BORDERS COMMITTEE AGENDA

Friday, March 24, 2006
12:30 to 2:30 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

- PROPOSED BORDERS WORK ELEMENTS FOR FISCAL YEAR 2007
- PRELIMINARY REPORT ON THE SAN DIEGO REGIONAL TRIBAL SUMMIT
- OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN: FUTURE STATE ROUTE 11 AND EAST OTAY MESA PORT OF ENTRY

PLEASE TURN OFF CELL PHONES DURING THE MEETING

YOU CAN LISTEN TO THE BORDERS COMMITTEE MEETING BY VISITING OUR WEB SITE AT WWW.SANDAG.ORG

MISSION STATEMENT

The Borders Committee provides oversight for planning activities that impact the borders of the San Diego region (Orange, Riverside, and Imperial Counties and the Republic of Mexico). The preparation and implementation of SANDAG’s Binational Planning and Interregional Planning Programs are included under its purview. It advises the SANDAG Board of Directors on major interregional planning policy-level matters.
Welcome to SANDAG. Members of the public may speak to the Borders Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Borders Committee may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under meetings on SANDAG’s Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two working days prior to the Borders Committee meeting.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

SANDAG offices are accessible by public transit. Phone 1-800-COMMUTE or see www.sdcommute.com for route information.
ITEM #  RECOMMENDATION

1. APPROVAL OF MEETING MINUTES  APPROVE

Minutes from the February 24, 2006, Borders Committee meeting are not currently available, but will be distributed prior to the meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public will have the opportunity to address the Borders Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a "Request to Speak" form and giving it to the Clerk prior to speaking. Committee members may also provide information and announcements under this agenda item.

CONSENT ITEMS (3-4)

+3. SANDAG’S INVOLVEMENT WITH WATER QUALITY AND SHORELINE PLANNING ISSUES (Rob Rundle, SANDAG)  INFORMATION

At the November 18, 2005, Borders Committee meeting, the Committee requested information regarding SANDAG’s activities related to water quality issues. This report provides an overview of water quality planning activities, along with related shoreline planning activities, which are currently being undertaken by SANDAG.

+4. STATUS REPORT ON INTERNATIONAL BORDER SEWAGE ISSUES (Ron Saenz, SANDAG)  INFORMATION

At its July 22, 2005, meeting, the Borders Committee requested periodic updates on border-related sewage issues. This report provides an update on these issues pursuant to the Committee’s request.

REPORTS (5-7)

+5. PROPOSED BORDERS WORK ELEMENTS FOR FISCAL YEAR 2007 (Hector Vanegas, SANDAG)  DISCUSSION

This report outlines the work elements that staff proposes to carry out in FY 2007 to advance the priorities of the Borders Committee, as reflected in the Borders Chapter of the Regional Comprehensive Plan. Staff would like to receive input from the Committee on these proposed activities.
6. PRELIMINARY REPORT ON THE SAN DIEGO REGIONAL TRIBAL SUMMIT (Jane Clough-Riquelme, SANDAG)  
INFORMATION/DISCUSSION  
Staff will provide a brief report on the results of the San Diego Regional Tribal Summit held on March 10, 2006, hosted by the Pala Band of Mission Indians. The Borders Committee is asked to discuss the results and provide input on potential next steps.

7. OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN: FUTURE STATE ROUTE 11 AND EAST OTAY MESA PORT OF ENTRY (Ismael Salazar, Caltrans)  
INFORMATION  
The future East Otay Mesa-Otay II port of entry and connecting roads was one of the major transportation issues discussed at the binational workshops held in fall 2005. Caltrans will provide an oral status report on planning and coordination activities currently underway to advance the implementation of these projects.

8. NEXT MEETING DATE AND LOCATION  
The next meeting of the Borders Committee will be held on Friday, April 28, 2006, at 12:30 p.m. in the SANDAG Board Room.

+ Next to an agenda item indicates an attachment
SANDAG’S INVOLVEMENT WITH WATER QUALITY AND SHORELINE PLANNING ISSUES

Introduction

At the November 18, 2005, Borders Committee meeting, the Committee requested information regarding SANDAG’s activities related to water quality issues. The following report provides an overview of water quality planning activities, along with related shoreline planning activities, which are currently being undertaken by SANDAG.

Discussion

Water Quality Issues

SANDAG staff participates in water quality issues on a regional level in two main ways. First, staff regularly attends Project Clean Water policy and technical advisory committee meetings. Project Clean Water was initiated by the County of San Diego in July 2000 to provide a broad and inclusive forum for exploring water quality issues of regional significance. Policy advisory committee meetings are held twice a year and technical advisory committee meetings are held quarterly. For additional information on Project Clean Water, please log onto www.projectcleanwater.org.

Staff also regularly participates in meetings pertaining to water quality planning coordinated by the San Diego Regional Water Quality Control Board. To reduce pollution in urban runoff, the San Diego Regional Water Quality Control Board issued a National Pollution Discharge Elimination System (NPDES) Stormwater Permit to the 18 incorporated cities within San Diego County, the County of San Diego, the San Diego Unified Port District, and the San Diego County Regional Airport Authority. These agencies, with the County of San Diego as the lead agency, are collectively known as the “copermittees.” The permit ordered the copermittees to collaborate to control waste discharges in stormwater and other urban runoff into the watersheds of the region, as well as regular water quality monitoring.

The California Department of Transportation (Caltrans) was issued an NPDES permit, similar to the one issued to the copermittees. Generally, the Caltrans permit requires development of a program for communication with local agencies and a plan used to outline the regulation of pollutant discharge caused by current and future construction. Caltrans coordinates with local jurisdictions and agencies to mitigate urban runoff from Caltrans’ facilities entering into the region’s watersheds.
As part of MOBILITY 2030, the Regional Transportation Plan (RTP), SANDAG prioritized transportation improvement projects, including highway projects built by Caltrans. These projects are required to comply with water quality regulation outlined in the NPDES permit. Since the passage of the TransNet Extension, SANDAG has been coordinating with the Regional Water Quality Control Board (RWQCB) to determine how we can work with the RWQCB to advance the TransNet Early Action Program and comply with RWQCB regulations.

In addition, SANDAG is involved in water quality issues through the implementation of the Regional Comprehensive Plan (RCP). Although SANDAG is not the lead agency charged with the implementation of the strategic initiatives related to water quality outlined in the RCP, staff will continue to be involved and participate in the implementation activities carried out by the lead agencies.

**Shoreline Issues**

Although SANDAG’s role in water quality is limited, much of the work the Shoreline Preservation Working Group (SPWG) has done on shoreline erosion and protection of our region’s coastline is related to water quality. The erosion that has occurred in the region has been accelerated by urban development. The natural supply of sand to the region’s beaches has been significantly diminished by flood control structures, dams, water quality control devices, and the creation of impervious surfaces. With more development, the region’s beaches will continue to suffer increased erosion, thereby reducing, and possibly eliminating their physical and economic benefits.

In 1993, the SANDAG Board of Directors adopted the Shoreline Preservation Strategy (strategy), a long-term vision for restoring the region’s beaches to their historic widths. Working through SANDAG’s SPWG, the strategy is the region’s response to concerns about erosion voiced by thousands of citizens in both coastal and inland San Diego County.

The strategy proposes an extensive beach building and maintenance program for the critical shoreline erosion areas in the region. The strategy contains a comprehensive set of recommendations on the beach building program and on financing and implementation.

To support ongoing and future beach nourishment efforts, SANDAG enacted a shoreline monitoring program in 1996. This program consists of semi-annual beach profile surveys, semi-annual aerial photographs, and monthly beach width measurements. The beach profile surveys are conducted during the transitions between winter and summer wave seasons (stronger swells from the north pull sand offshore during the winter months, while more gentle southern swells push sand back onshore during the summer months). This monitoring helps provide an indication of what is happening to the coastline, both seasonally and over time. The comprehensive approach to monitoring the shoreline provides data that can demonstrate the long-term effectiveness of beach replenishment as a means of protecting the long-term health of the shoreline.

The strategy set the stage for the successful implementation of the Regional Beach Sand Project in 2001, which deposited over two million cubic yards of clean, beach-quality sand in key areas along our coastline. Our shoreline will require continuing active management to restore and maintain the severe sand deficit along the region’s coastline.

Shortly after completion of the Regional Beach Sand Project, SANDAG and the California Coastal Conservancy initiated the development of the San Diego Nearshore Habitat Inventory. This
A comprehensive marine database provides a central clearinghouse of nearshore habitat information for the San Diego region. The database was created with the intention to guide future decisions on projects that may affect the nearshore ocean environment, such as decisions made related to water quality.

The physical and economic benefits of the region’s beaches are not only impacted by the amount of sand on the beaches, but also the quality of the beaches themselves. A key indicator of our region’s water quality is how often our beaches and bays are closed due to pollution. Beach closures, when they happen, are a matter of significant concern. Beach closures within the region are largely attributed to pollution in urban runoff that is transported to rivers, bays, and the ocean via the stormwater conveyance system. It is important for staff to stay current on water quality issues and understand what is being implemented throughout the region to ensure the goals laid out in the strategy can be implemented.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Rob Rundle, (619) 699-6949, rru@sandag.org
Introduction

At the March 18, 2005, Borders Committee meeting, Councilmember Frank Tierney, City of Coronado, presented an oral report on sewage infrastructure issues along the international border. The Borders Committee recommended that staff return with recommendations for the Committee to consider. At the July 22, 2005, meeting, staff from the International Boundary and Water Commission (IBWC) made a presentation on these issues. At that time, the Borders Committee took no action, but requested that SANDAG staff provide periodic updates. Pursuant to this request, staff has prepared this status report.

Discussion

At the July 22, 2005, meeting, it was reported that the South Bay International Wastewater Treatment Plant (SBIWTP) treats up to 25 million gallons a day of sewage from Tijuana to the advanced primary level and then discharges it into the ocean off Imperial Beach. Tests show the effluent being released violates State of California water quality standards and is toxic to marine life. The State sued the IBWC to bring the effluent being discharged up to the secondary level waste treatment standard. The IBWC must achieve compliance in accordance with this court order by September 30, 2008.

Since last reported to the Committee, the IBWC has moved toward achieving compliance with this order. On February 16, 2006, the Acting Commissioner of the IBWC signed a contract with Bajagua, LLC under the terms of Public Laws 106-457 and 108-425. In 2001, Public Law 106-457 authorized the secondary level waste treatment plant, and Public Law 108-425 reauthorized it in 2004 with the support of the entire San Diego Congressional delegation.

The Bajagua project is a proposed sewage treatment project to be built in Tijuana to treat an estimated 59 million gallons per day (mgd) of sewage generated in Tijuana. The secondary level treated sewage will be pumped back to the SBIWTP and then discharged into the ocean.

Bajagua is required to finance the design and construction costs of the plant, which has been estimated at $600 million. Once applicable state and federal clean water standards are met, the U.S. Congress will make annual appropriations for the 20-year term of the contract that will eventually cover the cost of construction, operations, and maintenance.
Currently, project proponents still need to secure Mexican government approvals and a suitable property. An open bidding process for design and construction would follow.

As was mentioned during public comment at the July 2005 Borders Committee meeting, there are still concerns about the selection process and viability of this project.

Staff will continue to provide periodic updates to the Borders Committee on international border sewage issues over the upcoming year.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Ron Saenz, (619) 699-1922, rsa@sandag.org
Introduction

At the November 18, 2005, Borders Committee meeting, staff presented a status report of the Fiscal Year (FY) 2006 Overall Work Program (OWP) elements that relate to the three perspectives under the purview of the Borders Committee. These perspectives are: (1) a binational perspective, for issues related to Baja California, Mexico; (2) an interregional perspective for those issues related to Orange, Riverside, and Imperial Counties; and (3) a government-to-government perspective for those issues related to the sovereign tribal nations within San Diego County.

This report outlines the work that staff proposes to carry out in FY 2007 to advance the priorities of the Borders Committee, as reflected in the Borders Chapter of the Regional Comprehensive Plan. Staff would like to receive input from the Committee on these proposed activities.

Discussion

The Borders Committee of the SANDAG Board of Directors provides policy guidance on planning activities that affect all the borders of the San Diego region (Orange, Riverside, and Imperial counties, and Baja California, Mexico), as well as those affecting the tribal governments in San Diego County. It advises the SANDAG Board of Directors on major interregional planning and policy matters and obtains stakeholder input from SANDAG’s Committee on Binational Regional Opportunities (COBRO).

SANDAG’s Borders Program is an ongoing work element that supports strengthening existing partnerships and developing new partnerships with neighboring jurisdictions from a binational and interregional perspective, and through government-to-government relations with tribes in the San Diego region. In addition, there are several specific work elements within the Draft FY 2007 OWP that provide resources to pursue specific activities that are related to Borders Committee priorities. These specific activities are discussed below.

Binational Planning Perspective

Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan

In FY 2006, staff initiated the development of the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan. In October 2005, two binational workshops were held, and several issues related to transportation, economic development, housing, and environment were discussed. Staff continues
to work on the early action element of the Strategic Plan, which is anticipated to be completed in June 2006.

In FY 2007, staff will continue to develop strategic initiatives to address the issues outlined below.

- **Transportation:** Improvements to the Otay Mesa Port of Entry (POE) and connecting roads, financing and implementation of future East Otay Mesa-Otay II POE and connecting roads, and improvements to cross-border and regional transit services.

- **Economic Development:** Address infrastructure needs of existing and future industrial land uses, promote creation or expansion of common employment clusters on both sides of the border, address future industrial land use supply and demand, and address the relationship between the area's airports operations and existing/future industrial land use.

- **Housing:** Address infrastructure needs of existing and future residential land use, housing affordability issues and opportunities, future housing supply and demand, and the relationship between the area's airports operations and existing/future residential land use.

- **Environment:** Address conservation of urban river corridors, water quality and conservation of sensitive habitat corridors, and collaborate on clean air binational efforts.

In fall 2006, SANDAG, in partnership with Tijuana's Municipal Planning Institute (IMPlan), proposes to conduct public outreach activities on the draft Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan. The Strategic Plan would be finalized in early 2007. Implementation of selected strategic initiatives identified in the Strategic Plan would continue through the remainder of FY 2007.

**Other Binational Activities**

While the main focus of SANDAG’s binational planning in FY 2007 will be the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan, staff also will be working on other binational planning projects and issues that arise. For example, SANDAG will continue to work with Caltrans, the General Services Administration, the Bureau of Customs and Border Protection, and other agencies from both the United States and Mexico on other binational transportation and border crossing issues pertaining to existing border crossings and connecting transportation corridors.

In addition, the California Biodiversity Council (CBC) will be holding its fall 2006 meeting in San Diego. The CBC is a statewide interagency effort established to design a strategy to preserve biological diversity and coordinate implementation of this strategy through regional and local institutions. Mike Chrisman, Secretary, The Resources Agency, and Mike Pool, State Director, Bureau of Land Management, co-chair the Council. Del Mar Mayor Crystal Crawford represents SANDAG on the Council. The Council holds quarterly meetings around the state to improve coordination among state and federal land management agencies and local interests. The focus of the meeting will be on binational corridor planning and environmental issues. The meeting will give SANDAG an opportunity to provide the Council with information on how government officials on both sides of the border are working together to address common issues and to find solutions to common problems.
Interregional Planning Perspective

Riverside County

SANDAG and the Western Riverside Council of Governments (WRCOG) received a grant from Caltrans to continue with the I-15 Interregional Partnership (I-15 IRP) to pursue medium-term strategies identified in Phase I of the project, which was completed in 2004. The emphasis for this phase is on implementing specific economic development, transportation, and housing and land use strategies that were identified in the first phase. In FY 2006, the Phase II project was set up and advances were made in all three components of Phase II, including the establishment of a Memorandum of Understanding (MOU) with WRCOG, the development of scopes of work for each component, and development of an integrated work plan for Phase II.

Phase II will be completed during FY 2007. The three components include:

1. Economic Development

   Through the I-15 IRP, opportunities exist to improve the economy of both the southwestern Riverside and San Diego regions. An economic development working group has been formed by WRCOG, which will serve as the advisory group for this component.

   The core activity of this component is the implementation of an Employment Cluster Analysis. By focusing on “employment” clusters, the two regions can identify and create a foundation for assessing opportunities to improve their local economies. Employment clusters are groups of complementary, competing, and interdependent industries that drive wealth creation in a region. During FY 2007, the work program will focus on identifying clusters for Riverside County and, based on that information, identifying implementation strategies beneficial to both regions.

2. Transportation

   In Phase II, a three-pronged approach is being pursued to improve conditions on the I-15 in the San Diego-southwestern Riverside corridor, especially at the county line. First, Caltrans is preparing an I-15 County Line Study, which will identify short-term, mid-term, and long-term transportation issues facing the I-15 corridor in southwest Riverside County and north San Diego County. Caltrans will be bringing forward recommended short-term actions for consideration by the members of the Partnership, as well as recommending longer-term improvements and strategies to be pursued in the comprehensive 2007 Regional Transportation Plan (RTP) update.

   Second, the Riverside County Transportation Commission (RCTC), as a member of the Southern California Regional Rail Authority (Metrolink), is studying commuter rail expansion alternatives, both within Riverside County and to destinations outside the county. SANDAG staff will be working with RCTC on a feasibility study of commuter rail along the I-15 corridor to downtown San Diego.

   Finally, RCTC and SANDAG will be working together to evaluate potential expanded interregional transit and vanpool services in the I-15 corridor and to begin implementation of feasible service improvements. This work will be coordinated with the I-15 Managed Lanes Bus Rapid Transit (BRT) Operations Plan being developed by SANDAG and Caltrans.
3. Housing

During FY 2007, SANDAG proposes to undertake a pilot project that focuses on the production of workforce (or moderate income) housing in North County in collaboration with major employers, many of which have employees unable to find affordable housing in proximity to their jobs. The goal of the program is to work with North County jurisdictions, the appropriate transit agencies, developers, and employers to identify the resources and strategies that will result in the construction of this type of housing. This project will test the strategies identified in Phase I of the I-15 IRP and develop additional strategies, if needed, which will assist in the actual construction of affordable workforce housing.

The I-15 IRP Joint Policy Committee will be convened to review the results of each of these components for key milestones and provide feedback at meetings scheduled between April and December 2006. The overall project is scheduled to be completed by February 2007.

Imperial County

Imperial County is one of the fastest growing counties in California. It experienced a 30 percent growth in population between 1990 and 2000, compared to approximately 13 percent for the state and the nation. It is projected to have an even more dramatic growth of 50 percent for the period from 2000 to 2010. It faces significant challenges in addressing growth-related issues, as well as the pressures it faces from the neighboring regions, including San Diego and Mexico.

During FY 2006, SANDAG submitted jointly with the Imperial Valley Association of Governments (IVAG), a grant application to Caltrans for the purpose of developing a strategic plan to address planning-related issues along the I-8 Corridor between the San Diego region and Imperial County. Through the development of the plan, SANDAG, IVAG, and Caltrans District 11 would collaboratively address the issues of transportation, economic development, housing, and the environment. If this grant is approved, staff will return with a detailed work program regarding this project. In the meantime, SANDAG staff will continue to work with Caltrans and IVAG staff on issues of mutual interest and will keep the Borders Committee informed of these activities.

Orange County

Since July 2005, staff members from the Orange County Transportation Authority (OCTA) and SANDAG have met to discuss topics of joint interest, including I-5 corridor highway projects, passenger rail issues, local transportation sales tax programs, and pending updates of long-range transportation plans. A meeting between the Executive Directors and Board Chairs of the two agencies was held in December 2005. A joint workshop between OCTA Board members and members from SANDAG’s Borders and Transportation Committees is now being planned and should be scheduled in the next three to four months. Proposed planning activities for FY 2007 include collaboration on OCTA’s South Orange County Major Investment Study, which will evaluate highway, rail, and other alternatives in south Orange County, as well as other areas of joint interest.

Government-to-Government Perspective with Tribal Nations

During FY 2006, the Borders Committee intensified its efforts to engage tribal governments through various activities—through partnerships with intertribal organizations, with individual
tribal governments, as well as at a policy level. SANDAG staff worked closely with the Reservation Transportation Authority (RTA) through a grant from Caltrans to engage tribes in the regional transportation planning process. In May 2005, the SANDAG Board of Directors invited the Southern California Tribal Chairmen’s Association (SCTCA) to join the Borders Committee as an advisory member to explore more systematically how best to communicate and coordinate, as well as how best to involve tribal governments in the regional planning process. The SCTCA, as an intertribal council, accepted this invitation and now sits on the Borders Committee in the same advisory role as WRCOG, IVAG, and the Republic of Mexico. On March 10, 2006, the San Diego Regional Tribal Summit was held, in which the elected tribal leadership from 12 nations met with the SANDAG Board of Directors to discuss transportation and regional policy issues of mutual concern in a government-to-government dialogue.

Proposed activities for FY 2007 focus on tribal transportation issues related to the meaningful and timely involvement of tribal nations in the comprehensive 2007 RTP update. Staff will continue to work in partnership with the Reservation Transportation Authority (RTA), SCTCA, Caltrans, and the County of San Diego to incorporate relevant tribal transportation studies into the tribal transportation issues paper for the RTP update and also will pursue the implementation of a tribal transit feasibility study in FY 2007 funded through a Caltrans grant. In addition, staff will begin to address other mutually determined regional planning issues identified at the 2006 San Diego Regional Tribal Summit.

BOB LEITER
Director of Land Use and Transportation Planning

Key Contact: Hector Vanegas, (619) 699-1972, hva@sandag.org
Introduction

On March 10, 2006, the SANDAG Board of Directors and sovereign tribal nations within San Diego County met for the 2006 San Diego Regional Tribal Summit. This brief report summarizes the event for the Borders Committee’s information and discussion.

Discussion

Overview

The San Diego Regional Tribal Summit was hosted by the Pala Band of Mission Indians at the Pala Casino Conference Center in North County. The purpose was to bring together elected officials from the 17 federally recognized tribal nations in the San Diego region and the elected officials from the local cities and county to discuss land use and transportation planning policy issues of mutual concern. In particular, with the comprehensive 2007 Regional Transportation Plan (RTP) update underway, the Tribal Summit provided an opportunity for input on this important regional planning effort. The summit was the result of collaboration between SANDAG, the Southern California Tribal Chairmen’s Association (SCTCA), the Reservation Transportation Authority (RTA), Caltrans, and the County of San Diego.

Participation

The Summit drew 120 participants, including elected officials from 12 tribal governments in the region, the SANDAG Board of Directors, members of SANDAG’s Policy Advisory Committees, various public agencies that work with tribal governments and interested organizations and stakeholders.

The RTA provided some background material on the tribal nations in the region for distribution to the Summit participants (see Attachment 1). This material is intended to provide member agencies with a better understanding of how tribal nations in the region are organized as governments.
Agenda

The event was inaugurated with Vice Chairman LeRoy Miranda of the Pala Band of Indians reciting the opening ceremonial prayer in his native language – Luiseño. Chairman Robert Smith of the SCTCA and Chairman Mickey Cafagna of SANDAG presided over the summit.

Bo Mazzetti from the RTA introduced the representative of each tribal nation present. Each tribal leader provided a brief introduction to their nation and raised some key planning issues of concern to them. In alphabetical order the nations with representatives present were: Barona Band of Mission Indians; Campo Band of Kumeyaay Indians; Inaja-Cosmit Indian Reservation; Jamul Indian Village; Los Coyotes Band of Cahuilla Indians; La Jolla Band of Mission Indians; Pala Band of Mission Indians; Pauma Band of Mission Indians; Rincon Band of the Luiseño Nation; San Luis Rey Band of Mission Indians; San Pasqual Band of Mission Indians; and the Viejas Band of the Kumeyaay Nation.

The tribal introductions were followed by a luncheon in which the elected officials represented on the SANDAG Board were able to discuss issues with their tribal counterparts. Senator Denise Moreno Ducheny could not be present as the State Senate was unexpectedly called into session to discuss the state infrastructure bond measure. She transmitted her regrets at not being able to attend and reiterated her opinion of the importance of this event for strengthening government-to-government relations between SANDAG as a Metropolitan Planning Organization (MPO) and the tribal nations in the region.

The afternoon session was divided into two components. First, the tribal delegates and SANDAG Board participated in an interactive exercise on transportation issues. The 14 strategies discussed and prioritized were generated from an all-day tribal technical workshop on transportation held on February 8, 2006, hosted by the Viejas Band of Kumeyaay Indians. This workshop was convened by Caltrans to give tribal transportation managers an opportunity to discuss the results of the Tribal Transportation Needs Survey conducted by Caltrans and SANDAG with transportation staff from various public agencies that work with tribes on transportation-related issues. The participants at the Summit went through the strategies, discussed them, and then participated in an interactive polling exercise to determine where there were areas of mutual concern to identify possible areas of collaboration.

Second, the participants then moved to another venue for policy roundtable sessions on other issues. These included: public safety; environment; energy; and transportation financing. The purpose of these sessions was to identify the most important issues within these policy areas that could be considered for follow up and future collaboration.

The Summit concluded with closing remarks from both Chairman Cafagna and Chairman Smith. Chairman Cafagna presented Chairman Smith with a certificate of appreciation to the Pala Band of Mission Indians for their generous hospitality in having hosted the 2006 San Diego Regional Tribal Summit.

Next Steps

Staff will be preparing a full report on the Tribal Summit, including the results of the polling exercise on transportation issues and the results of the policy roundtable discussions. This information will be circulated among the meeting organizers, including the SCTCA, the RTA, Caltrans, and the County of San Diego for their feedback and suggestions for next steps. Staff will come back to
the Borders Committee in April/May to seek direction on potential next steps for various issues raised. The transportation-related information will form part of the transportation issues paper for the comprehensive 2007 RTP update, which also will be circulated to all tribal nations in the region for their review and feedback.

BOB LEITER
Director of Land Use and Planning

Attachment: 1. RTA Tribal Information Brochure

Staff Contact: Jane Clough-Riquelme, (619) 699-1909, jcl@sandag.org
Welcome to

SAN DIEGO TRIBAL SUMMIT

March 10, 2006
PALA RESERVATION

Information packet submitted by
RESERVATION TRANSPORTATION AUTHORITY
San Diego County's 17 Federally Recognized Native American Tribes

<table>
<thead>
<tr>
<th>Tribe</th>
<th>Leader</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barona</td>
<td>Rhonda Welch-Scalco, Spokeswoman</td>
</tr>
<tr>
<td>Campo</td>
<td>H. Paul Cuero, Jr., Chairman</td>
</tr>
<tr>
<td>Ewiaapaayp Band of Kumeyaay Indians</td>
<td>Harlan Pinto, Sr., Chairman</td>
</tr>
<tr>
<td>Inaja &amp; Cosmit</td>
<td>Rebecca Osuna, Chairperson</td>
</tr>
<tr>
<td>Jamul Indian Village</td>
<td>Leon Acebedo, Chairman</td>
</tr>
<tr>
<td>La Jolla Band of Luiseno Indians</td>
<td>Tracy Lee Nelson, Chairman</td>
</tr>
<tr>
<td>La Posta</td>
<td>Gwendolyn Parada, Chairperson</td>
</tr>
<tr>
<td>Los Coyotes Band of Cahuilla &amp; Cupeno Indians</td>
<td>Catherine Saubel, Chairwoman</td>
</tr>
<tr>
<td>Manzanita</td>
<td>Leroy J. Elliott, Chairman</td>
</tr>
<tr>
<td>Mesa Grande</td>
<td>Mark Romero, Chairman</td>
</tr>
<tr>
<td>Pala</td>
<td>Robert Smith, Chairman</td>
</tr>
<tr>
<td>Pauma &amp; Yuima</td>
<td>Christobal C. Devers, Chairman</td>
</tr>
<tr>
<td>Rincon</td>
<td>John Currier, Chairman</td>
</tr>
<tr>
<td>San Pasqual</td>
<td>Allen E. Lawson, Spokesman</td>
</tr>
<tr>
<td>Santa Ysabel</td>
<td>Johnny Hernandez, Jr., Spokesman</td>
</tr>
<tr>
<td>Sycuan</td>
<td>Daniel Tucker, Spokesman</td>
</tr>
<tr>
<td>Viejas (Baron Long)</td>
<td>Anthony Pico, Chairman</td>
</tr>
</tbody>
</table>
We’re your neighbors, the Indigenous Peoples of San Diego. We’re members of 17 federally recognized tribes that are descendants of four Indian nations (see illustration at bottom left) that resided in this region long before the Spanish invasion. Today, as shown in the illustration below, our tribal lands are spread throughout the County. We’re your neighbors. And we hope the information on these pages will give you a better understanding of who we are.
17 federally recognized independent nations
Within the San Diego County area there are 17 federally recognized tribes located on their own sovereign land, commonly known as a reservation. Each reservation is recognized legally by the United States government as an independent nation, and as such has its own government, as well as its own set of laws. This government consists of a general council comprised of representative tribal members. Usually the general council meets on a monthly basis to review and address tribal business. Community issues tend to dominate the agenda, but all legal and tribal commerce issues are reviewed when necessary.

Every one or two years, based on customs and traditions, the general council elects a core council, or executive council. These elections primarily focus on the following positions:

- Tribal Chairman / Chairwoman
- Tribal Spokesman / Spokeswoman
- Vice Chairperson or Vice Spokesperson
- Secretary
- Treasurer
- Council Members

This group of governing members reports to the general council and carries on the daily governance of the tribe, addressing issues around the school system, utilities supply, road construction and maintenance, fire systems, law enforcement and residential planning.

Tribes located in Imperial, Riverside, San Diego, Santa Barbara, and San Bernardino Counties have formed a consortium for transportation and road construction designated as the Reservation Transportation Authority (RTA). The RTA represents a total of some 21 tribes and is the first organization of its type in the country.

Another important governmental organization is the Southern California Tribal Chairman's Association, a consortium of 13 federally recognized tribes within San Diego County. The SCTCA's primary purpose is to address the health and safety of its tribal members. SCTCA grants have been awarded for tribal courts, substance abuse, TANF (temporary aid to needy families), and youth programs.
Ongoing support and funding
A number of federal agencies provide support to tribal governments. These include:

- **The Bureau of Indian Affairs**, under the Department of the Interior, which has a regional bureau in Riverside, California. The BIA provides funding for tribal governments, forest management, and road construction and maintenance, among other things. BIA personnel provide technical support to the tribes for the planning and implementation of major projects on reservation lands.

- **The Indian Health Services**, part of the Department of Health and Human Services, which supports three health clinics within San Diego County. IHS personnel provide engineering support for water and wastewater projects on tribal lands to ensure construction and maintenance standards that uphold the safety of these facilities.

- **The Housing and Urban Development Department**, which awards competitive grants to all of Indian Country for new housing construction, public facilities projects, economic development projects, and rehabilitation of existing housing. HUD’s regional office in Phoenix, Arizona, provides technical support and grant management throughout the western states.

- **The Department of Agriculture**, which provides grants and low cost loans to the tribes. Projects include major infrastructure programs such as water, electrical, and wastewater systems. Personnel in the USDA’s office in El Centro, California, provide guidance on major projects.

- **The Environmental Protection Agency**, which provides training and technical support to monitor each tribe’s water resource. Tribal EPA directors are responsible for water, natural resources, emergency response, solid waste and environmental studies.

- **Other Federal agencies**, such as US Fish and Wildlife, Bureau of Reclamation, and the Department of Justice, offer competitive grant opportunities. Each agency provides resources to insure grant compliance and program success.
A focus on diabetes
The Indian Health Service maintains three major health centers in San Diego County – one in East County, another in North County, and a third in the City of San Diego. These centers are staffed by physicians and support staff including nurses, dentists, nutritionists and psychotherapeutic professionals. Health care and prevention services are offered with an emphasis on the prevention and treatment of diabetes, which – as the No. 1 cause of death in Native Americans – poses a serious health threat.

Serving and protecting
Each tribe has its own law enforcement agency or security force, policing the reservation independent of the surrounding law enforcement agencies but offering cooperation with other agencies when necessary. Tribal law enforcement agencies also take care to protect tribal burial grounds and prevent misuse of ancestral lands. The tribal general council creates all ordinances. Actions involving fines, warnings, arrest and – in severe cases – tribal disbarment are taken against tribal members who violate tribal ordinances.

Training and response
Many of the San Diego County tribes have a full-time staff of trained firefighters, as well as fire stations, trucks and equipment ready to respond to a fire event on a reservation or to assist with wildfire containment. Also available are trained volunteers who are able to respond to calls, and a skills-reinforcement program that keeps firefighting techniques and equipment up to date through the California Department of Forestry.

A wide range of residential opportunities
Family areas are designated in each tribal land holding for the construction of housing for that clan of the tribe. The types of home construction range from frame, stucco, and manufactured homes to log homes for the members of the tribes. Each homeowner is responsible for their own home maintenance, and also for the insurance, water, and utility service for their homes.
A commitment to tribal customs and traditions
All tribal members are afforded the same rights and privileges regardless of their residential location. They are members of the tribe according to the tribal customs and traditions anywhere they might choose to live, as long as they are enrolled in the tribe – which makes the tribe’s census vary according to those who live on tribal lands and those who do not.

Advances mark school commitments
Among the reservation population, advances have been made in the educational process through the introduction of Head Start programs in many of the tribal school systems in San Diego County. Native American children attend all levels from elementary school to high school within their respective districts, and Rincon has started the first American Indian charter school in San Diego County. SOBOBA charter school has existed in Riverside County for over 10 years. School bus transportation is provided to the charter schools with stops covering the various reservation areas according to need.

A reliance on adequate utilities
Utilities are provided on the tribal lands and, as in most of the Southwest, water is a carefully distributed resource. Wells are located on tribal lands and water is stored in tank systems, much the way local municipalities deal with the issue, with pipelines running water to the homes and community centers of the tribe. Each tribe has a tribal water authority that reports to the tribal EPA director, and water on the reservations is monitored constantly for purity.

Electric and propane power are the main sources for light and heating, although many remote areas are still without power and water due to the high cost of providing services to these areas.

For the most part, the roads on tribal lands that access homes and community facilities are paved, and roads to remote areas are gravel or dirt. There is a system in place for fire access roads, for residential areas and for wildfire containment purposes. Roads are built by tribal committees, according to a master plan overseen by the tribal executive council, with technical assistance from the Bureau of Indian Affairs and the Reservation Transportation Authority (RTA).
A key part of tribal identities
For the purpose of preserving a quickly changing indigenous culture, collections of artifacts are housed on tribal lands, and some tribes – such as the Barona nation – have a dedicated museum and employ a full time director to catalog their collection. Other tribes store these treasures in tribal halls. They generally assign a committee member to act as curator charged with the preservation and cataloging of any collected artifacts.

Because many tribes have been relocated repeatedly, resulting in a loss of ancestral lands and spiritual sites, the preservation of tribal artifacts is important to the tribe's identity.

Tribes maintain traditional burial grounds with accompanying respect paid to the land. Each reservation also has its own cemetery, with specific burial sites designated for each family.

Another aspect of cultural preservation involves the use of audio-visual and digital technology to preserve tribal languages. As each generation passes, the native languages become increasingly homogenized, which makes even more paramount the preservation of Native American culture.

A time to celebrate, a time to play
Tribal gatherings, called powwows, celebrate Native American cultures with food, music, dance and, of course, socializing. Tribes sponsor their own powwows, and the public is always welcome. Powwows also feature displays of Native crafts, including jewelry, blankets, pottery, and basketry.

Other popular activities on the reservations are baseball and softball. Leagues are formed for all age groups, and tribal teams travel to Arizona and Northern California to compete in tournaments and championship games.

Native Americans also celebrate the spiritual part of their culture through sweat lodges, or sweats, where cleansing ceremonies are conducted. These are private gatherings with chanting, song and prayer. The ceremonies can be co-ed, male or female, depending on the leader and facilities. For the sweat itself, rocks are heated and water is poured over them, creating a moist heat of over 100 degrees and an atmosphere for meditation and prayer.
A quick look at RTA, a consortium of Southern California's federally recognized Indian tribal governments
What is the Reservation Transportation Authority (RTA)?
RTA, founded in 1998, is a consortium of Southern California Indian tribal governments designated as a Public Law 93-638 contracting entity, which delegates it to 1) contract for Bureau of Indian Affairs Southern California Agency New Road Construction and Road Maintenance Programs, 2) secure additional transportation funding, and 3) provide transportation education, planning, and program administration for tribal government members through the federal Transportation Planning Funds Programs and similar programs.

Is RTA Unique?
Yes. RTA is the only organization of its kind in the United States solely devoted to Indian reservation transportation.

Who supports RTA?
An independent governmental agency, RTA is supported by and works with the Bureau of Indian Affairs, the U.S. Department of Transportation, the California Department of Transportation (Caltrans), and the Riverside and San Diego County governments.

Who belongs to RTA?

Where is RTA located?
The RTA office is located at 2860 Old Town Front Street, Suite C-1, Temecula, CA 92590-2892. Telephone: 909-308-1442. FAX: 909-308-1272.
Who governs RTA?
RTA is a joint, subordinate branch of its member tribal governments, but operates as an independent governmental agency, recognized by the federal government as the equivalent of a tribal government agency and equal also as a 501(c)(3) organization. Each member tribal government appoints one director to represent it on the RTA Board of Directors, which is responsible for RTA management. The board elects five directors, who serve as the RTA Executive Board. The executive board meets bi-monthly, or as needed. The RTA Board of Directors meets at least annually. Decisions are made by a majority of directors.

What is the mission of the RTA?
The RTA mission includes three main components:

1. To develop and increase road construction and road maintenance capability for member tribal governments through the implementation of a comprehensive business plan, new road construction and maintenance funding, and obtain increase efficiency in fund usage through economies of scale.

2. To acquire more new road construction and road maintenance experience and expertise to serve as a resource for the member tribal governments.

3. To provide transportation education, planning and research for member tribal governments.

How is RTA funded?
Funding is made available through Public Law 93-638 federal contracts to carry out the BIA Tribal Roads Construction and Roads Maintenance Program and through contracts and grants for other related transportation and activities and projects from local, state and federal agencies.

Who staffs RTA?
RTA is staffed by transportation professionals and experienced support staff. The organization is headed by a chief executive officer; other staff positions include special projects coordinator, field operations manager, field operations assistant, program assistant, and a staff assistant.
What are some recent RTA accomplishments?
Examples of recent RTA accomplishments include:

- Performed transportation studies for RTA member tribal governments using BIA's One-Time Allocation for Transportation Studies.

- Worked with Caltrans to create the Native American Branch and elevate environmental planning for that branch within the agency.

- As project manager for the Los Coyotes Reservation Road Project, RTA prepared bid specifications, solicited bids, and awarded bids in Phase One of the three-phased project. Funding is in excess of $3 million for the project, which will provide the Los Coyotes band paved access to a forthcoming economic development project. Phase one was completed in November 2005, and Phase Two – directed by Bo Mazzetti, whom the RTA executive council selected to manage the project – was expected to be placed in bid status by March 2006.

- Began preparations for the State Road 76 East Corridor Study, where RTA – working under a grant awarded by CalTrans District 11 – will conduct a study of all existing roads and planned development through the Highway 76 Corridor. RTA will ensure that all reservations along the corridor are included in the study, in the matter in which those activities apply to that specific tribe. In a first of its kind, the Pala Reservation will match some of the grant funding.

- Performed a precedent-setting road-related Environmental Design, Construction, Inspection, and Monitoring for the Pala Band and worked on the related 404 Nationwide Permit and Water Quality Certification in coordination with the Army Corps of Engineers, U.S. Environmental Protection Agency, and U.S. Fish and Wildlife Service to protect the endangered Arroyo Toad.

- Developed a training program, using RTA staff, to assist other Native American agencies, as well as a program for young American Indian students interested in engineering as a career.
PROPOSED BORDERS WORK ELEMENTS FOR FISCAL YEAR 2007

March 24, 2006

BACKGROUND

• Borders Chapter of the RCP

• Three Perspectives:
  • Binational
  • Interregional
  • Government-to-Government with Tribal Nations
BINATIONAL PLANNING

COBRO is the working group advising the Borders Committee on binational issues.

The Borders Committee approved COBRO's recommendation to focus in the area of Otay Mesa.

BINATIONAL PLANNING

Otay Mesa / Mesa de Otay
Binational Corridor
Strategic Plan

- Transportation
- Economic Development
- Housing
- Environment
**INTERREGIONAL PLANNING: Riverside County**

- I-15 Interregional Partnership (IRP)
- IRP Phase Two work program:
  - Economic development
  - Transportation
  - Housing

**INTERREGIONAL PLANNING: Imperial County**

- One of the fastest growing counties in California
- Caltrans Planning Grant proposal
  - Look at Interregional Transportation, Economic Development, Housing and Environment issues.
- Staff will continue to work with Caltrans and IVAG staff on issues of mutual interest
INTERREGIONAL PLANNING: Orange County

- Staff members of Orange County Transportation Authority (OCTA) and SANDAG have held meetings to discuss topics of joint interest.

- Joint workshop between OCTA Board members and members from SANDAG's Borders and Transportation Committees

GOVERNMENT-TO-GOVERNMENT WITH TRIBAL NATIONS

- Tribal Summit between elected tribal leaders and the SANDAG Board of Directors in March 2006

- Proposed activities
  - Involvement of Tribal Nations in the comprehensive 2007 RTP update
  - Tribal transit feasibility study, through a Caltrans Grant
PROPOSED BORDERS WORK ELEMENTS FOR FISCAL YEAR 2007

March 24, 2005
2006
SAN DIEGO REGIONAL TRIBAL SUMMIT
2006
SAN DIEGO REGIONAL TRIBAL SUMMIT
Presentation for

SANDAG

State Route 11/East Otay Mesa

March 24, 2006

SR 11/East Otay Mesa POE

PRESENTATION SUMMARY

- San Diego Region
  - Infrastructure
  - Goods Movement
- Need and Purpose
- Status of Projects
San Diego Border Region Infrastructure

OTAY MESA PORT OF ENTRY
The third largest POE along the U.S.-Mexico border and the largest in California in terms of commercial trade.

San Diego Border Region Goods Movement
Proposed East Otay Mesa Port of Entry and State Route 11 Study Area

SR 11 (2.5 miles of new 4-lane freeway) will connect the new POE to State Routes 805 and 125.

In Mexico

The Tijuana-Rosarito Corridor will connect the new POE to the Tijuana-Tecate and Tijuana-Ensenada free and toll roads.
PURPOSE AND NEED

- Improve the efficient movement of people, goods and services between the United States and Mexico.
- Provide an alternate entry for commercial traffic that currently is limited to the Otay Mesa port of entry.
- Provide a state-of-the-art facility that improves efficiency and operations of commercial crossings.
- Reduce congestion at the San Ysidro and Otay Mesa POE's by providing a new means of crossing the US-Mexico border.

STATUS

COMPLETED MILESTONES

- Submittal of application for Presidential Permit ........ February 2001
- Biological Constraints Report ......................... March 2002
- Value Analysis Study ................................. September 2002
- Biological Surveys .................................. Spring 2005
- Selection of consultant to prepare ED ................. November 2005
- Inclusion in CBP 5-year Capital Improvement Plan . December 2005
- US submitted Diplomatic Note ....................... January 2006
SR 11 / East Otay Mesa
Port of Entry

KEY ISSUES

- Environmental Constraints
- Right of Way Reservation
- Mexico's Land Use Plans
- Funding
  - Right of Way .......... $70-90 M
  - Roadway ............. $160-190 M
  - Port of Entry .......... $250-300 M
  - Available Funding .... $8 M

SR 11 / East Otay Mesa
Port of Entry

NEXT STEPS

- Proceed with Environmental Document and preliminary engineering
- Work with stakeholders to determine functionality of facility
SR 11 / East Otay Mesa
Port of Entry

SCHEDULE
- Environmental Document: 3 to 5 years
- R/W Acquisition/Design: 2 to 3 years
- Construction: 2 to 3 years

TIMELINE

- P.P. -- Presidential Permit
- R/W -- Right of Way Acquisition
- PA & ED -- Project Approval and Environmental Document