ALTERNATIVE CONCEPT:</p> <p>Construct a full-service Caltrans roadside rest area near the northbound Otay Mesa Port of Entry.</p>			
<p>ADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Truck drivers (and automobile motorists) would have adequate restroom facilities ◆ Truck drivers would have a “legal” place to rest (nap, stretch their legs, exercise, etc.) for a few hours and wait for paperwork 		<p>DISADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Cost to construct and maintain 	
<p>DISCUSSION / JUSTIFICATION:</p> <p>Otay Mesa does not have a commercial truck stop or a Caltrans operated roadside rest area. Commercial truck stops and roadside rest areas provide truckers with adequate restroom facilities and short-term parking (two hours or less). Short-term parking allows truckers to rest, stretch their legs, wait for necessary paperwork, etc.</p> <p>The only “legal” truck parking in Otay Mesa is a small commercial lot, with no restroom facilities, that charges exorbitant fees. This facility’s primary purpose is not to provide short-term parking, but rather to circumvent the normal queuing process (See VA Alternative 7.0). Street parking for trucks is prohibited.</p> <p>Currently, truckers park illegally either on the street, on vacant lots, or at small business locations; i.e., 7-Eleven, IHOP, etc., when they need to wait for the necessary paperwork to enter Mexico. They also use the restroom facilities at these businesses.</p>			
COST SUMMARY		Initial Capital Cost	Present Value User Delay Cost
Original Concept		\$ 0	\$ 0
Alternative Concept		\$ 3,000,000	\$ 3,000,000
Savings		\$ (3,000,000)	\$ (3,000,000)
Team Member: K. Sue Kiser		Discipline: Transportation Planner	PERFORMANCE: 91%

VALUE ANALYSIS ALTERNATIVE
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Provide a Two-Hour Free Rest Area

ALTERNATIVE NO.
9.0

PAGE NO
2 of 5

DISCUSSION / JUSTIFICATION:

The team does not believe a commercial truck stop is economically feasible, since most of the truck traffic is not overnight; therefore, the revenue-generating facilities such as sleeping rooms and showers, typically offered by truck stops, would not be utilized.

The team believes a Caltrans roadside rest area would benefit truckers and automobile motorists. Northbound automobiles entering the United States from Mexico typically have waited hours to cross the border and are in immediate need of restroom facilities once they enter the United States. Truckers need the roadside rest area for both the restroom facilities and the short-term parking it would provide.

There could be opposition for locating a rest area adjacent to some commercial operations, since a “free” rest area may impact some commercial operations such as gas stations, fast food, etc. Motorists using these facilities' restrooms usually make a purchase. These sales could be lost if a “free” restroom is available.

A free truck parking facility could impact the one commercial truck lot that currently exists and could/would discourage any future private development of commercial parking lots.

TECHNICAL REVIEWER COMMENTS:

- ◆ State and Federal funding may be possible, depending upon the type and location of the facility.
- ◆ Should be available to the entire public, not just trucks.

IMPLEMENTATION CONSIDERATIONS:

Location:

The rest stop must be located where it can serve both northbound and southbound truck and automobile traffic. The rest stop would also have to be located on, or adjacent to, a State highway in order for Caltrans to fund the construction and subsequent operating costs. (If located on an Interstate, Federal funds could be used for construction.) Funds for construction and operating costs would need to be secured.

Construction Costs:

A more detailed analysis would be necessary to better define total construction costs (right-of-way, design, construction, etc.). According to the Caltrans Roadside Rest Area Coordinator in Sacramento, the cost of an “average” rest area in 1999 was \$3,000,000.

Operations and Maintenance (O&M):

O&M costs would include cleaning the facility, stocking supplies, patrolling the facility to prevent vandalism, law enforcement related to parking and the potential for illegal activities, utilities, trash removal, parking lot sweeping, landscape maintenance, etc. The team does not have the information to quantify O&M costs.

CALCULATIONS
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Provide a Two-Hour Free Rest Area

NUMBER

9.0

PAGE NO.

3 of 5

Violation and Police Service Call Costs:

Approximately 4,000 citations are issued annually for truck parking violations. The average cost per ticket is \$60 (\$240,000 annually). A roadside rest area would eliminate most illegal parking.

The San Diego Police Department receives approximately 6,000 service calls annually related to illegal truck parking. It takes approximately .7 man-years to handle these calls; at an average annual cost of \$60,000, the cost of these calls is approximately \$42,000.

If parking was available, service calls would be reduced and .6 man-years could be saved. Total savings ≈ \$36,000 (.6 * \$60,000).

PERFORMANCE MEASURES <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans		
TITLE: Provide a Two-Hour Free Rest Area		NUMBER 9.0		PAGE NO. 4 of 5
CRITERIA		Performance	Original	Alternative
Safety of Operations A roadside rest area would increase safety by providing a place for truckers to rest, and also to park legally to wait for paperwork rather than continually circling Otay Mesa. It gets the trucks off the road.		Measure	Subjective	Subjective
		Rating	3	5
		Weight	25	25
		Contribution	75	125
Delay Time (10 = 10 minutes, 1 = 2+ hours)		Measure	Hours	Hours
		Rating	2	2
		Weight	21	21
		Contribution	42	42
Queue Length (10 = 0 miles, 1 = 1.5 miles)		Measure	Miles	Miles
		Rating	1	1
		Weight	18	18
		Contribution	18	18
Susceptibility to Violations A roadside rest area would drastically reduce parking violations.		Measure	Subjective	Subjective
		Rating	3	8
		Weight	14	14
		Contribution	42	112
Local Street Congestion Circling trucks would be removed from traffic and legally parked in a roadside rest area; therefore, local congestion would be reduced.		Measure	Subjective	Subjective
		Rating	3	5
		Weight	11	11
		Contribution	33	55
Enforceability Fewer violations equates to better enforceability.		Measure	Subjective	Subjective
		Rating	2	8
		Weight	7	7
		Contribution	14	56
User Acceptance Truckers would readily accept a roadside rest area.		Measure	Subjective	Subjective
		Rating	1	7
		Weight	4	4
		Contribution	4	28
		Measure		
		Rating		
		Weight		
		Contribution		
		Measure		
		Rating		
		Weight		
		Contribution		
Total Performance:			228	436
Net Change in Performance:				91%

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Provide a Two-Hour Free Rest Area	NUMBER 9.0	
Team Member: David Badger	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Fernando Camacho	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Luis Diaz	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Mike Dibas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Armando Freire	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes Safety should be an 8. User acceptance should be a 10.		
Team Member: Jaime Hernandez	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes Make the roadside rest area easily accessible to northbound and southbound traffic.		

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Provide a Two-Hour Free Rest Area	NUMBER 9.0	
Team Member: Betty Jackson	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Sue Kiser	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Robert McQuien	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: José Ornelas	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes Give safety an 8. Give acceptance a 10 (Same as Armando Freire).		
Team Member: Arnold Torma	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA ALTERNATIVE IMPLEMENTATION ACTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
Title: Provide a Two-Hour Free Rest Area		Number: 9.0
RESPONSES	Prepared by:	DISPOSITION
Technical Feasibility:		<input type="checkbox"/> Accept <input type="checkbox"/> Conditionally Accept <input type="checkbox"/> Reject
Implementable Portions:		IMPLEMENTED SAVINGS
Validated Cost Savings:		

VALUE ANALYSIS ALTERNATIVE <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans	
FUNCTION: Reduce Delays		IDEA NO. 60, 64	ALTERNATIVE NO. 10.0
TITLE: Vacant Lot for Truck Parking			PAGE NO. 1 of 6
<p>ORIGINAL CONCEPT:</p> <p>Posted signs prohibit parking trucks on city streets in the Otay Mesa area. Therefore, drivers are forced to park illegally while obtaining paperwork. Some drivers choose to wait in the line of southbound trucks and have “runners” deliver paperwork to them. Many of the drivers have been on the road for long periods of time with no chance to rest.</p>			
<p>ALTERNATIVE CONCEPT:</p> <p>Designate a vacant lot as a parking area and improve it so truckers can park their trucks while obtaining paperwork. Brokers and their runners should be allowed to conduct business in this area. For example, brokers should be able to place portable offices in a designated area of the lot. Portable toilets should be provided. A parking time limit should be applied and enforced.</p>			
<p>ADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Provides a legal parking area ◆ Brokers can get required paperwork to their drivers ◆ Drivers can rest and/or eat in close proximity to the Port ◆ “Safe haven” in an emergency or major delay at the Port 		<p>DISADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Cost: land use purchase, land improvement, security (fence) ◆ Possible illegal activities: drug smuggling/use, people smuggling 	
COST SUMMARY		Initial Capital Cost	Present Value User Delay Cost
Original Concept		\$ 0	\$ 0
Alternative Concept		\$ 1,500,000	\$ 0
Savings		\$ (1,500,000)	\$ 0
Team Member: David Badger Jaime Hernandez		Discipline: U.S. Border Patrol U.S. Border Patrol	PERFORMANCE: 56%

VALUE ANALYSIS ALTERNATIVE
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Vacant Lot for Truck Parking

ALTERNATIVE NO.
10.0

PAGE NO
2 of 6

DISCUSSION / JUSTIFICATION:

At the present time, the City does not provide any legal public truck parking. Drivers are forced to park illegally while they obtain the required export paperwork. The local business fronts are blocked, creating more traffic congestion and traffic violations. Law enforcement is often called away from more pressing issues to handle parking problems. If most truck traffic could be relocated to a staging area (parking lot) where the truck drivers could wait, do paperwork, rest, or eat lunch, it could free up traffic and law enforcement.

TECHNICAL REVIEWER COMMENTS:

IMPLEMENTATION CONSIDERATIONS:

Acquire funding to purchase property and provide required land improvements.

CALCULATIONS
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Vacant Lot for Truck Parking

NUMBER

10.0

PAGE NO.

4 of 6

Five (5) acres should be provided:

1 acre can accommodate 25 loosely parked trucks with trailers.

5 acres x 25 trucks = 100 trucks

1 acre costs approximately \$196,000, or \$4.50/ft.²

5 acres x \$196,000 = \$980,000

Assume:

Cost of improvements @ \$100,000 per acre

∴ 5 acres is \$500,000

Total:

Property \$980,000

Improvements \$500,000

\$1,480,000

PERFORMANCE MEASURES <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans		
TITLE: Vacant Lot for Truck Parking		NUMBER 10.0		PAGE NO. 5 of 6
CRITERIA		Performance	Original	Alternative
Safety of Operations Takes trucks to a dedicated area.	Measure		Subjective	Subjective
	Rating		3	5
	Weight		25	25
	Contribution		75	125
Delay Time (10 = 10 minutes, 1 = 2+ hours)	Measure		Hours	Hours
	Rating		2	2
	Weight		21	21
	Contribution		42	42
Queue Length (10 = 0 miles, 1 = 1.5 miles) Takes trucks out of line until their paperwork is done.	Measure		Miles	Miles
	Rating		1	2
	Weight		18	18
	Contribution		18	36
Susceptibility to Violations	Measure		Subjective	Subjective
	Rating		3	3
	Weight		14	14
	Contribution		42	42
Local Street Congestion Keeps trucks from parking on the street.	Measure		Subjective	Subjective
	Rating		3	5
	Weight		11	11
	Contribution		33	55
Enforceability Puts trucks into a more controlled area.	Measure		Subjective	Subjective
	Rating		2	4
	Weight		7	7
	Contribution		14	28
User Acceptance	Measure		Subjective	Subjective
	Rating		1	7
	Weight		4	4
	Contribution		4	28
	Measure			
	Rating			
	Weight			
	Contribution			
	Measure			
	Rating			
	Weight			
	Contribution			
Total Performance:			228	356
Net Change in Performance:				+56%

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Vacant Lot for Truck Parking	NUMBER 10.0	
<p>Team Member: David Badger</p> <p style="text-align: right;">I have reviewed this alternative and</p> <p><input type="checkbox"/> Agree with it as it is written</p> <p><input type="checkbox"/> Have no comment</p> <p><input type="checkbox"/> Suggest the following (or attached) changes</p>		
<p>Team Member: Fernando Camacho</p> <p style="text-align: right;">I have reviewed this alternative and</p> <p><input type="checkbox"/> Agree with it as it is written</p> <p><input type="checkbox"/> Have no comment</p> <p><input checked="" type="checkbox"/> Suggest the following (or attached) changes</p> <p>There are over 90 Mexican brokers in Tijuana. If we allow the brokers one portable office each there will be no room for the trucks. Maybe one “all purpose” facility would be more acceptable.</p>		
<p>Team Member: Luis Diaz</p> <p style="text-align: right;">I have reviewed this alternative and</p> <p><input type="checkbox"/> Agree with it as it is written</p> <p><input type="checkbox"/> Have no comment</p> <p><input checked="" type="checkbox"/> Suggest the following (or attached) changes</p> <p>The brokers, truckers and maquiladora industry should pay for this proposal, as it will directly benefit them. It will be less of a burden if all entities share the cost.</p>		
<p>Team Member: Mike Dibas</p> <p style="text-align: right;">I have reviewed this alternative and</p> <p><input checked="" type="checkbox"/> Agree with it as it is written</p> <p><input type="checkbox"/> Have no comment</p> <p><input type="checkbox"/> Suggest the following (or attached) changes</p>		
<p>Team Member: Armando Freire</p> <p style="text-align: right;">I have reviewed this alternative and</p> <p><input checked="" type="checkbox"/> Agree with it as it is written</p> <p><input type="checkbox"/> Have no comment</p> <p><input type="checkbox"/> Suggest the following (or attached) changes</p> <p>Safety should be a 7, taking trucks off City streets and runners on bikes away from traveling around the trucks. User acceptance is a 10 – truckers need a safe place to park.</p>		
<p>Team Member: Jaime Hernandez</p> <p style="text-align: right;">I have reviewed this alternative and</p> <p><input checked="" type="checkbox"/> Agree with it as it is written</p> <p><input type="checkbox"/> Have no comment</p> <p><input type="checkbox"/> Suggest the following (or attached) changes</p>		

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Vacant Lot for Truck Parking	NUMBER 10.0	
Team Member: Betty Jackson	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Sue Kiser	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes Selecting a site near future 905/125 interchange would allow for possible future conversion of the proposed parking lot to a full service roadside rest.		
Team Member: Robert McQuien	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: José Ornelas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Arnold Torma	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA ALTERNATIVE IMPLEMENTATION ACTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
Title: Vacant Lot for Truck Parking		Number: 10.0
RESPONSES	Prepared by:	DISPOSITION
Technical Feasibility:		<input type="checkbox"/> Accept <input type="checkbox"/> Conditionally Accept <input type="checkbox"/> Reject
Implementable Portions:		IMPLEMENTED SAVINGS
Validated Cost Savings:		

VALUE ANALYSIS ALTERNATIVE <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans	
FUNCTION: Reduce Delays		IDEA NO. 66	ALTERNATIVE NO. 11.0
TITLE: Allow Two-Hour On-Street Parking on Public Streets		PAGE NO. 1 of 3	
<p>ORIGINAL CONCEPT:</p> <p>Presently trucks are not allowed to park on the streets in Otay Mesa. This forces drivers to circulate while waiting for documents.</p>			
<p>ALTERNATIVE CONCEPT:</p> <p>Allowing limited on-street parking would give drivers a place to wait for paperwork, which should shorten lines. Currently, some drivers get into line without their paperwork. This creates traffic problems when they allow other vehicles to pass them. On-street parking should not be allowed on La Media, Siempre Viva, or Drucker, because drivers will try to cut into the line from parking spaces.</p>			
<p>ADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Less traffic congestion 		<p>DISADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Businesses where no on-street parking is allowed now may object to the idea 	
COST SUMMARY	Initial Capital Cost	Present Value User Delay Cost	Net Present Value
Original Concept	\$	\$	\$
Alternative Concept	\$	\$	\$
Savings	\$	\$	\$
Team Member: Fernando Camacho		Discipline: Secretary	PERFORMANCE: +68%

VALUE ANALYSIS ALTERNATIVE
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Allow Two-Hour On-Street Parking on Public Streets

ALTERNATIVE NO.
11.0

PAGE NO
2 of 3

DISCUSSION / JUSTIFICATION:

A truck stop facility or parking lot (without direct access to cutting into the line) would help alleviate the parking problem. Law enforcement of the two-hour parking limit will be required.

TECHNICAL REVIEWER COMMENTS:

IMPLEMENTATION CONSIDERATIONS:

Investigate the feasibility of the City of San Diego designating certain on-street areas for legal, short-term parking.

PERFORMANCE MEASURES <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans		
TITLE: Allow Two-Hour On-Street Parking on Public Streets		NUMBER 11.0		PAGE NO. 3 of 3
CRITERIA		Performance	Original	Alternative
Safety of Operations There will be no fights among the drivers.	Measure		Subjective	Subjective
	Rating		3	8
	Weight		25	25
	Contribution		75	200
Delay Time (10 = 10 minutes, 1 = 2+ hours)	Measure		Hours	Hours
	Rating		2	2
	Weight		21	21
	Contribution		42	42
Queue Length (10 = 0 miles, 1 = 1.5 miles)	Measure		Miles	Miles
	Rating		1	1
	Weight		18	18
	Contribution		18	18
Susceptibility to Violations No parking tickets.	Measure		Subjective	Subjective
	Rating		3	5
	Weight		14	14
	Contribution		42	70
Local Street Congestion The length of lines will be reduced.	Measure		Subjective	Subjective
	Rating		3	1
	Weight		11	11
	Contribution		33	11
Enforceability Enforce the two-hour parking limit.	Measure		Subjective	Subjective
	Rating		2	5
	Weight		7	7
	Contribution		14	35
User Acceptance Drivers will be happy to park and rest while they wait for paperwork.	Measure		Subjective	Subjective
	Rating		1	2
	Weight		4	4
	Contribution		4	8
	Measure			
	Rating			
	Weight			
	Contribution			
	Measure			
	Rating			
	Weight			
	Contribution			
Total Performance:			228	384
Net Change in Performance:				+68%

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Allow Two-Hour On-Street Parking on Public Streets	NUMBER 11.0	
Team Member: David Badger	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Fernando Camacho	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Luis Diaz	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Mike Dibas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Armando Freire	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Jaime Hernandez	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Allow Two-Hour On-Street Parking on Public Streets	NUMBER 11.0	
Team Member: Betty Jackson	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Sue Kiser	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Robert McQuien	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: José Ornelas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Arnold Torma	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA ALTERNATIVE IMPLEMENTATION ACTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
Title: Allow Two-Hour On-Street Parking on Public Streets		Number: 11.0
RESPONSES	Prepared by:	DISPOSITION
Technical Feasibility:		<input type="checkbox"/> Accept <input type="checkbox"/> Conditionally Accept <input type="checkbox"/> Reject
Implementable Portions:		IMPLEMENTED SAVINGS
Validated Cost Savings:		

VALUE ANALYSIS ALTERNATIVE <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans																	
FUNCTION: Reduce Delays		IDEA NO. 35	ALTERNATIVE NO. 12.0																
TITLE: Add Truck Lane to La Media		PAGE NO. 1 of 6																	
<p>ORIGINAL CONCEPT:</p> <p>La Media is a two-lane north/south access road connecting truck traffic from Otay Mesa Road to the truck bypass of the Otay Mesa Port of Entry. During Otay Mesa's Port of Entry peak hours of operation, truck traffic backs up onto La Media. This back-up blocks all other southbound vehicle access to the Port area.</p>																			
<p>ALTERNATIVE CONCEPT:</p> <p>Complete purchase of property and add a lane to the west side of existing La Media Avenue from Otay Mesa Road to Siempre Viva. This extra lane would be dedicated to southbound truck traffic headed to the Customs Cargo Lot at the Otay Mesa Port of Entry.</p>																			
<p>ADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Moves truck traffic off the main travel lane ◆ Allows southbound vehicle traffic access to local commerce ◆ Increases the number of trucks in the back-up, but out of traffic lanes 		<p>DISADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Cost of purchase, studies, construction, and upkeep ◆ Dedicated use only 																	
<table border="1"> <thead> <tr> <th>COST SUMMARY</th> <th>Initial Capital Cost</th> <th>Present Value User Delay Cost</th> <th>Net Present Value</th> </tr> </thead> <tbody> <tr> <td>Original Concept</td> <td>\$ 0</td> <td>\$ 0</td> <td>\$ 0</td> </tr> <tr> <td>Alternative Concept</td> <td>\$ 1,000,000</td> <td>\$ 0</td> <td>\$ 1,000,000</td> </tr> <tr> <td>Savings</td> <td>\$ (1,000,000)</td> <td>\$ 0</td> <td>\$ (1,000,000)</td> </tr> </tbody> </table>				COST SUMMARY	Initial Capital Cost	Present Value User Delay Cost	Net Present Value	Original Concept	\$ 0	\$ 0	\$ 0	Alternative Concept	\$ 1,000,000	\$ 0	\$ 1,000,000	Savings	\$ (1,000,000)	\$ 0	\$ (1,000,000)
COST SUMMARY	Initial Capital Cost	Present Value User Delay Cost	Net Present Value																
Original Concept	\$ 0	\$ 0	\$ 0																
Alternative Concept	\$ 1,000,000	\$ 0	\$ 1,000,000																
Savings	\$ (1,000,000)	\$ 0	\$ (1,000,000)																
Team Member: Jaime Hernandez		Discipline: U.S. Border Patrol	PERFORMANCE: +43%																

VALUE ANALYSIS ALTERNATIVE
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Add Truck Lane to La Media

ALTERNATIVE NO.
12.0

PAGE NO
2 of 6

DISCUSSION / JUSTIFICATION:

The southbound truck bypass into Mexico from SR 905/Otay Mesa Road is at present undersized. The exportation delays, due to the Custom's inspection process, cause the truck traffic to back up onto Otay Mesa city streets. La Media is one of the main north/south thoroughfares into the local business area. As the trucks back up onto La Media, vehicle traffic is not able to travel southbound. When the southbound truck traffic is diverted onto the new dedicated truck lane, the local vehicle auto/truck traffic would be able to flow into the Otay Commerce Center.

TECHNICAL REVIEWER COMMENTS:

- ◆ The Otay Mesa Chamber of Commerce strongly favors this alternative, and suggests obtaining funding from local developers in the area.
- ◆ There could be environmental problems to solve.
- ◆ Tijuana Airport is considering a new passenger terminal on the U.S. side between La Media and Britannia.
- ◆ There is a drainage study currently ongoing to put a channel along La Media.

IMPLEMENTATION CONSIDERATIONS:

Acquire funding to purchase property, and have the funds available for all construction costs.

SKETCHES

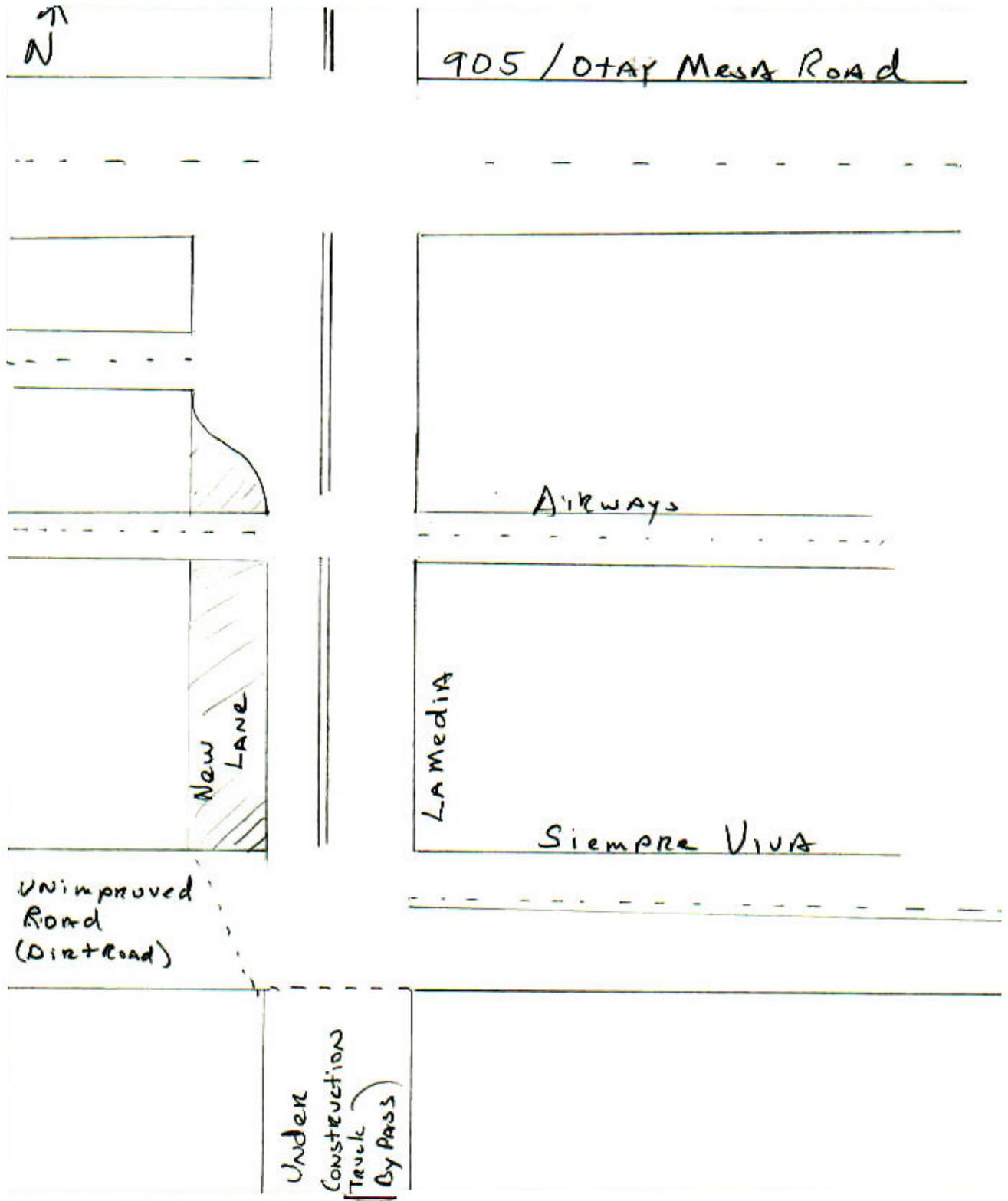
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Add Truck Lane to La Media

NUMBER
12.0

PAGE NO.
3 of 6



CALCULATIONS
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Add Truck Lane to La Media

NUMBER

12.0

PAGE NO.

4 of 6

Assume:

Project length = 2,297 ft.

Extra lane = 12 ft. wide, PCC @ 12" depth

Sidewalk = 5 ft. wide, 6" depth

Curb/gutter parkway = PCC

Area of Road:

$$2,297 \times 12 = 27,564 \rightarrow 747 \text{ m}^3$$

Right-of-Way:

$$2,297 \times (12 + 5 + 10) = 62,019 \text{ ft}^2$$

Fill:

$$2,297 \times 14' \text{ wide} \times 3' = 97,473 \rightarrow 3,573 \text{ yd}^3$$

Sidewalk:

$$2,297 \times 5 = 11,485 \rightarrow 157 \text{ m}^3$$

Costs for design are not included.

PERFORMANCE MEASURES <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans		
TITLE: Add Truck Lane to La Media		NUMBER 12.0	PAGE NO. 5 of 6	
CRITERIA		Performance	Original	Alternative
Safety of Operations Keeps the passing lane free, allowing traffic to go around.	Measure		Subjective	Subjective
	Rating		3	5
	Weight		25	25
	Contribution		75	125
Delay Time (10 = 10 minutes, 1 = 2+ hours)	Measure		Hours	Hours
	Rating		2	2
	Weight		21	21
	Contribution		42	42
Queue Length (10 = 0 miles, 1 = 1.5 miles)	Measure		Miles	Miles
	Rating		1	1
	Weight		18	18
	Contribution		18	18
Susceptibility to Violations	Measure		Subjective	Subjective
	Rating		3	3
	Weight		14	14
	Contribution		42	42
Local Street Congestion Takes trucks off the main streets; allows other vehicle traffic to flow.	Measure		Subjective	Subjective
	Rating		3	6
	Weight		11	11
	Contribution		33	66
Enforceability	Measure		Subjective	Subjective
	Rating		2	2
	Weight		7	7
	Contribution		14	14
User Acceptance	Measure		Subjective	Subjective
	Rating		1	5
	Weight		4	4
	Contribution		4	20
	Measure			
	Rating			
	Weight			
	Contribution			
	Measure			
	Rating			
	Weight			
	Contribution			
Total Performance:			228	327
Net Change in Performance:				+43%

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Add Truck Lane to La Media	NUMBER 12.0	
Team Member: David Badger	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Fernando Camacho	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Luis Diaz	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Mike Dibas	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes Adding the “truck lane” should include an Emergency shoulder and be separated by a K-rail from the passenger lane. An overhead sign should be added to the project (cost).		
Team Member: Armando Freire	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Jaime Hernandez	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Add Truck Lane to La Media	NUMBER 12.0	
Team Member: Betty Jackson	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Sue Kiser	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Robert McQuien	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: José Ornelas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Arnold Torma	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA ALTERNATIVE IMPLEMENTATION ACTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
Title: Add Truck Lane to La Media		Number: 12.0
RESPONSES	Prepared by:	DISPOSITION
Technical Feasibility:		<input type="checkbox"/> Accept <input type="checkbox"/> Conditionally Accept <input type="checkbox"/> Reject
Implementable Portions:		IMPLEMENTED SAVINGS
Validated Cost Savings:		

VALUE ANALYSIS ALTERNATIVE
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Create a One-way Operation on La Media Road and
Siempre Viva Road

ALTERNATIVE NO.
13.0

PAGE NO
2 of 6

DISCUSSION / JUSTIFICATION:

If we convert La Media Road and Siempre Viva Road to a one-way street from Avenida de La Fuente to Avenida Costa Brava, we will allow through traffic to move in a separate lane.

Fronting property will need to support the one-way operation.

The one-way operation will create an additional lane to serve passenger vehicles and trucks through traffic.

TECHNICAL REVIEWER COMMENTS:

IMPLEMENTATION CONSIDERATIONS:

- ◆ Implement after completing the new truck route.
- ◆ Eventual development on streets will require review of concept.

SKETCHES

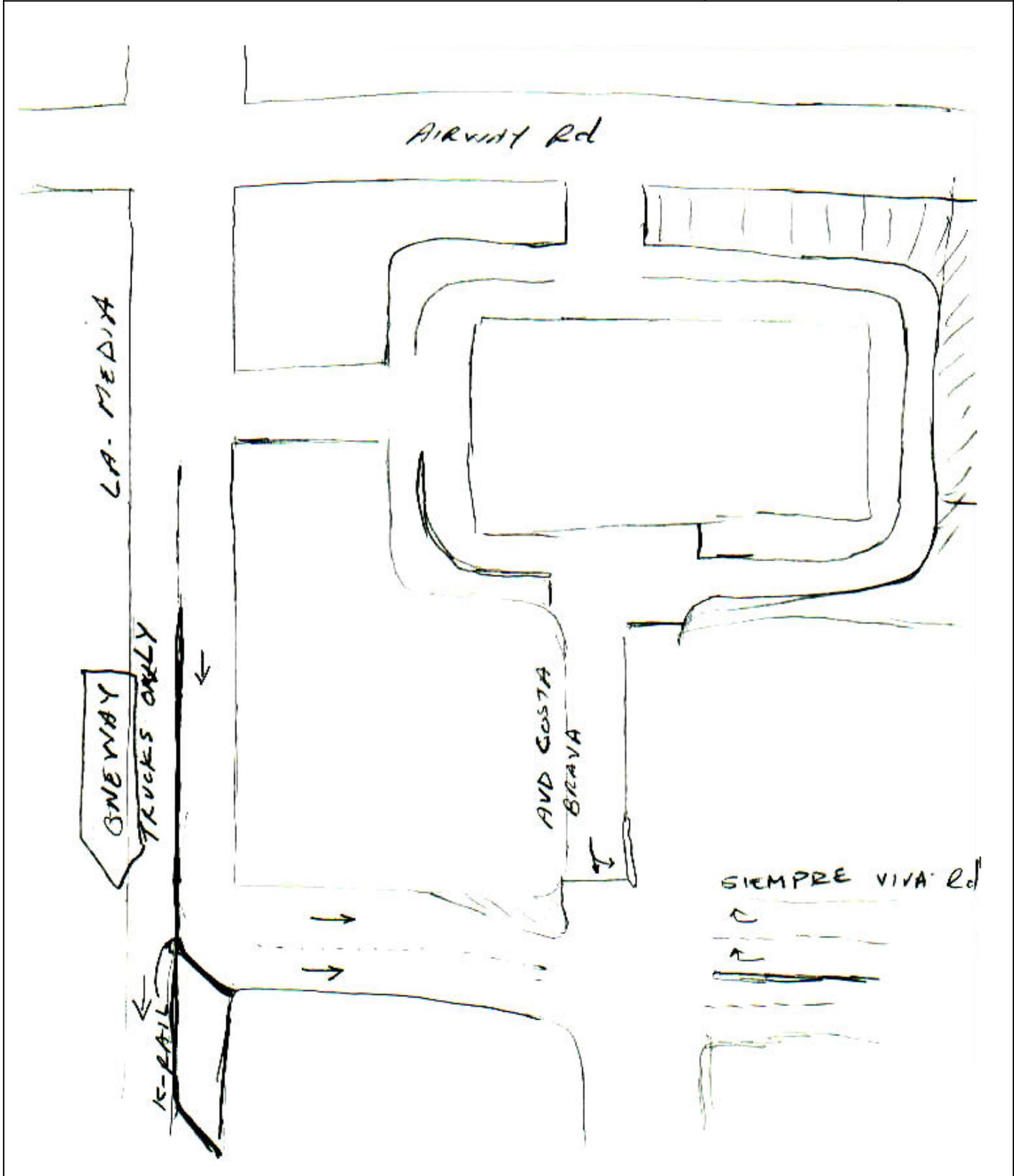
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Create a One-way Operation on La Media Road and Siempre Viva Road

NUMBER
13.0

PAGE NO.
3 of 6



SKETCHES

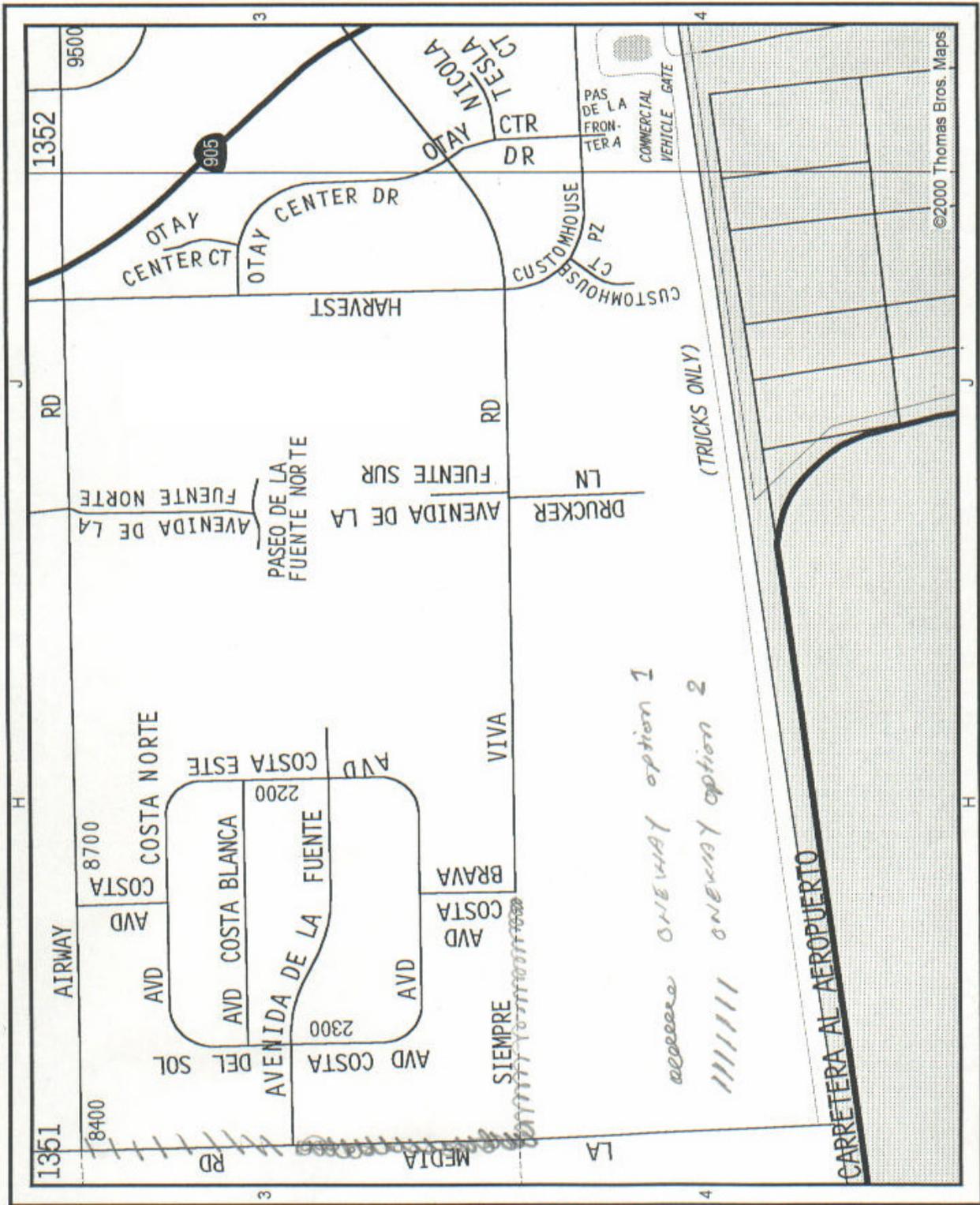
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Create a One-way Operation on La Media Road and Siempre Viva Road

NUMBER
13.0

PAGE NO.
4 of 6



PERFORMANCE MEASURES <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans		
TITLE:	Create a One-way Operation on La Media Road and Siempre Viva Road	NUMBER		PAGE NO.
		13.0		5 of 6
CRITERIA		Performance	Original	Alternative
Safety of Operations Improves overall safety by reducing intersection conflicts.	Measure		Subjective	Subjective
	Rating		3	7
	Weight		25	25
	Contribution		75	175
Delay Time (10 = 10 minutes, 1 = 2+ hours) Reduces delay for local traffic. Will not affect delay for trucks.	Measure		Hours	Hours
	Rating		2	5
	Weight		21	21
	Contribution		42	105
Queue Length (10 = 0 miles, 1 = 1.5 miles) No change to trucks.	Measure		Miles	Miles
	Rating		1	1
	Weight		18	18
	Contribution		18	18
Susceptibility to Violations Minimal violations; easy to enforce.	Measure		Subjective	Subjective
	Rating		3	9
	Weight		14	14
	Contribution		42	126
Local Street Congestion Improves drastically.	Measure		Subjective	Subjective
	Rating		3	7
	Weight		11	11
	Contribution		33	77
Enforceability Easy to enforce.	Measure		Subjective	Subjective
	Rating		2	9
	Weight		7	7
	Contribution		14	63
User Acceptance Local traffic in the area could be inconvenienced by this change. Property-owners in the area will have to support the change. The one-way operation may need to be changed with future build out of the area.	Measure		Subjective	Subjective
	Rating		1	5
	Weight		4	4
	Contribution		4	20
	Measure			
	Rating			
	Weight			
	Contribution			
	Measure			
	Rating			
	Weight			
	Contribution			
Total Performance:			228	584
Net Change in Performance:				+156%

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Create a One-way Operation on La Media Road and Siempre Viva Road	NUMBER 13.0	
Team Member: David Badger	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Fernando Camacho	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes On La Media Road, will need K-rail from Avenida de La Fuente to Siempre Viva Road.		
Team Member: Luis Diaz	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Mike Dibas	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Armando Freire	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes Need to add K-rail all the way back to Avenida de La Fuente or Airway Road.		
Team Member: Jaime Hernandez	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Create a One-way Operation on La Media Road and Siempre Viva Road	NUMBER 13.0	
Team Member: Betty Jackson	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Sue Kiser	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Robert McQuien	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: José Ornelas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Arnold Torma	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA ALTERNATIVE IMPLEMENTATION ACTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
Title: Create a One-way Operation on La Media Road and Siempre Viva Road		Number: 13.0
RESPONSES	Prepared by:	DISPOSITION
Technical Feasibility:		<input type="checkbox"/> Accept <input type="checkbox"/> Conditionally Accept <input type="checkbox"/> Reject
Implementable Portions:		IMPLEMENTED SAVINGS
Validated Cost Savings:		

VALUE ANALYSIS ALTERNATIVE <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans	
FUNCTION: City of San Diego Traffic Response Team		IDEA NO. 36	ALTERNATIVE NO. 14.0
TITLE: Creation of a Traffic Incident Response Team		PAGE NO. 1 of 3	
<p>ORIGINAL CONCEPT:</p> <p>A commercial truck in the southbound lane to U.S. Customs Commercial Export area of the Otay Mesa border area strikes a portion of K-rail, knocking the rail out of position. Several other trucks in line waiting to cross the border see an opportunity to cut ahead of other vehicles and do so. A fight ensues and police are called; delays occur.</p>			
<p>ALTERNATIVE CONCEPT:</p> <p>Provide a small city-maintained equipment yard on Otay Mesa, with extra stop signs, forklift, traffic cones, and street maintenance equipment on site for rapid response during daytime hours to assist in effective traffic flow. A possible work site base at Brown Field instead of Chollas OPS.</p>			
<p>ADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Keeps traffic flowing in an effective manner ◆ Allows enforcement of traffic laws ◆ Streets are not in a constant state of disrepair ◆ Response time for city street repairs are reduced 		<p>DISADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Possibly of having to acquire a small parcel of land to base work crew if Brown Field Facility is not available 	
COST SUMMARY		Initial Capital Cost	Present Value User Delay Cost
Original Concept		\$	\$
Alternative Concept		\$	\$
Savings		\$	\$
Team Member: Robert McQuien	Discipline: San Diego Police Commercial Officer	PERFORMANCE: +72%	

VALUE ANALYSIS ALTERNATIVE
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Creation of a Traffic Incident Response Team

ALTERNATIVE NO.
14.0

PAGE NO
2 of 3

DISCUSSION / JUSTIFICATION:

When a traffic sign is knocked down, a two-hour delay is not an uncommon response time for a temporary sign to be placed on the affected street. Later, a sign repair is completed as the workman makes his/her rounds. A section of K-rail may take weeks to be moved back into place after being struck by an errant truck.

A repair crew (1-2) based at Brown Field would have quicker response time, available storage space for equipment, and increased productivity, by spending more time on Otay Mesa.

This would not require additional personnel or equipment, just relocation of personnel and equipment from Chollas OPS Equipment Yard to Brown Field.

TECHNICAL REVIEWER COMMENTS:

IMPLEMENTATION CONSIDERATIONS:

Acquire approval for personnel and equipment move to Brown Field.

PERFORMANCE MEASURES <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans		
TITLE: Creation of a Traffic Incident Response Team		NUMBER 14.0		PAGE NO. 3 of 3
CRITERIA		Performance	Original	Alternative
Safety of Operations Reduces chances of collisions, and fights among truck drivers.	Measure		Subjective	Subjective
	Rating		3	6
	Weight		25	25
	Contribution		75	150
Delay Time (10 = 10 minutes, 1 = 2+ hours)	Measure		Hours	Hours
	Rating		2	2
	Weight		21	21
	Contribution		42	42
Queue Length (10 = 0 miles, 1 = 1.5 miles)	Measure		Miles	Miles
	Rating		1	1
	Weight		18	18
	Contribution		18	18
Susceptibility to Violations If traffic controls are missing or obscured there will be more violations. A response team would help keep traffic flowing.	Measure		Subjective	Subjective
	Rating		3	6
	Weight		14	14
	Contribution		42	84
Local Street Congestion	Measure		Subjective	Subjective
	Rating		3	3
	Weight		11	11
	Contribution		33	33
Enforceability Well-defined controls makes for better enforcement.	Measure		Subjective	Subjective
	Rating		2	7
	Weight		7	7
	Contribution		14	49
User Acceptance Clean signage, markings and roadway conditions in good repair encourage safer driving.	Measure		Subjective	Subjective
	Rating		1	4
	Weight		4	4
	Contribution		4	16
	Measure			
	Rating			
	Weight			
	Contribution			
	Measure			
	Rating			
	Weight			
	Contribution			
Total Performance:			228	392
Net Change in Performance:				+72%

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Creation of a Traffic Incident Response Team	NUMBER 14.0	
Team Member: David Badger	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Fernando Camacho	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Luis Diaz	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Mike Dibas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Armando Freire	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Jaime Hernandez	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Creation of a Traffic Incident Response Team	NUMBER 14.0	
Team Member: Betty Jackson	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Sue Kiser	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Robert McQuien	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: José Ornelas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Arnold Torma	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA ALTERNATIVE IMPLEMENTATION ACTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
Title: Creation of a Traffic Incident Response Team		Number: 14.0
RESPONSES	Prepared by:	DISPOSITION
Technical Feasibility:		<input type="checkbox"/> Accept <input type="checkbox"/> Conditionally Accept <input type="checkbox"/> Reject
Implementable Portions:		IMPLEMENTED SAVINGS
Validated Cost Savings:		

VALUE ANALYSIS ALTERNATIVE <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans	
FUNCTION: Reduce Delays		IDEA NO. 15	ALTERNATIVE NO. 15.0
TITLE: Use Electronic Technology to Monitor Lines			PAGE NO. 1 of 5
<p>ORIGINAL CONCEPT:</p> <p>Mexican and United States Customs monitor the flow of vehicles into Mexico from the U.S. visually only for the most part. The visual capacity from the Mexican side is approximately 20 yards, which is the distance from the Mexican Import Booth to the U.S. Customs Export Entrance Gates. U.S. Customs has the ability to visually monitor approximately 50 yards on their side. However, to get a better estimate of the traffic delays, one to two officers secure a vehicle and drive to the end of the line and report their findings to the Shift Supervisor. The Shift Supervisor makes contact with Mexican Customs, requesting the opening of additional gates if appropriate.</p>			
<p>ALTERNATIVE CONCEPT:</p> <p>Use electronic technology, such as sensors and cameras, to monitor the line and alert U.S. and Mexican Customs.</p>			
<p>ADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Mexican and U.S. Customs can have a better idea of the estimated traffic delays ◆ Mexican Customs can open more lanes to process trucks ◆ Manpower can be adjusted accordingly on both sides ◆ Increases the number of vehicles processed ◆ Decreases overall delays ◆ Joint Mexican and U.S. Customs venture 		<p>DISADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Integrity violations ◆ Acceptance by both sides ◆ Financing 	
COST SUMMARY	Initial Capital Cost	Present Value User Delay Cost	Net Present Value
Original Concept	\$ 0	\$ 0	\$ 0
Alternative Concept	\$ 50,000	\$ 0	\$ 50,000
Savings	\$ (50,000)	\$ 0	\$ (50,000)
Team Member: Betty Jackson	Discipline: U. S. Customs	PERFORMANCE: +223%	

VALUE ANALYSIS ALTERNATIVE
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Use Electronic Technology to Monitor Lines

ALTERNATIVE NO.
15.0

PAGE NO
2 of 5

DISCUSSION / JUSTIFICATION:

Making technology, such as sensors or video cameras, available to both sides will have a great impact on the way Customs currently evaluates or estimates the vehicular delay time. There will be an enhancement on the visual estimate capability. There will no longer be a need for the U.S. Customs to drive the length of the truck lines to determine estimated delays. Mexican Customs can make determinations to open or close lanes according to a more realistic view of estimated delays.

TECHNICAL REVIEWER COMMENTS:

IMPLEMENTATION CONSIDERATIONS:

The implementation requires funding to have video cameras, sensors, and other electronic technology put into operation. Acceptance of such an operation must be approved by Mexican and U.S. Customs.

SKETCHES

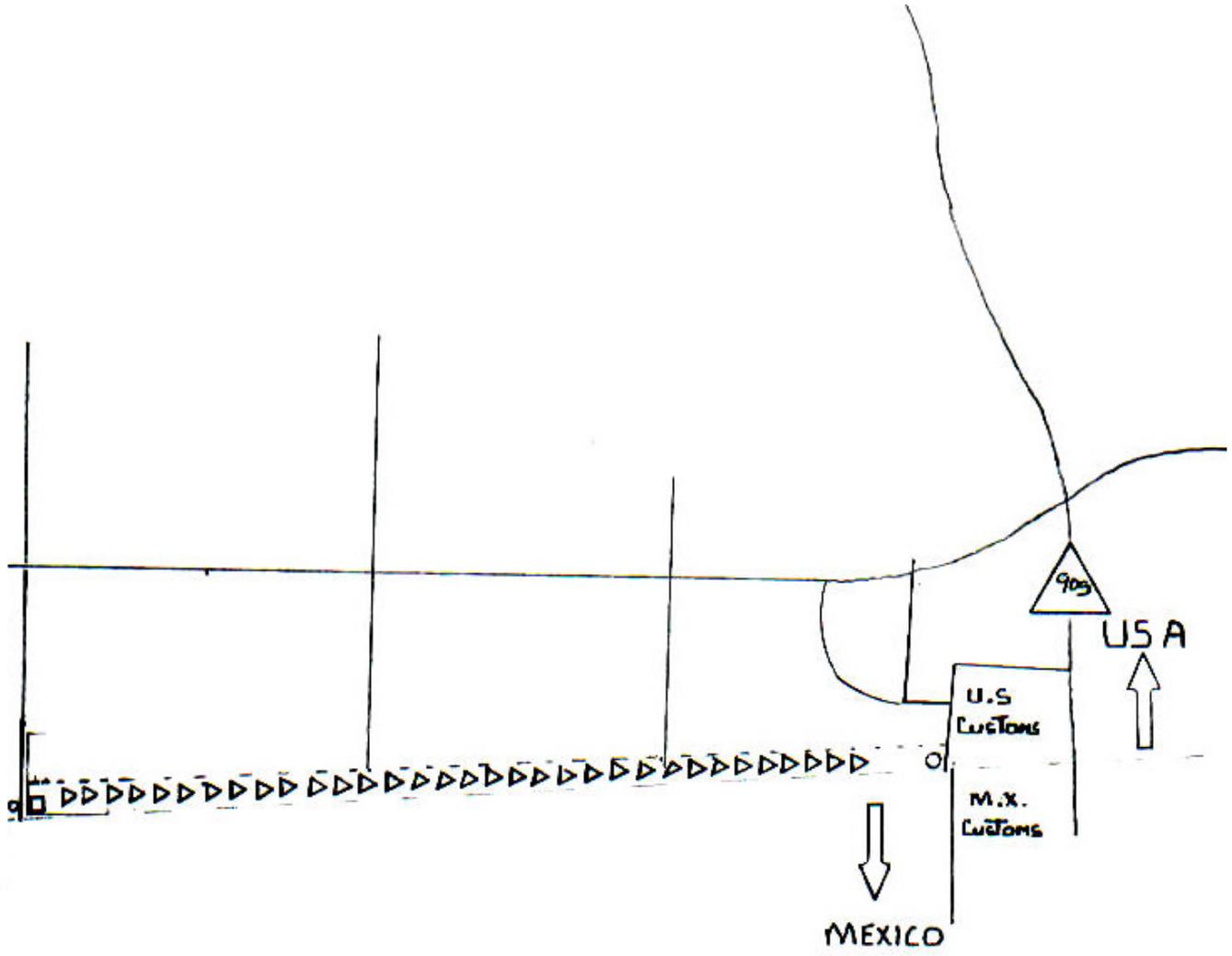
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Use Electronic Technology to Monitor Lines

NUMBER
15.0

PAGE NO.
3 of 5



- O = PENTIUM VIDEO CAMERA
- ▷ = TRUCKS
- = SENSOR

PERFORMANCE MEASURES <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans		
TITLE: Use Electronic Technology to Monitor Lines		NUMBER 15.0		PAGE NO. 4 of 5
CRITERIA		Performance	Original	Alternative
Safety of Operations Mexican and U.S. Customs will have the ability to observe the truck lines.	Measure		Subjective	Subjective
	Rating		3	9
	Weight		25	25
	Contribution		75	225
Delay Time (10 = 10 minutes, 1 = 2+ hours) Customs can open or close lanes accordingly to the delay times.	Measure		Hours	Hours
	Rating		2	9
	Weight		21	21
	Contribution		42	189
Queue Length (10 = 0 miles, 1 = 1.5 miles) Greater visual estimate of queue lengths.	Measure		Miles	Miles
	Rating		1	8
	Weight		18	18
	Contribution		18	144
Susceptibility to Violations	Measure		Subjective	Subjective
	Rating		3	3
	Weight		14	14
	Contribution		42	42
Local Street Congestion Reduces local street congestion during peak hours by opening more gates.	Measure		Subjective	Subjective
	Rating		3	9
	Weight		11	11
	Contribution		33	99
Enforceability	Measure		Subjective	Subjective
	Rating		2	1
	Weight		7	7
	Contribution		14	7
User Acceptance	Measure		Subjective	Subjective
	Rating		1	8
	Weight		4	4
	Contribution		4	32
	Measure			
	Rating			
	Weight			
	Contribution			
	Measure			
	Rating			
	Weight			
	Contribution			
Total Performance:			228	738
Net Change in Performance:				+223%

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Use Electronic Technology to Monitor Lines	NUMBER 15.0	
Team Member: David Badger	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Fernando Camacho	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Luis Diaz	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes Mexican Customs should have a separate system.		
Team Member: Mike Dibas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Armando Freire	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Jaime Hernandez	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Use Electronic Technology to Monitor Lines	NUMBER 15.0	
Team Member: Betty Jackson	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Sue Kiser	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Robert McQuien	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: José Ornelas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Arnold Torma	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA ALTERNATIVE IMPLEMENTATION ACTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
Title: Use Electronic Technology to Monitor Lines		Number: 15.0
RESPONSES	Prepared by:	DISPOSITION
Technical Feasibility:		<input type="checkbox"/> Accept <input type="checkbox"/> Conditionally Accept <input type="checkbox"/> Reject
Implementable Portions:		IMPLEMENTED SAVINGS
Validated Cost Savings:		

VALUE ANALYSIS ALTERNATIVE <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans	
FUNCTION: Reduce Delays		IDEA NO. 46	ALTERNATIVE NO. 16.0
TITLE: Have Presence of Peace Officer at Siempre Viva and SR 905 During the 3:00 PM to 7:00 PM Period		PAGE NO. 1 of 6	
<p>ORIGINAL CONCEPT:</p> <p>At the present time, on a daily basis between the hours of 3:00 p.m. and 7:00 p.m., the southbound traffic at Otay Mesa POE backs up on SR 905, thus blocking traffic, creating gridlock, and causing associated problems (i.e., fights, upset traveling public and truck drivers). San Diego Police, on a random basis, take control of traffic conditions to help with backup and gridlock. The problem is the number of vehicles (commercial and passenger) traveling south. Passenger vehicles are going home and commercial trucks are returning to Mexico.</p>			
<p>ALTERNATIVE CONCEPT:</p> <p>The City of San Diego will provide additional marked units (patrol cars) during the peak hours of traffic (three patrol cars/six officers).</p>			
<p>ADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Eliminates gridlock ◆ Reduces delays ◆ Short-term solution applicable until the widening of the southbound bypass is complete ◆ San Diego Police Department will generate revenue by writing up violators (tickets) 		<p>DISADVANTAGES:</p> <ul style="list-style-type: none"> ◆ It will cost the City additional money and personnel 	
<p>COST SUMMARY</p>		<p>Initial Capital Cost</p>	<p>Present Value User Delay Cost</p>
<p>Original Concept</p>		<p>\$ 0</p>	<p>\$ 0</p>
<p>Alternative Concept</p>		<p>\$ 197,000</p>	<p>\$ 0</p>
<p>Savings</p>		<p>\$ (197,000)</p>	<p>\$ 0</p>
<p>Team Member: Luis Diaz</p>		<p>Discipline: U.S. Customs</p>	<p>PERFORMANCE: +69%</p>

VALUE ANALYSIS ALTERNATIVE
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Have Presence of Peace Officer at Siempre Viva and SR 905
During the 3:00 PM to 7:00 PM Period

ALTERNATIVE NO.
16.0

PAGE NO
2 of 6

DISCUSSION / JUSTIFICATION:

At the present time, during the hours of 3:00 PM and 7:00 PM, commercial drivers and passenger drivers do not obey or follow traffic rules. Southbound drivers stop in the middle of the intersection, blocking traffic east to west and creating gridlock. When the traffic light turns green for vehicles to move eastbound, southbound drivers are still in the middle of the intersection. This basically stops the traffic from moving.

TECHNICAL REVIEWER COMMENTS:

It may be possible to obtain FMCSA grand money for CHP to pass on to the City for this purpose. CTA will talk to the CHP's Border Division.

IMPLEMENTATION CONSIDERATIONS:

Approval is required by the City of San Diego; the Chief of Police; the Area Watch Commander for the San Diego Police Department; and the Southern Division of the San Diego Police Department.

SKETCHES

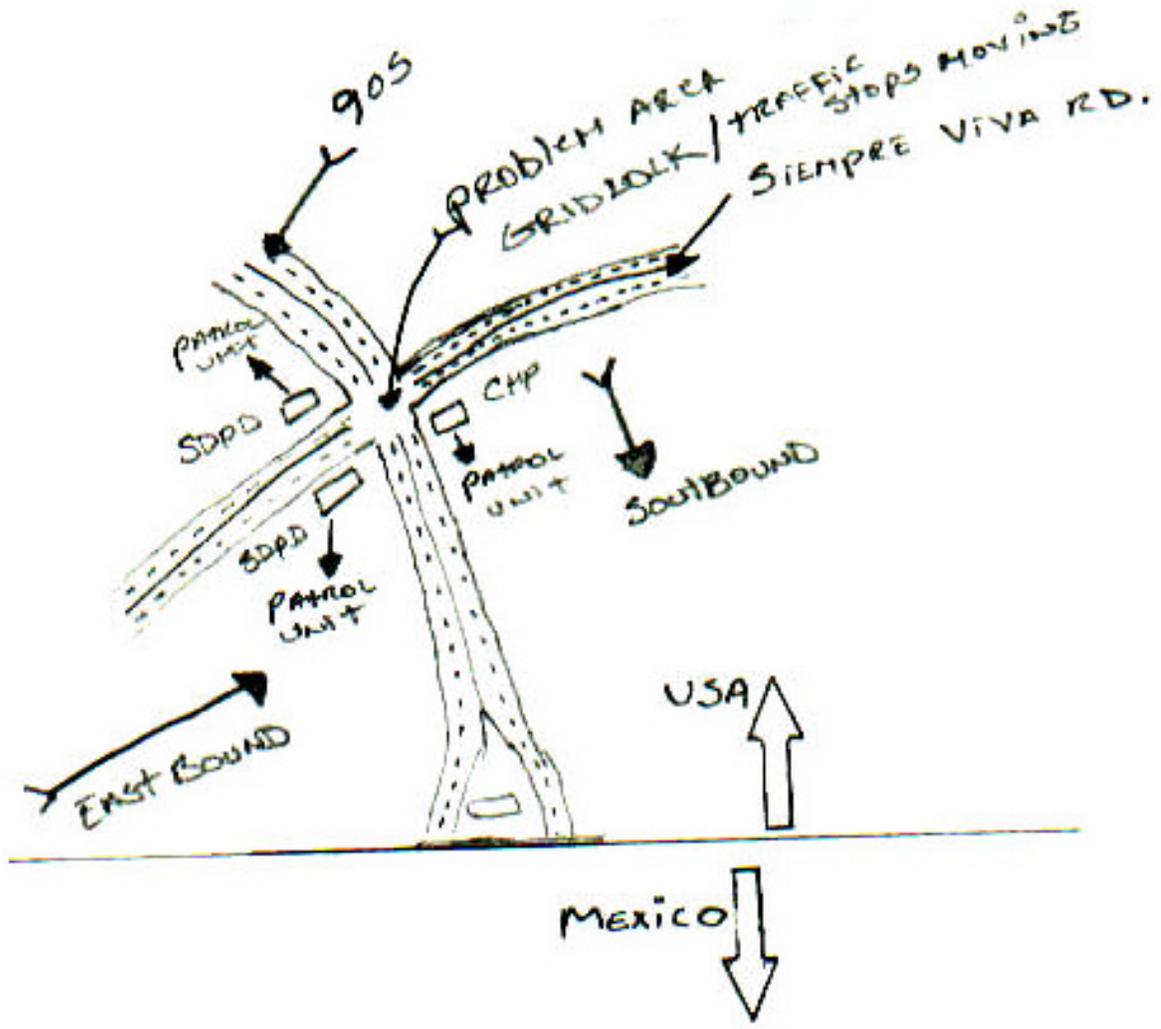
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Have Presence of Peace Officer at Siempre Viva and SR 905
During the 3:00 PM to 7:00 PM Period

NUMBER
16.0

PAGE NO.
3 of 6



SKETCHES

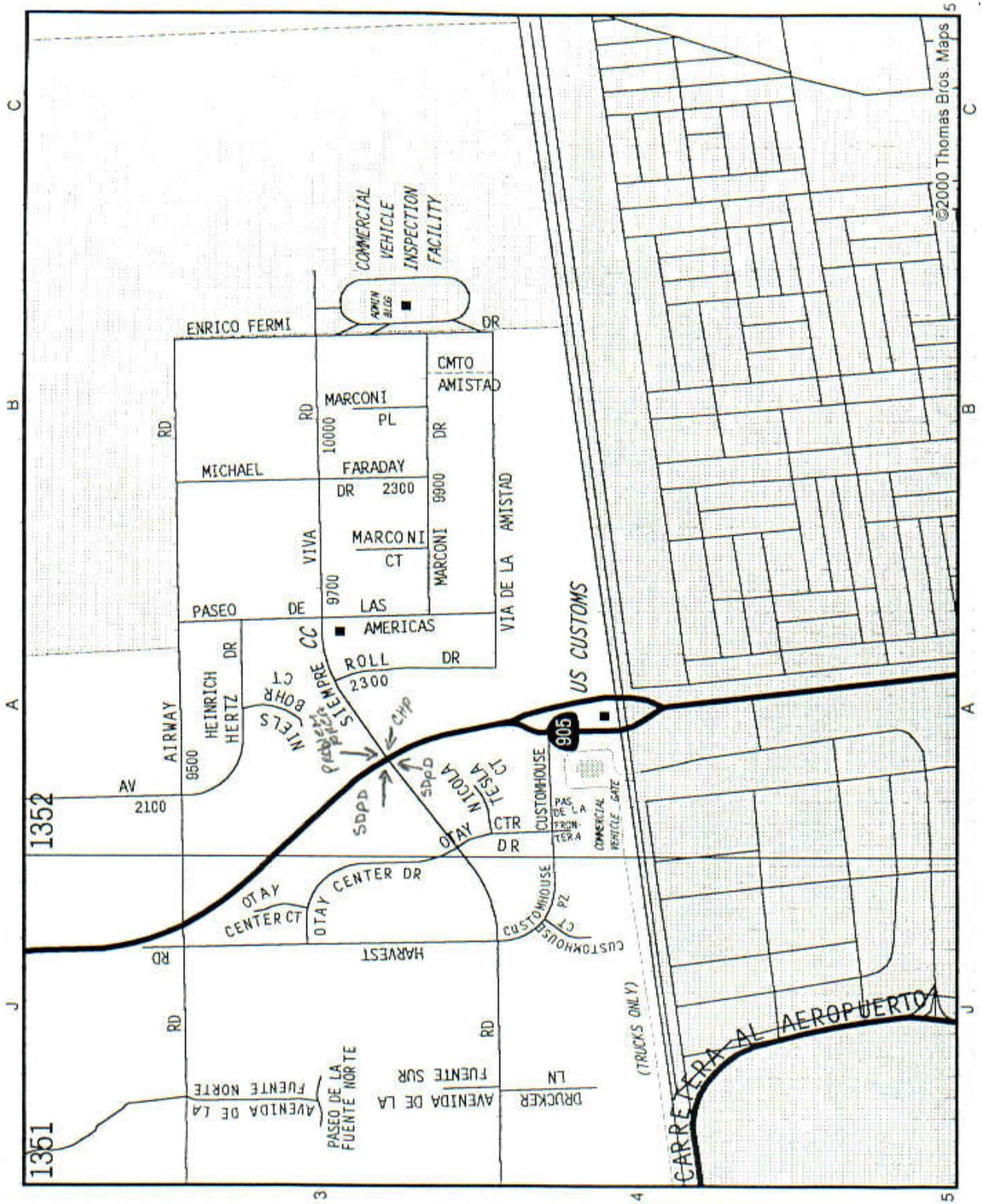
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Have Presence of Peace Officer at Siempre Viva and SR 905
During the 3:00 PM to 7:00 PM Period

NUMBER
16.0

PAGE NO.
4 of 6



CALCULATIONS
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Have Presence of Peace Officer at Siempre Viva and SR 905
During the 3:00 PM to 7:00 PM Period

NUMBER
16.0

PAGE NO.
5 of 6

Assume:

4 Peace Officers @ \$38 each

$4 \times \$38 = \152 per hour

$\$152 \times 4$ hours = \$760 per day

$\$760 \times 5$ days = \$3,800 per week

$\$3,800 \times 52$ weeks = \$197,600 per year

The cost will be eliminated when the southbound bypass is constructed. Having a police officer at this intersection is only a short-term solution.

PERFORMANCE MEASURES <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans		
TITLE:	Have Presence of Peace Officer at Siempre Viva and SR 905 During the 3:00 PM to 7:00 PM Period	NUMBER		PAGE NO.
		16.0		6 of 6
CRITERIA		Performance	Original	Alternative
Safety of Operations Safety will improve by the mere presence of the police. Drivers will follow or obey traffic rules.	Measure	Subjective	Subjective	
	Rating	3	5	
	Weight	25	25	
	Contribution	75	125	
Delay Time (10 = 10 minutes, 1 = 2+ hours) Traffic will be moving.	Measure	Hours	Hours	
	Rating	2	3	
	Weight	21	21	
	Contribution	42	63	
Queue Length (10 = 0 miles, 1 = 1.5 miles)	Measure	Miles	Miles	
	Rating	1	1	
	Weight	18	18	
	Contribution	18	18	
Susceptibility to Violations Traffic violations will decrease.	Measure	Subjective	Subjective	
	Rating	3	6	
	Weight	14	14	
	Contribution	42	84	
Local Street Congestion Allows traffic to move.	Measure	Subjective	Subjective	
	Rating	3	5	
	Weight	11	11	
	Contribution	33	55	
Enforceability It can be enforced without problems.	Measure	Subjective	Subjective	
	Rating	2	3	
	Weight	7	7	
	Contribution	14	21	
User Acceptance Drivers will accept the presence of peace officers without hesitation. It will be to the drivers' benefit to have police presence.	Measure	Subjective	Subjective	
	Rating	1	5	
	Weight	4	4	
	Contribution	4	20	
	Measure			
	Rating			
	Weight			
	Contribution			
	Measure			
	Rating			
	Weight			
	Contribution			
Total Performance:			228	386
Net Change in Performance:				+69%

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE:	Have Presence of Peace Officer at Siempre Viva and SR 905 During the 3:00 PM to 7:00 PM Period	NUMBER 16.0
<p>Team Member: David Badger I have reviewed this alternative and</p> <p><input checked="" type="checkbox"/> Agree with it as it is written</p> <p><input type="checkbox"/> Have no comment</p> <p><input type="checkbox"/> Suggest the following (or attached) changes</p>		
<p>Team Member: Fernando Camacho I have reviewed this alternative and</p> <p><input type="checkbox"/> Agree with it as it is written</p> <p><input type="checkbox"/> Have no comment</p> <p><input checked="" type="checkbox"/> Suggest the following (or attached) changes</p> <p>I believe the presence of at least one police officer at the corner will keep drivers honest.</p>		
<p>Team Member: Luis Diaz I have reviewed this alternative and</p> <p><input type="checkbox"/> Agree with it as it is written</p> <p><input type="checkbox"/> Have no comment</p> <p><input type="checkbox"/> Suggest the following (or attached) changes</p>		
<p>Team Member: Mike Dibas I have reviewed this alternative and</p> <p><input checked="" type="checkbox"/> Agree with it as it is written</p> <p><input type="checkbox"/> Have no comment</p> <p><input type="checkbox"/> Suggest the following (or attached) changes</p>		
<p>Team Member: Armando Freire I have reviewed this alternative and</p> <p><input checked="" type="checkbox"/> Agree with it as it is written</p> <p><input type="checkbox"/> Have no comment</p> <p><input type="checkbox"/> Suggest the following (or attached) changes</p>		
<p>Team Member: Jaime Hernandez I have reviewed this alternative and</p> <p><input checked="" type="checkbox"/> Agree with it as it is written</p> <p><input type="checkbox"/> Have no comment</p> <p><input type="checkbox"/> Suggest the following (or attached) changes</p>		

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE:	Have Presence of Peace Officer at Siempre Viva and SR 905 During the 3:00 PM to 7:00 PM Period	NUMBER 16.0
<p>Team Member: Betty Jackson I have reviewed this alternative and</p> <p><input checked="" type="checkbox"/> Agree with it as it is written</p> <p><input type="checkbox"/> Have no comment</p> <p><input type="checkbox"/> Suggest the following (or attached) changes</p>		
<p>Team Member: Sue Kiser I have reviewed this alternative and</p> <p><input checked="" type="checkbox"/> Agree with it as it is written</p> <p><input type="checkbox"/> Have no comment</p> <p><input type="checkbox"/> Suggest the following (or attached) changes</p>		
<p>Team Member: Robert McQuien I have reviewed this alternative and</p> <p><input checked="" type="checkbox"/> Agree with it as it is written</p> <p><input type="checkbox"/> Have no comment</p> <p><input type="checkbox"/> Suggest the following (or attached) changes</p>		
<p>Team Member: José Ornelas I have reviewed this alternative and</p> <p><input checked="" type="checkbox"/> Agree with it as it is written</p> <p><input type="checkbox"/> Have no comment</p> <p><input type="checkbox"/> Suggest the following (or attached) changes</p>		
<p>Team Member: Arnold Torma I have reviewed this alternative and</p> <p><input checked="" type="checkbox"/> Agree with it as it is written</p> <p><input type="checkbox"/> Have no comment</p> <p><input type="checkbox"/> Suggest the following (or attached) changes</p>		

VA ALTERNATIVE IMPLEMENTATION ACTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
Title:	Have Presence of Peace Officer at Siempre Viva and SR 905 During the 3:00 PM to 7:00 PM Period	Number: 16.0
RESPONSES	Prepared by:	DISPOSITION
Technical Feasibility:		<input type="checkbox"/> Accept <input type="checkbox"/> Conditionally Accept <input type="checkbox"/> Reject
Implementable Portions:		IMPLEMENTED SAVINGS
Validated Cost Savings:		

VALUE ANALYSIS ALTERNATIVE <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans	
FUNCTION: Otay Mesa POE Advisory Group		IDEA NO. 47, 24, 62	ALTERNATIVE NO. 17.0
TITLE: Creation of POE Advisory Group			PAGE NO. 1 of 3
<p>ORIGINAL CONCEPT:</p> <p>The Otay Mesa Border area is a unique area with multiple jurisdictions, cross border issues, and global economy ramifications. The area of Otay Mesa is one of the fastest growing commerce areas in Southern California.</p> <p>However, the same things that make Otay Mesa so unique also place obstacles. Coming to a common decision in some matters seems insurmountable at times.</p>			
<p>ALTERNATIVE CONCEPT:</p> <p>Establish an Advisory Group made up of representatives from the U.S. Customs Service, Mexican Customs, the California Trucking Association, Otay Chamber of Commerce, San Ysidro Chamber of Commerce, an Aide from Congressman R. Filner's office, and an Aide from Congressman D. Hunter's office, to meet quarterly to discuss trucking and transportation issues.</p>			
<p>ADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Greater communications and understanding ◆ Faster response to solving problems through group networking ◆ Education of both the trucking community and local businesses ◆ Otay Mesa Chamber is willing to spearhead 		<p>DISADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Business as usual 	
COST SUMMARY		Initial Capital Cost	Present Value User Delay Cost
Original Concept		\$	\$
Alternative Concept		\$	\$
Savings		\$	\$
Team Member: Robert McQuien		Discipline: San Diego Police Commercial Officer	PERFORMANCE: +20%

VALUE ANALYSIS ALTERNATIVE
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Creation of POE Advisory Group

ALTERNATIVE NO.
17.0

PAGE NO
2 of 3

DISCUSSION / JUSTIFICATION:

This group would provide an open forum to its members who have to deal with these issues on a daily basis, and provide network opportunities to those who have the resources on how to make changes or offer agreeable solutions.

Items the group could discuss:

- ◆ Institute procedures and technology to help the U.S. and Mexican Customs work together faster and more efficiently.
- ◆ Educate the public and surrounding businesses of truck issues.

TECHNICAL REVIEWER COMMENTS:

- ◆ The Chamber of Commerce Transportation Committee has been meeting monthly since 1992.
- ◆ The Otay Mesa Chamber of Commerce is willing to spearhead this effort.
- ◆ Caltrans and the CHP have been working on a statewide study of truck parking problems.

IMPLEMENTATION CONSIDERATIONS:

During our mid-point review, Mr. Rick Otis, President of the Otay Mesa Chamber of Commerce, was in attendance and graciously offered to facilitate the above proposal.

PERFORMANCE MEASURES <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans		
TITLE: Creation of POE Advisory Group		NUMBER 17.0		PAGE NO. 3 of 3
CRITERIA		Performance	Original	Alternative
Safety of Operations Education of the Otay Mesa community will increase the safety operations in the area.	Measure		Subjective	Subjective
	Rating		3	4
	Weight		25	25
	Contribution		75	100
Delay Time (10 = 10 minutes, 1 = 2+ hours)	Measure		Hours	Hours
	Rating		2	2
	Weight		21	21
	Contribution		42	42
Queue Length (10 = 0 miles, 1 = 1.5 miles)	Measure		Miles	Miles
	Rating		1	1
	Weight		18	18
	Contribution		18	18
Susceptibility to Violations If the public (i.e.: trucking industry, local businesses) understands the traffic flow, it would reduce violations.	Measure		Subjective	Subjective
	Rating		3	4
	Weight		14	14
	Contribution		42	56
Local Street Congestion	Measure		Subjective	Subjective
	Rating		3	3
	Weight		11	11
	Contribution		33	33
Enforceability	Measure		Subjective	Subjective
	Rating		2	2
	Weight		7	7
	Contribution		14	14
User Acceptance If different member groups have a voice in a steering or decision-making process, acceptance of new ideas will improve.	Measure		Subjective	Subjective
	Rating		1	3
	Weight		4	4
	Contribution		4	12
	Measure			
	Rating			
	Weight			
	Contribution			
	Measure			
	Rating			
	Weight			
	Contribution			
Total Performance:			228	275
Net Change in Performance:				+20%

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Creation of POE Advisory Group	NUMBER 17.0	
Team Member: David Badger	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Fernando Camacho	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Luis Diaz	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes		
<p>U.S. Customs and Mexican Customs have procedures that work, but the lack of personnel does not allow application of those procedures (i.e., opening all the gates to process more vehicles, laden or empty, or to expedite the process of inspections). With adequate personnel it can happen.</p>		
Team Member: Mike Dibas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Armando Freire	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Jaime Hernandez	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Creation of POE Advisory Group	NUMBER 17.0	
Team Member: Betty Jackson	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Sue Kiser	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Robert McQuien	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: José Ornelas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Arnold Torma	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA ALTERNATIVE IMPLEMENTATION ACTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
Title: Creation of POE Advisory Group		Number: 17.0
RESPONSES	Prepared by:	DISPOSITION
Technical Feasibility:		<input type="checkbox"/> Accept <input type="checkbox"/> Conditionally Accept <input type="checkbox"/> Reject
Implementable Portions:		IMPLEMENTED SAVINGS
Validated Cost Savings:		

VALUE ANALYSIS ALTERNATIVE <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans	
FUNCTION: Reduce Delays		IDEA NO. 26	ALTERNATIVE NO. 18.0
TITLE: Restrict Empty Trucks During Peak Hours			PAGE NO. 1 of 5
<p>ORIGINAL CONCEPT:</p> <p>Currently, empty trucks are mixed in with the regular flow of personal use vehicles during regular Port hours of 6:00 a.m. to 10:00 p.m.</p>			
<p>ALTERNATIVE CONCEPT:</p> <p>Restrict empty trucks from using passenger vehicle lanes during peak hours (3:00 p.m. to 7:00 p.m.).</p>			
<p>ADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Reduces delay time during peak hours ◆ Reduces traffic violations ◆ Unclogs intersections ◆ Safer environment for travelers' health – less stress ◆ Mexican Customs will allow tractors only to use passenger lanes during peak hours 		<p>DISADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Acceptance by U.S. and Mexican Customs ◆ Financing ◆ Manpower ◆ Truckers may have concerns initially 	
COST SUMMARY		Initial Capital Cost	Present Value User Delay Cost
Original Concept	\$ 0	\$ 0	\$ 0
Alternative Concept	\$ 10,000	\$ 0	\$ 10,000
Savings	\$ (10,000)	\$ 0	\$ (10,000)
Team Member: Luis Diaz Betty Jackson	Discipline: U.S. Customs U.S. Customs	PERFORMANCE: +35%	

VALUE ANALYSIS ALTERNATIVE
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Restrict Empty Trucks During Peak Hours

ALTERNATIVE NO.
18.0

PAGE NO
2 of 5

DISCUSSION / JUSTIFICATION:

By restricting empty commercial truck usage of the vehicle passenger lanes during peak traffic hours, commercial trucks will be put back into the export facility for commercial vehicles and away from the normal flow of traffic. This will greatly reduce the number of serious traffic accidents involving passenger (small) vehicles and larger commercial trucks. This will make a safer environment for travelers. There will be less stress on travelers, as most are intimidated by the mere presence or size of large commercial trucks. Local intersections will be unclogged during peak hours, which sometimes prevents the passage of needed emergency vehicles (i.e., ambulance, fire trucks, tow trucks, police, etc.).

TECHNICAL REVIEWER COMMENTS:

IMPLEMENTATION CONSIDERATIONS:

- ◆ Acceptance and approval by U.S. and Mexican Customs.
- ◆ Funding and manpower availability.

SKETCHES

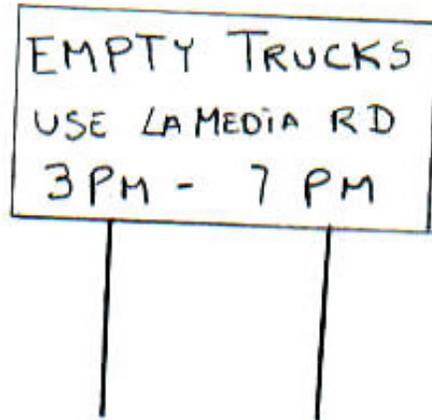
Otay Mesa POE Southbound Cargo Facility

Caltrans

TITLE: Restrict Empty Trucks During Peak Hours

NUMBER
18.0

PAGE NO.
3 of 5



The ROAD Sign MUST BE IN ENGLISH + SPANISH FOR THE TRUCK DRIVERS TO UNDERSTAND.

PERFORMANCE MEASURES <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans		
TITLE: Restrict Empty Trucks During Peak Hours		NUMBER 18.0		PAGE NO. 4 of 5
CRITERIA		Performance	Original	Alternative
Safety of Operations Reduces opportunity for conflicts between large trucks and personal use vehicles.	Measure		Subjective	Subjective
	Rating		3	5
	Weight		25	25
	Contribution		75	125
Delay Time (10 = 10 minutes, 1 = 2+ hours) Moving empty trucks to the Export Facility will increase delay time by putting more trucks in line.	Measure		Hours	Hours
	Rating		2	1
	Weight		21	21
	Contribution		42	21
Queue Length (10 = 0 miles, 1 = 1.5 miles) Queue length for trucks will be increased as a result of sending more trucks to the Export Facility.	Measure		Miles	Miles
	Rating		1	1
	Weight		18	18
	Contribution		18	18
Susceptibility to Violations	Measure		Subjective	Subjective
	Rating		3	3
	Weight		14	14
	Contribution		42	42
Local Street Congestion There will be a great improvement in the congestion of local streets.	Measure		Subjective	Subjective
	Rating		3	5
	Weight		11	11
	Contribution		33	55
Enforceability Enforceability will be greater as a result of the posting of signs.	Measure		Subjective	Subjective
	Rating		2	6
	Weight		7	7
	Contribution		14	42
User Acceptance	Measure		Subjective	Subjective
	Rating		1	1
	Weight		4	4
	Contribution		4	4
	Measure			
	Rating			
	Weight			
	Contribution			
	Measure			
	Rating			
	Weight			
	Contribution			
Total Performance:			228	307
Net Change in Performance:				35%

VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Restrict Empty Trucks During Peak Hours	NUMBER 18.0	
Team Member: David Badger	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Fernando Camacho	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes Peak hours should be from 4:00 PM to 7:00 PM.		
Team Member: Luis Diaz	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Mike Dibas	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes This idea shall not be used until we increase the storage capacity at La Media, and widen the Southbound Bypass.		
Team Member: Armando Freire	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes The restriction of empties on southbound passenger lanes should be a temporary solution until a final solution can be found.		
Team Member: Jaime Hernandez	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input checked="" type="checkbox"/> Suggest the following (or attached) changes We need to provide an alternative route and eliminate truck backlog and congestion.		

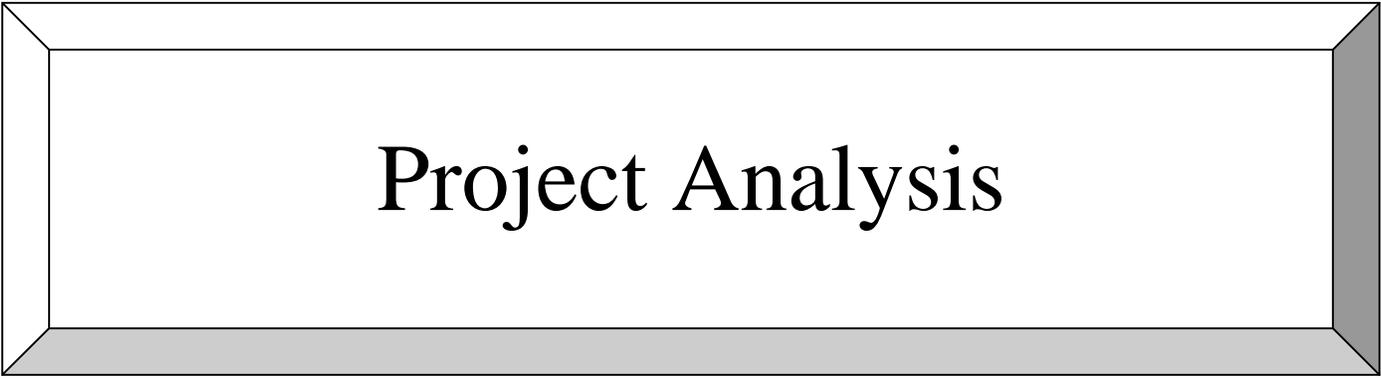
VA TEAM ALTERNATIVE REVIEW <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
TITLE: Restrict Empty Trucks During Peak Hours	NUMBER 18.0	
Team Member: Betty Jackson	I have reviewed this alternative and	
<input type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Sue Kiser	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Robert McQuien	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: José Ornelas	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		
Team Member: Arnold Torma	I have reviewed this alternative and	
<input checked="" type="checkbox"/> Agree with it as it is written <input type="checkbox"/> Have no comment <input type="checkbox"/> Suggest the following (or attached) changes		

VA ALTERNATIVE IMPLEMENTATION ACTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans
Title: Restrict Empty Trucks During Peak Hours		Number: 18.0
RESPONSES	Prepared by:	DISPOSITION
Technical Feasibility:		<input type="checkbox"/> Accept <input type="checkbox"/> Conditionally Accept <input type="checkbox"/> Reject
Implementable Portions:		IMPLEMENTED SAVINGS
Validated Cost Savings:		

VALUE ANALYSIS DESIGN SUGGESTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans	
FUNCTION: Reduce Delay		NUMBER 101	PAGE NO. 1 of 1
TITLE: Create Alternative Conveyance Technologies for Goods			
<p>ORIGINAL CONCEPT:</p> <p>Presently, the trucking industry carries virtually all goods for the region across the border, which results in the commercial inspection facilities having to respond to the volume of goods movement.</p>			
<p>ALTERNATIVE CONCEPT:</p> <p>Introduce alternative modes and technologies to handle some of the goods movement. Relatively easy systems include bulk sand, gravel, or grain by means of conveyors, to complex projects such as introducing a freight rail line.</p>			
<p>ADVANTAGES:</p> <ul style="list-style-type: none"> ◆ The volume of trucks would be lessened ◆ Potentially, a greater volume of materials could be moved in a shorter time 		<p>DISADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Additional border inspection methods and facilities would be needed ◆ Some projects, like rail lines, are costly, complex, and would require extensive infrastructure changes on both sides of the border 	
<p>DISCUSSION / JUSTIFICATION:</p> <p>As bulk goods become an increasing part of the mix of products moving across the border, it may beg the opportunity to find more efficient methods than trucks to process at the border.</p>			
<p>IMPLEMENTATION CONSIDERATIONS:</p> <ul style="list-style-type: none"> ◆ Organization of the interfacing transport systems. ◆ Inspection methods. 			
Team Member: Arnold Torma		Discipline: Traffic Engineer	

VALUE ANALYSIS DESIGN SUGGESTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans	
FUNCTION: Reduction of Passenger Traffic		NUMBER 102	PAGE NO. 1 of 1
TITLE: Feasibility Study for More Public Transportation			
<p>ORIGINAL CONCEPT:</p> <p>At present there is one bus route service to Otay Mesa from San Ysidro that stops at Otay Mesa Road and La Media Road. The bus runs approximately four times during the day.</p>			
<p>ALTERNATIVE CONCEPT:</p> <p>Have the Transit Authority conduct a study to add more frequent trips to Otay Mesa with stops at the U.S. Customs Pedestrian Crossing and businesses.</p> <p>Encourage businesses to look at employee shuttles from the closest trolley station to businesses.</p>			
<p>ADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Reduces traffic volume ◆ Reduction in pollution ◆ More parking available ◆ Rested workers 		<p>DISADVANTAGES:</p> <ul style="list-style-type: none"> ◆ Trying to encourage employees to use public/mass transit 	
<p>DISCUSSION / JUSTIFICATION:</p> <p>The high volume of traffic on Otay Mesa Road, and its continuing growth, point toward looking at different modes of transportation to reduce traffic flow, congestion, and pollution.</p>			
<p>IMPLEMENTATION CONSIDERATIONS:</p> <p>Possible state, local, or federal funding or grants may be available to assist employers with education for employees.</p>			
Team Member: Robert McQuien		Discipline: San Diego Police, Commercial Officer	

VALUE ANALYSIS DESIGN SUGGESTION <i>Otay Mesa POE Southbound Cargo Facility</i>		Caltrans	
FUNCTION: Reduce Delay		NUMBER 103	PAGE NO. 1 of 1
TITLE: Southbound Empty Trucks			
ORIGINAL CONCEPT: Southbound empties now travel through the passenger lanes from 6:00 AM to 10:00 PM.			
ALTERNATIVE CONCEPT: From now until a permanent solution is found, stop empty tractors with trailers from traveling South through passenger lanes between the hours of 4:00 PM and 7:00 PM, and reroute through the U.S. Customs Export Facility from 5:30 PM to 7:00 PM.			
ADVANTAGES:		DISADVANTAGES:	
<ul style="list-style-type: none"> ◆ Improves the flow and safety of passenger cars during peak hours ◆ Improves public safety at Siempre Viva Road and SR-905 		<ul style="list-style-type: none"> ◆ Cost to U.S. Customs for being open an additional hour every day 	
DISCUSSION / JUSTIFICATION: This can be a temporary “no cost” solution until a final solution is found.			
IMPLEMENTATION CONSIDERATIONS: Requires Port Director approval.			
Team Member: Armando Freire		Discipline: California Trucking Association	



Project Analysis

PROJECT ANALYSIS

SUMMARY OF ANALYSIS

The following value analysis tools were used to study the project:

- ◆ Function Analysis
- ◆ Performance Criteria Matrix
- ◆ Performance Rating Matrix
- ◆ Highway User Life Cycle Cost Analysis

FUNCTION ANALYSIS

Function analysis was discussed, and the team agreed that the single most important function with which they are concerned is *reduce delays*. The VA team was not tasked with modifying existing processes, and there was no baseline "design" to be considered.

PERFORMANCE CRITERIA MATRIX

The evaluative criteria matrix was used to determine the key evaluative criteria for the project. The VA team listed, with the assistance of the stakeholders, the possible evaluative criteria that could be used to evaluate the creative ideas. These criteria were entered onto a matrix and compared in pairs, asking the question: “Which one is more important to the project?” The letter code (e.g., “a”) was entered into the matrix for each pair. When the VA team considered the pair of criteria to be essentially equal in importance, both letters (e.g., “a/b”) were entered into the appropriate box. When all pairs were discussed they were tallied and percentages calculated. The highest scoring criteria were selected for use in the Evaluation Phase of the study.

For this project, the following performance criteria were selected using the Performance Criteria Matrix on the following page:

- ◆ **Safety of Operations:** Will the concept reduce conflicts between trucks and passenger vehicles?
- ◆ **Delay Time:** Will the concept affect the time it takes for trucks to cross the border, from arrival at the Port through processing by Mexican Customs?
- ◆ **Queue Length:** How will the concept affect the length of the line of trucks waiting to cross the border?
- ◆ **Susceptibility to Violations:** Will the concept reduce the potential for traffic violations, cutting into line, fights among drivers?
- ◆ **Local Street Congestion:** Will the concept reduce back-ups and blockages in the Otay Mesa area intersections? Will the concept remove trucks from streets needed for local businesses' traffic?
- ◆ **Enforceability:** Will the concept make enforcement of laws easier or more difficult (consider traffic enforcement, local police issues, U.S. Border Patrol, and Customs issues)?
- ◆ **User Acceptance:** Will the concept be accepted by the truck drivers, truck owners, and local businesses?

PERFORMANCE CRITERIA MATRIX <i>Otay Mesa Southbound Cargo Facility</i>	Caltrans
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								TOTAL	%
Queue Length	A	b	c	a	a	a	a	5.0	18%
Delay Time	B	c	b	b	b	b	b	6.0	21%
Safety of Operations	C	c	c	c	c	c	c	7.0	25%
Susceptibility to Violations	D	d	d	d	d	d	d	4.0	14%
Enforceability	E	f	e	e	e	e	e	2.0	7%
Local Street Congestion	F	f	f	f	f	f	f	3.0	11%
Implementation Authority	G	h	h	h	h	h	h	0.0	0%
User Acceptance	H	h	h	h	h	h	h	1.0	4%
								28.0	100%

a	More Important
a/b	Equal Importance

PERFORMANCE RATING MATRIX

A performance rating matrix was used to compare the existing conditions with VA alternative sets. Using the performance criteria developed by the VA team and stakeholders, the alternative concepts were ranked on a scale of 1 to 10 and scored by multiplying the weightings. The resulting matrix (see following page) gives total criteria and percent of performance improvement.

Where possible, the VA team tried to use recognized units of measure to rate performance; however, this was not possible in all cases.

PERFORMANCE MATRIX <i>Otay Mesa Southbound Cargo Facility</i>	Caltrans
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Criteria	Unit of Measurement	Criteria Weight	Concept	Performance Rating										Total Performance	
				1	2	3	4	5	6	7	8	9	10		
Safety of Operations	Subjective	25	Existing Condition			3									75
			VA Set 1									9		225	
			VA Set 2					5						125	
														0	
														0	
Delay Time	Hours 10 = 10 minutes 1 - 2 hours	21	Existing Condition		2									42	
			VA Set 1								8		168		
			VA Set 2					5					105		
													0		
													0		
Queue Length	Miles 10 = 0 miles 1 = 1.5 miles	18	Existing Condition	1										18	
			VA Set 1								8		144		
			VA Set 2			3							54		
													0		
													0		
Susceptibility to Violations	Subjective	14	Existing Condition			3								42	
			VA Set 1								8		112		
			VA Set 2					5					70		
													0		
													0		
Local Street Congestion	Subjective	11	Existing Condition			3								33	
			VA Set 1									9	99		
			VA Set 2			3							33		
													0		
													0		
Enforceability	Subjective	7	Existing Condition		2									14	
			VA Set 1								8		56		
			VA Set 2						6				42		
													0		
													0		
User Acceptance	Subjective	4	Existing Condition	1										4	
			VA Set 1									9	36		
			VA Set 2				4						16		
													0		
													0		
										0					
										0					
										0					
										0					
										0					
										0					
										0					
										0					
										0					

OVERALL PERFORMANCE	Total Performance	Total Cost	Value Index (Performance/Cost)	% Value Improvement
Existing Conditions	228			
VA Set 1: Team's Priority for Long-Term, Permanent Solution	840	\$6,448,600		268%
VA Set 2: Team's Priority for Immediate, Short-Term Solution (to be applied only until Long-Term solution is implemented)	445	\$238,600		95%

HIGHWAY USER LIFE CYCLE BENEFIT-COST ANALYSIS

A Highway User Life Cycle Benefit-Cost Analysis using a model provided by Caltrans calculates the 20-year benefits and costs of highway projects. Input data, including traffic, accident and construction, plus subsequent costs, result in calculations for travel time, vehicle operating, and adjacent savings. The net percent value and internal rate of return are used to financially evaluate highway projects.

The Highway User Life Cycle Benefit-Cost Analysis reflects a rate of \$27.72 per hour for the "value of time" for trucks. After significant discussion, the team consensus was that \$35.00 per hour, the figure used by the California Trucking Association, is more realistic considering today's gasoline and other costs. The \$35.00 rate was applied for calculations of User Delay Costs.



Project Description

PROJECT DESCRIPTION

INTRODUCTION

This VA study was assembled to address traffic delays that occur at the Otay Mesa Port of Entry, Southbound Cargo facility.

PROJECT DESCRIPTION

The Otay Mesa Port of Entry is the second largest commercial POE on the U.S./Mexico border. The southbound cargo facility processes approximately 2,000 laden trucks per day. Empty trucks currently cross into Mexico through the passenger lanes at the Port.

Hours of operation at the Otay Mesa POE are 6:00 a.m. to 10:00 p.m. daily for passenger vehicles and empty trucks. The Cargo Export Facility operates 9:00 a.m. to 5:30 p.m. Monday through Friday, and 9:00 a.m. to 11:00 a.m. on Saturday.

Laden trucks travel from Otay Mesa Road, south on La Media, then east on Siempre Viva and south on Drucker Lane to get to the entry to the U.S. Customs Service (USCS) facility (see map at end of this section). From there they proceed to Mexican Customs. The line of trucks queuing to get to USCS gets long enough to create a wait of up to two or more hours, especially during peak periods.

INFORMATION PROVIDED TO THE VA TEAM

The following information was provided to the VA team for their use during the study:

- ◆ Aerial photographs of the Otay Mesa Port of Entry and surrounding area
- ◆ Overview of planned SR 905 project
- ◆ Overview of planned SR 11 project (including plans for new Port of Entry)
- ◆ Various technical drawings and documents provided by the City of San Diego and Caltrans

PROJECT CONSTRAINTS / PARADIGM SHIFTS

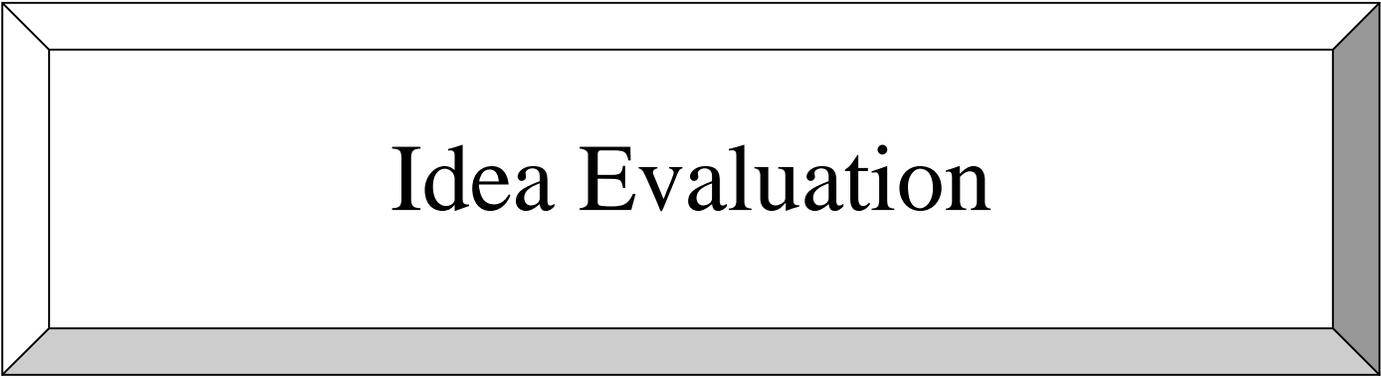
The following items were identified and addressed by the VA team:

- ◆ Law enforcement may not be compromised.
- ◆ All of Otay Mesa is posted a no-parking area.
- ◆ Existing Customs staff on both the U.S. and Mexican sides is inadequate to handle the current level of traffic on a timely basis, and will fall seriously short of meeting future demands if not increased.
- ◆ Southbound cargo lanes should be open later into the evening.

LESSONS LEARNED ON SITE VISIT

The following issues and concerns were listed by the VA team following the site visit:

- ◆ Property owners along current "truck route" must be in support of any physical changes made to the streets.
- ◆ The "parking lot shortcut" is not safe, and it is not ethical.
- ◆ Trucks have no place to park and wait for papers needed to cross the border.



Idea Evaluation

IDEA EVALUATION

INTRODUCTION

The ideas generated by the VA team are carefully evaluated, and project-specific criteria are applied to each idea to assure an objective evaluation.

PERFORMANCE CRITERIA

The VA team used the paired comparison method to prioritize the key performance criteria for this project:

- ◆ Safety of Operations
- ◆ Delay Time
- ◆ Queue Length
- ◆ Susceptibility to Violations
- ◆ Local Street Congestion
- ◆ Enforceability
- ◆ User Acceptance

The team enlisted the assistance of the stakeholders to develop these criteria so that the evaluation would reflect their specific requirements. Refer to the Project Analysis – Performance Criteria Matrix section of the report for further details.

EVALUATION PROCESS

The VA team, as a group, generated and evaluated ideas on how to perform the function "Reduce Delays". While ideas on the overall project were evaluated as a group, ideas relating to a specific part of the process may have been evaluated by the responsible team member.

The team compared each of the ideas with the existing conditions for each of the performance criteria to determine whether it was better than, equal to, or worse than the existing conditions. The team reached a consensus on the ranking of the idea. High-ranked ideas would be developed further; low-ranked ones would be dropped from further consideration.

IDEA EVALUATION FORMS

All of the ideas that were generated using brainstorming techniques during the creative phase were recorded on the following Idea Evaluation forms. These ideas were discussed and the advantages and disadvantages of each were listed.

IDEA EVALUATION <i>Otay Mesa POE Southbound Cargo Facility</i>								Caltrans		
Ideas		Performance Criteria					Advantages	Disadvantages	\$	Rank
No.	REDUCE DELAYS	S	D	Q	V	C				
1.	Widen Southbound Bypass.	+2	0	+2	+2	+2	<ul style="list-style-type: none"> More capacity for trucks and emergency vehicles High user acceptance 	<ul style="list-style-type: none"> People in barricaded areas can't go anywhere 	-1	10
2.	Pave Siempre Viva between Britannia and La Media – put barricades on Siempre Viva to route trucks.	+1	0	0	+1	+1		<ul style="list-style-type: none"> Short-term solution applicable only until surrounding property is developed 		5
3.	Lengthen the Southbound Bypass to the west to the Rainbird Building, then north to Siempre Viva.	+2	0	0	+2	+2	<ul style="list-style-type: none"> Keeps trucks out of the way for a longer stretch 		-1	10
4.	Open more lanes for inspection.	+2	+2	+2	0	+2	<ul style="list-style-type: none"> Keeps traffic moving Reduces fights 		-1	10
5.	Route empty trucks on Mexican side to Sebastian Vizcaino, keeping them separate from laden trucks going in.	+2	+1	+1	+2	+2	<ul style="list-style-type: none"> Removes trucks from passenger lane 	<ul style="list-style-type: none"> Reduces delay and queue length for empty trucks only Requires modification of route to handle 	-1	9
6.	Install cameras to monitor truck lines.						<ul style="list-style-type: none"> With #40 			-

Ranking Scale:	10-7 = Most Likely to be Developed	6 = Design Suggestion	1-5 = Least likely to be developed
Evaluation Criteria:	Significant Improvement +2, +1, 0, -1, -2 Significant Degradation		
S = Safety of Operations	D = Delay Time	Q = Queue Length	V = Susceptible to Violations
			C = Local Street Congestion

IDEA EVALUATION <i>Otay Mesa POE Southbound Cargo Facility</i>							Caltrans			
Ideas		Performance Criteria					Advantages	Disadvantages	\$	Rank
No.	REDUCE DELAYS	S	D	Q	V	C				

7.	Have the California Trucking Association establish penalties for misbehavior.							♦ Truck are the victims – CTA won't sanction them		1
8.	Give trucks numbers by which to be processed (similar to the Southwest Airlines approach).	-2						♦ Advantages to delay and queue length would be strongly offset by safety and violations issues ♦ Increases potential for police calls ♦ Potential for counterfeiting		3
9.	Use Highway Advisory Radio (HAR) to advise truck drivers of conditions.						♦ With #12			-
10.	Close the parking lot gates.	+2	+2	+2	+2	+2		♦ There's a legal agreement in place that prevents this ♦ Property owner will fight it; will likely have to be compensated	-1	10

Ranking Scale:	10-7 = Most Likely to be Developed	6 = Design Suggestion	1-5 = Least likely to be developed
Evaluation Criteria:	Significant Improvement +2, +1, 0, -1, -2	Significant Degradation	
S = Safety of Operations	D = Delay Time	Q = Queue Length	V = Susceptible to Violations
			C = Local Street Congestion

IDEA EVALUATION <i>Otay Mesa POE Southbound Cargo Facility</i>							Caltrans			
Ideas		Performance Criteria					Advantages	Disadvantages	\$	Rank
No.	REDUCE DELAYS	S	D	Q	V	C				
11.	Widen Port gates for southbound direct access to Sebastian Vizcaino for empty trucks.	+2	+2	+2	+2	+2		<ul style="list-style-type: none"> Requires widening of Southbound Bypass Requires additional booth for Mexican Customs 	-2	10
12.	Use Changeable Message Signs (CMS).	+2	+1	+1	0	+1	<ul style="list-style-type: none"> Informs drivers of current conditions Good for out-of-town drivers 		-1	8
13.	Provide two-hour free rest area on northbound side.	+2	0	0	+2	+2	<ul style="list-style-type: none"> Gives truckers somewhere to wait for paperwork 	<ul style="list-style-type: none"> More difficult to construct than a parking lot 	-1	9
14.	Prevent illegal entry into queue (full access control).	+2	+2	+1	+2	+2	<ul style="list-style-type: none"> Keeps trucks from being pushed farther back Lets passenger vehicles pass without driving on sidewalk 			10
15.	Shut down lane when line gets too long.						<ul style="list-style-type: none"> This is already happening 			—

Ranking Scale:	10-7 = Most Likely to be Developed	6 = Design Suggestion	1-5 = Least likely to be developed
Evaluation Criteria:	Significant Improvement +2, +1, 0, -1, -2	Significant Degradation	
S = Safety of Operations	D = Delay Time	Q = Queue Length	V = Susceptible to Violations
			C = Local Street Congestion

IDEA EVALUATION <i>Otay Mesa POE Southbound Cargo Facility</i>							Caltrans			
Ideas		Performance Criteria					Advantages	Disadvantages	\$	Rank
No.	REDUCE DELAYS	S	D	Q	V	C				
16.	Take southbound empty trucks at San Ysidro POE from 10:00 p.m. to 6:00 a.m.	+1	+2	+1	0	+1	<ul style="list-style-type: none"> Drivers don't have to park overnight Drivers won't rush to beat "closing time" Trucks won't have to back up and turn around when gates close 	<ul style="list-style-type: none"> Mixes trucks with cars on I-5; complicates USCS operations San Ysidro is designated a passenger only POE 		2
17.	Open Customhouse gate for southbound empty trucks.	-1	-1	-1	-1	0	<ul style="list-style-type: none"> Causes empty trucks to have to cross laden truck line – lengthens queue Inadequate room on Mexican side of gates 			3
18.	Cut entranceway through Nicola Tesla Court – go through dirt lot into Customhouse gate.						<ul style="list-style-type: none"> See #17 			-
19.	Bring empty trucks in via Siempre Viva.						<ul style="list-style-type: none"> With-drawn 			-
20.	Bring laden trucks in via Britannia.						<ul style="list-style-type: none"> See #2 			-

Ranking Scale:	10-7 = Most Likely to be Developed	6 = Design Suggestion	1-5 = Least likely to be developed
Evaluation Criteria:	Significant Improvement +2, +1, 0, -1, -2	Significant Degradation	
S = Safety of Operations	D = Delay Time	Q = Queue Length	V = Susceptible to Violations
			C = Local Street Congestion

IDEA EVALUATION <i>Otay Mesa POE Southbound Cargo Facility</i>							Caltrans			
Ideas		Performance Criteria					Advantages	Disadvantages	\$	Rank
No.	REDUCE DELAYS	S	D	Q	V	C				

21.	Make one Port facility northbound and one southbound (when new one is constructed at SR 11).						◆ Outside Scope			-
22.	Add more Customs agents on both sides.	+2	+2	+2	+2	+2	◆ Faster processing ◆ Shorter lines	◆ Operations costs	-2	10
23.	Move the CHP lot closer to the new SR 11, or closer to the new Port.						◆ Outside Scope			-
24.	Institute procedures and technology to help U.S. and Mexican Customs work faster.						◆ With #47			-
25.	Investigate feasibility of opening up a rail line to reduce the number of trucks.							◆ Difficult terrain in which to build ◆ Trucks are faster ◆ High capital cost	-2	6

Ranking Scale:	10-7 = Most Likely to be Developed	6 = Design Suggestion	1-5 = Least likely to be developed
Evaluation Criteria:	Significant Improvement +2, +1, 0, -1, -2	Significant Degradation	
S = Safety of Operations	D = Delay Time	Q = Queue Length	V = Susceptible to Violations
			C = Local Street Congestion

IDEA EVALUATION <i>Otay Mesa POE Southbound Cargo Facility</i>							Caltrans			
Ideas		Performance Criteria					Advantages	Disadvantages	\$	Rank
No.	REDUCE DELAYS	S	D	Q	V	C				
26.	Restrict empty trucks from using passenger lanes during peak hours.	+2	-2	-2	+2	+2		<ul style="list-style-type: none"> Will only work if alternate route is provided Negative impact on commerce – empties need to return to Mexico to pick up new load 		6
27.	Use double lane (empty trucks on right, laden trucks on left) on the Southbound Bypass – take empty trucks to Sebastian Vizcaino ~30-40 feet before Customs booths.						<ul style="list-style-type: none"> See #5 and #11 			-
28.	Route empty trucks through Virginia Street.							<ul style="list-style-type: none"> Mexican side won't permit vehicles downtown 		1
29.	Route salvaged vehicles through Virginia Street.							<ul style="list-style-type: none"> Mexican side won't permit vehicles downtown 		1
30.	Extend the Port's hours of operation.	+2	+2	+2	+2	+2		<ul style="list-style-type: none"> Requires adding staff 	-2	10

Ranking Scale:	10-7 = Most Likely to be Developed	6 = Design Suggestion	1-5 = Least likely to be developed
Evaluation Criteria:	Significant Improvement +2, +1, 0, -1, -2 Significant Degradation		
S = Safety of Operations	D = Delay Time	Q = Queue Length	V = Susceptible to Violations
			C = Local Street Congestion

IDEA EVALUATION <i>Otay Mesa POE Southbound Cargo Facility</i>							Caltrans			
Ideas		Performance Criteria					Advantages	Disadvantages	\$	Rank
No.	REDUCE DELAYS	S	D	Q	V	C				

31.	Schedule appointments prior to crossing.						♦ Withdrawn			-
32.	Implement congestion pricing.						♦ Withdrawn			-
33.	Implement dedicated cargo lane/dedicated empties lane.						♦ See #1			-
34.	Build a bridge for empty trucks.							♦ Unrealistic and costly	-2	1
35.	Add new lane on La Media just to west of existing to permit flow of surface street traffic.	+1	0	0	+1	+1	♦ Could be alternate to #2 if that doesn't work	♦ Environmental problem with widening ♦ Siempre Viva is preferred route	-1	7
36.	Put Caltrans-type response team at City's beck and call to adjust traffic as necessary.	+1	0	0	+1	+1	♦ Person from Streets Division is already assigned – would be good to have a heavy equipment operator	♦ Cost to implement	-1	8
37.	Complete paving of Siempre Viva between Drucker and Costa Brava.							♦ Not needed – other road will be used by trucks		1

Ranking Scale:	10-7 = Most Likely to be Developed	6 = Design Suggestion	1-5 = Least likely to be developed
Evaluation Criteria:	Significant Improvement +2, +1, 0, -1, -2	Significant Degradation	
S = Safety of Operations	D = Delay Time	Q = Queue Length	V = Susceptible to Violations
			C = Local Street Congestion

IDEA EVALUATION <i>Otay Mesa POE Southbound Cargo Facility</i>							Caltrans			
Ideas		Performance Criteria					Advantages	Disadvantages	\$	Rank
No.	REDUCE DELAYS	S	D	Q	V	C				
38.	Speed up process of getting streets available for public use.						♦ Outside Scope			-
39.	Open separate gate for empty trucks at Otay Mesa.						♦ See #1 and #5			-
40.	Use electronic technology (sensors and cameras) to monitor line and alert U.S. and Mexican Customs.	+2	+1	+1	+2	+1	♦ Will permit adjustments to Customs operations to speed up processing		-1	10
41.	Develop U.S./Mexican Customs team with authority to open/close gates based on conditions.							♦ Inadequate staffing ♦ Not everyone on both sides speaks both languages		1
42.	Speed up development of Southbound Bypass road.									N/A
43.	Have empty trucks re-enter Mexico via Cargo East facility.							♦ Goes against flow of traffic (opposes one-way traffic in Mexico)		1

Ranking Scale:	10-7 = Most Likely to be Developed	6 = Design Suggestion	1-5 = Least likely to be developed
Evaluation Criteria:	Significant Improvement +2, +1, 0, -1, -2	Significant Degradation	
S = Safety of Operations	D = Delay Time	Q = Queue Length	V = Susceptible to Violations
			C = Local Street Congestion

IDEA EVALUATION <i>Otay Mesa POE Southbound Cargo Facility</i>							Caltrans			
Ideas		Performance Criteria					Advantages	Disadvantages	\$	Rank
No.	REDUCE DELAYS	S	D	Q	V	C				
44.	Establish a minimum number of gates to be open by Mexican Customs at peak hours.						♦ As of 10/23/00 Mexican Customs has 3 gates open until noon, and 4 to 5 gates after 1:00 p.m.			--
45.	Schedule empty trucks to go through both Ports during non-peak hours.							♦ Trucks not permitted at San Ysidro POE		1
46.	Have presence of Peace Officers at Siempre Viva and SR 905 during 3:00 p.m. to 7:00 p.m. period.	+2	0	0	+2	+1	♦ Helps prevent fights and violations		-1	9
47.	Establish Advisory Group made up of representatives from U.S. Customs Service, Mexican Customs, the California Trucking Association, Otay Mesa Chamber of Commerce, San Ysidro Chamber of Commerce, and an Aide from Congressman D. Hunter's office, to meet quarterly to address trucking and transportation issues.									10
48.	Manage demand (flatten arrival of trucks).						♦ Outside scope	♦ Maquiladoras operate on JIT (just-in-time) premise		-

Ranking Scale:	10-7 = Most Likely to be Developed	6 = Design Suggestion	1-5 = Least likely to be developed
Evaluation Criteria:	Significant Improvement +2, +1, 0, -1, -2 Significant Degradation		
S = Safety of Operations	D = Delay Time	Q = Queue Length	V = Susceptible to Violations
			C = Local Street Congestion

IDEA EVALUATION <i>Otay Mesa POE Southbound Cargo Facility</i>							Caltrans			
Ideas		Performance Criteria					Advantages	Disadvantages	\$	Rank
No.	REDUCE DELAYS	S	D	Q	V	C				
49.	Develop method of education for drivers (to encourage their understanding of what's happening, and instill more patience).						♦ See #9 and #12			-
50.	Extend the Southbound Bypass west to the Corn property.						♦ See #3			-
51.	Complete paving of Airway Road.	0	0	0	0	+1	♦ Would help traffic flow	♦ Won't happen until developers want it		1
52.	Route empty trucks on Airway Road east to S. Harvest Road, to East Customhouse Road, into U.S. Customs Service export area.	-1	0	0	0	-1		♦ Not effective because of cross traffic		3
53.	Move all truck traffic to Jacumba.						♦ Outside scope			-
54.	Widen extended roads (Drucker to Corn property).						♦ See #3			-
55.	Put beacon system in to advise "point of turn-around" due to timing (i.e., when trucks arrive too late to make it through Customs before closing).						♦ With #9 and #12			-

Ranking Scale:	10-7 = Most Likely to be Developed	6 = Design Suggestion	1-5 = Least likely to be developed
Evaluation Criteria:	Significant Improvement +2, +1, 0, -1, -2	Significant Degradation	
S = Safety of Operations	D = Delay Time	Q = Queue Length	V = Susceptible to Violations
			C = Local Street Congestion

IDEA EVALUATION <i>Otay Mesa POE Southbound Cargo Facility</i>							Caltrans			
Ideas		Performance Criteria					Advantages	Disadvantages	\$	Rank
No.	REDUCE DELAYS	S	D	Q	V	C				
56.	Add dedicated passenger lane or widen parallel street to handle passenger vehicles.						♦ Withdrawn			-
57.	Investigate feasibility of more public transportation or employee shuttles to remove passenger vehicles.									6
58.	Restrict future development that contributes to problems.						♦ Outside Scope			-
59.	Use CB radios for conveying information.	0	0	0	0	0		♦ Not believable		3
60.	Designate vacant land for truck parking.	+2	0	0	+2	+2	♦ Keeps trucks waiting on papers out of queue ♦ Reduces drivers' stress and resulting fights	-1		9
61.	Create staging area for trucks to wait when queue is long.						♦ Incl. in other ideas			-
62.	Educate the public and surrounding businesses of truck issues.						♦ See #47			-

Ranking Scale:	10-7 = Most Likely to be Developed	6 = Design Suggestion	1-5 = Least likely to be developed
Evaluation Criteria:	Significant Improvement +2, +1, 0, -1, -2	Significant Degradation	
S = Safety of Operations	D = Delay Time	Q = Queue Length	V = Susceptible to Violations
			C = Local Street Congestion

IDEA EVALUATION <i>Otay Mesa POE Southbound Cargo Facility</i>							Caltrans			
Ideas		Performance Criteria					Advantages	Disadvantages	\$	Rank
No.	REDUCE DELAYS	S	D	Q	V	C				
63.	Develop a method to redirect trucks to alternate point when queue reaches a certain length.						♦ See #15	♦ Not needed if #60 is implemented		-
64.	Designate a parking area where runners and brokers can deliver papers to drivers.						♦ See #60			-
65.	Make La Media one way southbound from 8:00 a.m. to 5:00 p.m.	+1	0	0	+1	+1				9
66.	Allow two-hour on-street parking on public streets.	0	0	0	0	+1		♦ Fronting property must approve it ♦ Could impact cars exiting driveways ♦ Potential to violate time limit ♦ Requires enforcement	-1	8
67.	Extend hours for empty trucks at Cargo Export gate.						♦ See #30			-

Ranking Scale:	10-7 = Most Likely to be Developed	6 = Design Suggestion	1-5 = Least likely to be developed
Evaluation Criteria:	Significant Improvement +2, +1, 0, -1, -2	Significant Degradation	
S = Safety of Operations	D = Delay Time	Q = Queue Length	V = Susceptible to Violations
			C = Local Street Congestion



Value Analysis Process

VALUE ANALYSIS PROCESS

INTRODUCTION

The Value Analysis process involves fourteen activities needed to accomplish a VA study, organized in three parts: Preparation, VA Study, and Report. The VA Activity Chart describes each activity; the individual tasks are summarized below.

PREPARATION

Prior to the start of a VA study, the District VA Coordinator (DVAC) and Team Leader carry out the following three activities:

- ◆ **Initiate Study** – Identify study project; define study goals; prepare draft study charter.
- ◆ **Organize Study** – Conduct preparation meeting; select team members; finalize study charter.
- ◆ **Prepare Data** – Collect and distribute data; prepare cost models; develop LCC model.

All of the information gathered prior to the VA Study is given to the team members for their use.

VA STUDY

There are ten activities carried out by the VA team during the performance of the study, organized in three segments:

Segment 1

- ◆ **Inform Team** – Receive designer presentation; visit project site; develop performance criteria.
- ◆ **Analyze Functions** – Identify basic functions and cost drivers; prepare FAST diagram.
- ◆ **Create Ideas** – List a large quantity of alternative ideas; use group/individual brainstorming.
- ◆ **Evaluate Ideas** – Evaluate all ideas against performance criteria; rank all ideas.

Segment 2

- ◆ **Develop Alternatives** – Develop high-ranked ideas into VA alternatives; measure performance.
- ◆ **Critique Alternatives** – Review grouped alternatives for team consensus, technical viability.
- ◆ **Present Alternatives** – Give informal presentation of alternatives; prepare preliminary report.

Segment 3

- ◆ **Assess Alternatives** – Review alternatives; prepare draft implementation decisions.
- ◆ **Resolve Alternatives** – Resolve dispositions; edit and revise alternatives; summarize results.
- ◆ **Present Results** – Give formal presentation of accepted alternatives.

REPORT

Following the VA study, the Team Leader assembles all study documentation into the final report:

- ◆ **Publish Results** – Prepare Final VA Study Report; distribute printed and electronic copies.

The VA study is complete when the report is issued as a record of the VA team's analysis and development work, as well as the project development team's implementation dispositions for the alternatives.

The following VA Activity Chart outlines the above fourteen VA activities in more detail, followed by Study Agenda and VA Meeting Attendees sheet, which document the schedule and participants in the VA Study.

Caltrans Value Analysis Activity Chart

PREPARATION					
VA STUDY	Segment 1				
	Segment 2				
	Segment 3				
REPORT					

VA STUDY AGENDA

Tuesday, October 17

9:00 – 10:30 Introductions, Project Presentation, Stakeholder Concerns
10:30 – 12:00 Performance Criteria Definition/Prioritization; Evaluation of Existing Conditions
1:00 – 4:00 Site Visit

Wednesday, October 18

9:00 – 11:00 Recap of Day 1; Additional Information Review
11:00 – 12:00 Discussion of Functions
12:00 – 1:00 Lunch
1:00 – 4:00 Team Brainstorming

Thursday, October 19

9:00 – 12:00 Evaluation of Ideas
12:00 – 1:00 Lunch
1:00 – 4:00 Evaluation of Ideas

Tuesday, October 31

9:00 – 10:00 Assignment of Ideas for Development
10:00 – 12:00 Alternative Development
12:00 – 1:00 Lunch
1:00 – 3:00 Mid-Point Review of Alternatives
3:00 – 4:00 Alternative Development

Wednesday, November 1

9:00 – 4:00 Alternative Development

Thursday, November 2

8:00 – 11:00 Wrap-Up Alternative Development
1:00 – 3:00 Team Review of Alternatives
3:00 – 3:30 Team Prioritization of Alternatives by Sets

Tuesday, December 12

9:00 – 12:00 Review of Comments on Preliminary Report
1:00 – 3:00 Revision of Alternatives (if needed)

VALUE ANALYSIS STUDY PARTICIPANTS

The VA team was organized to provide specific expertise on the unique project elements involved. Team members consisted of a multi-disciplined group with extensive experience on the issues addressed by the VA study.

The seven-day study was performed for District 11 during the period of October 17-19, October 31 through November 2, and December 12, 2000, in San Diego, California. The VA study was led by Ginger Adams, CVS, from Value Management Strategies, Inc. The VA team members are listed below:

Ginger Adams	Team Leader	Value Management Strategies, Inc.
Jose Ornelas	Border Liaison	Caltrans District 11
Sue Kiser	Transportation Planner/Freight Coordinator	Federal Highway Administration
Jaime Hernandez	Supervisor, Chula Vista Station	U.S. Border Patrol
David Badger	Supervisor	U.S. Border Patrol
Robert McQuien	Commercial Vehicle Enforcement	San Diego Police Department
Luis Diaz	Otay Mesa Commercial Facility Supervisory Inspector	U.S. Customs Service
Betty Jackson	Otay Mesa Commercial Facility Supervisory Inspector	U.S. Customs Service
Arnold Torma	Traffic Engineer	Katz, Okitsu & Associates
Fernando Camacho	Secretary	Allanza de Industria y Comercio Anbas California
Armando Freire	Chairman	California Trucking Association
Mike Dibas	Transportation Engineer	City of San Diego
Gonzalo Retana	Subadministrator	Aduana Mexico

Throughout the VA session, the VA team was supported by members of Caltrans District 11 and the stakeholders. These participants included:

Chili Cilch	VA Coordinator	Caltrans District 11
Rick Otis	Director Chair, Transportation	Otay Mesa Chamber of Commerce
Steve Gross	President	Otay Mesa Chamber of Commerce
Elva Zavalza	President	Allanza de Industria y Comercio Anbas California
George Gray		Consultant (Caltrans Retiree)

The VA Job Plan was followed to analyze the functions of the project, create and evaluate ideas for change, and develop and present alternatives to the project team.

MEETING ATTENDEES <i>Otay Mesa POE Southbound Cargo Facility</i>							Caltrans						
October – December, 2000							NAME	ORGANIZATION	POSITION	TELEPHONE		FAX	
10/17	10/18	10/19	10/31	11/1	11/2	12/12				E-MAIL			
x	x	x	x	x	x	x	Ginger Adams, CVS	Value Management Strategies, Inc.	VA Team Facilitator	760	721-3012	619	839-3775
										Ginger@vms-inc.com			
x	x					x	Chili Cilch	Caltrans	Value Analysis Coordinator	619	688-4217		
										Chili_Cilch@dot.ca.gov			
x	x	x	x	x	x	x	Jose Ornelas	Caltrans	Border Liaison	619	557-5360, x183	619	557-6188
										Jose_Ornelas@dot.ca.gov			
x							Chuck Davis	Caltrans	SR 905 Project/Design	619	688-3156		
										Chuck_Davis@dot.ca.gov			
x			x				Elisa Arias	SANDAG	Freight/Transportation Planner	619	595-5336	619	595-5305
										ear@sandag.org			
x	x	x	x	x	x	x	K. Sue Kiser	FHWA CA Division	Transportation Planner / Freight Coordinator	916	498-5009	916	498-5008
										Sue.Kiser@fhwa.dot.gov			
x	x	x	x	x	x	x	Jaime Hernandez	U.S. Border Patrol	Supervisor, Chula Vista Station	619	662-7233	619	662-7040
										Jaime.M.Hernandez@usdoj.gov			
x			x				Bill Tatu	U.S. Border Patrol	Special Operations Supervisor	619	662-7233, x546	619	662-7040
										William.E.Tatu@usdoj.gov			
x	x	x	x	x	x	x	David Badger	U. S. Border Patrol	Supervisor	619	662-7233, x545	619	662-7040
										David.A.Badger@usdoj.gov			

x = Attended

MEETING ATTENDEES <i>Otay Mesa POE Southbound Cargo Facility</i>							Caltrans						
October – December, 2000							NAME	ORGANIZATION	POSITION	TELEPHONE		FAX	
10/17	10/18	10/19	10/31	11/1	11/2	12/12				E-MAIL			
x			x				Rick Otis	RPM Material Handling & Otay Mesa Chamber of Commerce	President & Director Chair, Transp.	619	661-1575	619	661-1574
										RickOtis@clarkmhc.com			
x			x				George Gray	Consultant		858	538-3027	858	538-4929
										gegray@gateway.net			
x							Doug Haak	GSA	Property Manager	619	557-5804	619	557-6430
										Doug.Haak@gsa.gov			
x							Peter Watson	GSA	Field Office Manager	619	559-5387	619	557-6430
										Peter.Watson@gsa.gov			
x	x	x	x	x	x	x	Robert McQuien	San Diego Police	Commercial Vehicle Enforcement	858	495-7800		
										SLOTCVE@pacbell.net			
x							George Youkhanna	San Diego Police	Traffic Sergeant	858	495-7831		
x	x	x	x	x	x		Luis Diaz	U. S. Customs Service	Otay Mesa Commercial Facility Supervisory Inspector	619	671-8064		
										Luis.Diaz@customs.treas.gov			
x	x	x	x	x	x	x	Betty Jackson	U. S. Customs Service	Otay Mesa Commercial Facility Supervisory Inspector	619	671-8292	619	661-3377
										Betty.A.Jackson@customs.treas.gov			
x	x	x	x	x	x	x	Arnold Torma	Katz, Okitsu & Assoc.	Traffic Engineer	619	683-2932	619	683-7982
										ATorma@katzokitsu.com			

x = Attended

MEETING ATTENDEES <i>Otay Mesa POE Southbound Cargo Facility</i>							Caltrans						
October – December, 2000							NAME	ORGANIZATION	POSITION	TELEPHONE		FAX	
10/17	10/18	10/19	10/31	11/1	11/2	12/12				E-MAIL			
x							Elva Zavalza	Allanza de Industria y Comercio Anbas California	President	619	661-7281		
										zav@pacbell.net ???			
x	x	x	x	x	x	x	Fernando J. Camacho	Allanza de Industria y Comercio Anbas California	Secretary	619	661-6311	619	661-6315
										b-camacho@worldnet.att.net			
x	x	x	x	x	x	x	Armando Freire	California Trucking Association	Chairman	619	661-0135		
										freire@dimexfreight.com			
x	x	x	x	x	x	x	Mike Dibas	City of San Diego	Transportation Engineer	619	533-3184	619	533-3165
										MID@sdcity.sannet.gov			
x	x	x					Gonzalo Retana	Aduana Mexico	Subadministrador	011 5266	242200	011 5266	242245
	x						Rogelio Badillo	Canacar Baja California	President	011 5266	220203	011 5266	220159
										rbadillo@telnor.net			
			x				George Edgerton	California Trucking Association	Consultant	530	241-7718		
										gedgerto@c-zone.net			
			x				Joanne A. Cisneros	U.S. DOT, Federal Motor Carrier Safety Administration	NAFTA Specialist	909	653-2299	909	653-6969
										Joanne.Cisneros@fhwa.dot.gov			
			x				Steve Gross	Border Trade Services Otay Mesa Chamber of Commerce	President Board of Directors	619	671-0400	619	671-0460
										sgross@bordertradeservices.com			

x = Attended

MEETING ATTENDEES
Otay Mesa POE Southbound Cargo Facility

Caltrans

October – December, 2000							NAME	ORGANIZATION	POSITION	TELEPHONE		FAX	
10/17	10/18	10/19	10/31	11/1	11/2	12/12				E-MAIL			
			x				Alejandra Mier y Teran	Otay Mesa Chamber of Commerce	Executive Director	619	661-6111	619	661-6170

x = Attended