BORDERS COMMITTEE AGENDA

Friday, April 28, 2006
12:30 to 2:30 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

- PROCESS FOR REVIEW BY SANDAG OF PROPOSED PROJECTS IN ADJOINING COUNTIES
- THE SAN DIEGO REGIONAL TRIBAL SUMMIT REPORT AND NEXT STEPS

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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.

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BORDERS COMMITTEE
Friday, April 28, 2006

ITEM #                   RECOMMENDATION

+1. APPROVAL OF MEETING MINUTES
   a. February 24, 2006
   b. March 24, 2006

+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 also may provide information and announcements under this agenda item.

CONSENT (Item 3)

+3. QUARTERLY UPDATE ON PHASE II OF THE I-15 INTERREGIONAL PARTNERSHIP (Jane Clough-Riquelme, SANDAG)

Staff will present an update on the status of the I-15 IRP Phase II for the Committee’s information. Phase II includes economic development, housing, and transportation strategies. The Borders Committee is asked to approve the charters of the I-15 IRP Policy Committee and the Economic Development Ad Hoc Working Group.

REPORTS (Items 4-7)

+4. JOINT MEETING BETWEEN ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA) BOARD MEMBERS AND MEMBERS OF SANDAG’S BORDERS AND TRANSPORTATION COMMITTEES (Heather Werdick, SANDAG)

Staff will provide the Committee with an update on the plans for a joint workshop meeting between OCTA Board members and members from SANDAG’s Borders and Transportation Committees. The Borders Committee is asked to identify two members to participate in this workshop.

+5. PROCESS FOR REVIEW BY SANDAG OF PROPOSED PROJECTS IN ADJOINING COUNTIES (Bob Leiter, SANDAG)

This matter was referred to the Borders Committee by the Board of Directors on January 27, 2006. The Borders Committee is asked forward a recommendation to the Board of Directors regarding whether SANDAG should begin to review and comment on projects in adjoining counties and, if so, to endorse the suggested process set forth in this report.
6. OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN: UPCOMING EARLY ACTION PLAN (Elisa Arias, SANDAG)

SANDAG staff, in collaboration with the City of Tijuana’s Municipal Planning Institute (IMPlan), has identified preliminary early action strategies in the areas of transportation, economic development, housing, and environment. Staff will continue to work with stakeholders to obtain commitments for implementation of proposed strategies over the next two months. The draft Early Action Plan will be presented to the Borders Committee in June 2006.

7. THE SAN DIEGO REGIONAL TRIBAL SUMMIT REPORT AND NEXT STEPS (Jane Clough-Riquelme, SANDAG)

Staff will present a report on the San Diego Regional Tribal Summit held March 10, 2006, at the Pala Indian Reservation. The report will include: a summary of the discussion among elected tribal leaders and the SANDAG Board of Directors; results of the transportation issues polling exercise; summary of the policy roundtable priorities; and recommendations for next steps. The Borders Committee is asked to recommend the suggested next steps to the Board of Directors.

8. UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for Friday, May 26, 2006, at 12:30 p.m.

9. ADJOURNMENT

+next to an item indicates an attachment
BORDERS COMMITTEE

Meeting of February 24, 2006

The regularly scheduled meeting of the San Diego Association of Governments Borders Committee was called to order at 12:04 p.m. by Chair McCoy (South County). The attendance sheet for the meeting is attached.

1. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion made by Vice Mayor Harris-Ebert (North County Inland) and a second made by Vice Chair Carrillo (Imperial County), the Committee voted to approve the meeting minutes from the November 18, 2005, meeting. Two members abstained.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chair McCoy introduced and welcomed to the Committee its newest members: Oceanside Deputy Mayor Shari Mackin (North County Coastal); Del Mar Councilmember Henry Abarbanel (North County Coastal); and City of San Diego Councilmember Ben Hueso. Chair McCoy mentioned that the Committee is still missing an alternate from the East County area. However, she invited all new members to arrive a little early at the next Borders Committee meeting to be briefed by staff.

David Perez Tejada Padilla, International Relations Director for Mexicali, announced that there will be a binational hearing sponsored by the Southwest Compact Task Force of the Southern California Association of Governments (SCAG), in cooperation with the City of Mexicali. The event will be held from 12 noon to 5:00 p.m. on Wednesday, April 26, 2006, at the Araiza Inn Hotel and Convention Center in Mexicali. The subject of the hearing is global competitiveness of the southwest mega-region. Mr. Tejada suggested that all interested in participating contact either him or Linda Jones at SCAG.

Chair McCoy noted that the 2nd Regional Border Economic Development Forum of the Border Legislators Conference, is being held today, from 9:00 a.m. to 5:30 p.m., at the Sheraton San Diego Hotel & Marina in the West Tower, 1590 Harbor Island Drive, San Diego, CA  92101. She added that today’s meeting agenda will be moving very quickly in order to allow time for those who would like to go.
CONSENT (3)

3. BINATIONAL PLANNING CONTACTS GUIDE FOR THE SAN DIEGO-BAJA CALIFORNIA REGION (INFORMATION)

At the Borders Committee meeting of November 18, 2005, it was requested that staff present a list of government and non-government organizations involved in binational planning issues, with the intention of using the list to identify those that need to be invited to participate in future activities of the Borders Committee.

Action: The Borders Committee received this item for information.

REPORTS (4-7)

4. ECONOMIC IMPACTS OF BORDER WAIT TIMES ON FREIGHT MOVEMENTS IN THE SAN DIEGO-BAJA CALIFORNIA BORDER REGION (APPROVE)

Staff reported that the freight component of the model that measures economic impacts of border wait times in the San Diego-Baja California Region had been completed. In June 2005, the Borders Committee was shown a presentation on economic impacts due to border delays on crossborder tourist, shopping, and work trips. This report presents findings of economic impacts of border delays at the Otay Mesa and Tecate ports of entry (POEs) on freight movements and trade between the United States and Mexico. The study objectives were to understand the economic significance of border delays; measure economic impacts of wait times in regard to crossborder personal travel and crossborder freight movements; and to develop a new model for testing policy solutions. Staff introduced Dr. Khalid Bekka, from HDR-HLB Decision Economics, who presented the findings of the study. Dr. Bekka is also the consultant for the Department of Homeland Security Department for the U.S. VISIT program.

Dr. Bekka provided the Borders Committee with an overview of the study that has taken over 18 months to develop. The key objective for the study is to understand the economic impacts of the border delays. Many studies have been done in the past, but they have only concentrated on one side of the border. This study is different in that it focuses on both sides of the border. Surveys were designed specifically for this study. Many questions were asked in order to try to assess the net impact of border wait times. Also, interviews were held with trucking companies, customs brokers, major crossborder manufacturers, and U.S. Custom and Borders Protections representatives. Pillars for the study were transparency and credibility. The panel of experts and stakeholders that participated in this study included representatives from both sides of the border. The surveys help to determine the purpose of the border crossings. Most of the 60 million northbound annual trips were made for shopping (more than 60 percent). Out of this number, 10 million trips were made for work or business. More than 90 percent of the trips are local.
It was stated during the presentation that Mexico is the second largest trading partner of the United States. Nine percent of the U.S.-Mexico trade value crosses at Otay Mesa and Tecate. There were $23.2 billion in imports and exports in 2004, with 99 percent of the trade between the California and Mexico moving by trucks. The number of trucks has grown significantly over the years. However, the impact of 9/11 did not affect the freight movement between both countries. There was more of an impact for personal travel as opposed to freight. Key stakeholders were interviewed and findings were that trade, truck volumes, and congestion have grown significantly over the years. Most of the stakeholders interviewed only crossed the border to drop off products. They rely on a just-in-time supply chain – they don't carry an inventory. After the sale, the production of the item requested is built, but because of border conditions the supplier cannot guarantee that the product can be delivered on time. Some products are shipped back and forth several times prior to completion of the product. Any delay can cause money losses, time and production delays, meaning high logistics costs and lost economic opportunities. At today’s level of border wait times (45 minutes on average) on personal travel, from the San Diego side, more than 8 million trips, 3 million working hours, and $42 million in wages are lost. On the Baja California side, more than 2 million trips, approximately 500,000 potential working hours, and $10 million in wages are lost. Mr. Bekka explained the total annual economic impact, in millions of U.S. dollars, regarding the output, labor income, and employment (full time equivalent jobs) for San Diego County, California, United States, Baja California, and Mexico. He noted the total output impacts by sector in the San Diego region for 2005, the total output impacts by sector in Baja California for 2005, the economic opportunities for trade growth, the total output impact due to delays at the border (personal travel and freight movements), the total employment impact due to delays at the border, and the projected output and employment impact of border delay.

Dr. Bekka concluded that current border delays are responsible for significant economic losses on both sides of the border. Regarding personal travel, economic impact of congestion is much stronger in the United States than in Mexico. It affects mainly the San Diego-Baja California region. Regarding freight movements, the economic impact of congestion is greater on the Mexican side and spreads significantly to the national level. It was noted that trade is a key contributor to local, state, and national economic growth. Border delays impact the competitiveness of the binational region and traffic delays, and economic losses are expected to double over the next ten years.

Staff concluded that the next steps will be to present the findings of the study to the SANDAG Board of Directors and stakeholders; move forward to finance and build new binational infrastructure; complete SR 905; and build the proposed new East Otay Mesa-Otay II POE and connecting roads.

Hon. Luis Cabrera (Consul General of Mexico) asked why Mexican Customs wasn’t interviewed. Dr. Bekka noted that when the truckers were interviewed, they were provided with information regarding both sides of the border. At the time the survey was conducted, the Mexican Customs office was not identified as a source of delay.

Staff mentioned that the purpose of the interviews was to validate existing data. Dr. Bekka added that they wanted to hear from the people that suffer and/or benefit from the border delays.
Mayor Pro Tem Gallo (North County Inland) stated that 99 percent of trade is transported by trucks. He asked how this issue can be addressed to include increased use of rail. Dr. Bekka responded that rail infrastructure is not up to par even though most agencies would prefer to use rail. He mentioned that rail is an option and requires facilities where products can be loaded and unloaded. It would take longer to transport products by rail; however, rail will eventually become a part of the solution.

Mayor Pro Tem Gallo questioned if more air travel can also be considered. Dr. Bekka noted that companies have to consider their transportation costs as well as production costs.

Mayor Pro Tem Gallo stated that dollars are lost in surface travel when the roads are impacted with truck traffic and the trucks are stuck in gridlock – both time and money is lost. Dr. Bekka noted that Chrysler has moved some of its production plants to Canada to cut costs.

Councilmember Monroe (South County) commented that there are other southern states that are big on the use of rail. Staff stated that Detroit uses rail to transport goods to Windsor, Canada, which serves as a bridge to get products from the United States to Canada. Dr. Bekka mentioned that there is currently a proposal to link Boston with Canada, via rail.

Vice Mayor Harris-Ebert (North County Inland) asked what percentage of items across the border could be moved by rail. Mr. Bekka responded that on the Canadian border, it is estimated that the percentage would be less than 3 percent.

Vice Mayor Harris-Ebert stated that it appears that building new rail would be very expensive. Staff responded that cost was not analyzed for the southern border.

Mr. Bekka commented that the sensitivity is how quickly products can be transported from one location to another.

Vice Chair Carrillo (Imperial County) thanked Mr. Bekka and staff for the presentation. He commented that more than $30 billion worth of goods are transported across the California POEs, including the Imperial County region. This doesn’t cover the seaports or the ports in Los Angeles. The United States hasn’t had any national railway system since 1950. The normal response is to add additional truck lanes. This is a major problem that needs to be addressed. However, this problem is one that one size doesn’t fit all. This is a global issue.

Deputy Mayor Mackin (North County Coastal) asked if there is going to be a serious look at the rail issue. Staff replied that the Board has directed staff to look at an additional north-south rail route, but it wasn’t determined what that infrastructure will be. The rail issue will be included in the Regional Transportation Plan (RTP) update of 2007.

Bill Figge (Caltrans) indicated that Caltrans will undergo a transportation comparison study by this summer.
Councilmember Hueso (City of San Diego) introduced himself to the Borders Committee. He noted that it will be a pleasure to serve on the Borders Committee, representing the City of San Diego. He mentioned that there are serious issues with the water quality at the border, and there are a lot more issues that need to be dealt with and there should be some way to look at the City of San Diego and Tijuana together as one statistical region. The Committee needs to look at the seaport and make sure that the services can be provided to the region. He mentioned that toll fees are one option. To add a toll road crossing could help to fund the infrastructure that is needed. If the border wait times are from one to two hours, people would be willing to pay to decrease the wait times. A toll road would also help to ease the traffic. In addition, a third Port of Entry could be connected to the SR 905. A bond measure could be created that would build the facility as well as generate income for the infrastructure. With a little hard work and effort, San Ysidro can be one of the most exciting districts in San Diego. Mr. Bekka added that most people interviewed said that they would be willing to pay a fee to cross the border faster.

Chair McCoy stated that there is a need to compete for funding for the border area. The Borders Committee should seek a competitive edge and keep the region sharp. She suggested that Councilmember Hueso take some time to visit with the SANDAG staff to discuss his issues.

Action: Upon a motion made by Supervisor Cox and a second by Vice Mayor Harris-Ebert, the Borders Committee voted to accept the Economic Impacts of Wait Times at the San Diego-Baja California Border final report and directed staff to utilize the report in formulating recommended plans and projects to mitigate the negative impacts of border wait times on the region.

5. TRIBAL TRANSPORTATION NEEDS ASSESSMENT (INFORMATION/DISCUSSION)

Mario Orso, Tribal Government Liaison for Caltrans District 11, provided the Committee with an update on the survey conducted on the transportation needs of tribal nations in District 11 for the purposes of building relationships with local tribal governments and to improve agency understanding of current tribal transportation capacity and needs. He identified all of the tribal governments in District 11’s area from the San Diego and Imperial County areas. He noted the number of tribes in North and South San Diego County, along with the number of residents. He also noted the number of jobs available on reservations. Mr. Orso reported the history of tribal government relationships with public agencies beginning in 1997. He explained the assessment methodology of the survey and what steps were taken to create the survey. The survey methodology was designed to capture each tribe’s transportation needs, issues, and concerns. Caltrans made a presentation to the Southern California Tribal Chairmen’s Association (SCTCA) in December 2004 regarding the survey asking for their cooperation. Following tribal protocol, the tribal nations were contacted through their respective Chairs and/or Councils. Once the Tribal Councils had approved participation in the survey, the governments designated representatives who are knowledgeable about transportation to respond to the survey. Interviews regarding the survey were held between February and May of 2005, and there was 100 percent participation from the tribal governments in District 11.
Some of the survey results noted that 14 of the 19 tribes do not have a transportation department or staff dedicated exclusively to transportation planning with the main reason being funding as a key impediment. There were five key subject areas addressed which included: relationships and contacts with transportation and government agencies in which the tribes reside; familiarity with specific transportation agencies’ planning processes and associated documents; future needs and availability of planned transportation improvements; funding support for the tribes; and information on current/future developments of tribes. Key reasons for unmet needs include confusion over which agencies are responsible for what issues; road maintenance; inadequate roadways; and lack of timeliness in implementing improvements. Most tribal governments have little or no involvement in regional/state transportation planning efforts. Some of the reasons given included: (1) each believes their needs should be addressed as individual nations; (2) their needs are not adequately met; (3) tribes are unfamiliar with planning documents; and (4) lack of funding and staff. Many tribal governments do not receive funding from outside sources. Most tribal governments indicated that they operate without an annual transportation budget on an “as needed” basis. Of those that have transportation budgets, most budgets are small – from $0 to $50,000.

Next steps include: (1) determine priority issue areas; (2) incorporate relevant, identified issues into the RTP update for 2007; (3) identify specific collaborative projects and funding sources; and (4) develop an institutional mechanism for collaboration on planning issues. A tribal transportation technical workshop was held on February 8, 2006, hosted by the Viejas Band of Kumeyaay Indians, to share the results of the survey with the tribal transportation managers and to discuss next steps. Transportation staff from the Bureau of Indian Affairs (BIA), Caltrans, County of San Diego, Metropolitan Transit System (MTS), North County Transit District (NCTD), and SANDAG were in attendance. Mr. Orso concluded that the relationship and partnership building is progressing. Increased coordination will ensure both regional and tribal governments needs are met. It will be important to continue efforts to improve coordination between tribal government and agencies in the region responsible for transportation planning.

Chair McCoy thanked Mr. Orso for the presentation.

Staff noted that SANDAG makes its annual trip to Washington, D.C., for lobbying efforts in March, and Chairman Smith was invited to participate. SANDAG’s lobbyist will set up meetings with the BIA and the Federal Highway Administration (FHWA) to seek more funds for tribal governments and transportation needs.

Mr. Orso noted that Caltrans will be requesting funding for the Metropolitan Planning Organizations (MPOs) in the Los Angeles and San Diego regions. He noted that the support from the SCTCA, the Reservation Transportation Authority (RTA), and SANDAG has helped to facilitate this effort.

Vice Chair Carrillo stated that the impact of the casinos in the region was not mentioned. He asked if those funds coming from the BIA can be used for roads leading to the reservations.
Mr. Orso stated that any road that takes you to a reservation, through a reservation, or is on a reservation, is eligible for Indian Reservation Roads (IRR) Program funding.

**Action:** The Committee received this item for information.

6. **UPDATE ON THE 2006 SAN DIEGO REGIONAL TRIBAL SUMMIT (DISCUSSION/POSSIBLE ACTION)**

Chair McCoy stated that this summit has been scheduled for a long time, and there has been a lot of preparation and hard work involved. She indicated that she is looking forward to this event.

Mr. Kevin Siva, Chairman of the RTA, updated the Borders Committee on the details of the 2006 San Diego Regional Tribal Summit. He commented that bridging communication gaps is the ultimate goal of the tribes. He pointed out that an example of the lack of communication was noticed in the previous report just given. The RTA was instrumental in the results of the survey with Caltrans, but that was not mentioned. Chairman Siva indicated that he would like to move forward and strengthen the communication. When this effort began last February, Chairman Siva came before the Borders Committee with the idea. The main reason was that the tribes wanted to have representation on the SANDAG Board. He noted that Chairman Smith (SCTCA) was recommended to sit on the Borders Committee and indicated that he will represent the tribal governments well. Chairman Siva noted that Chairman Smith came before the Borders Committee in July of last year, again requesting that the tribal governments have representation on the SANDAG Board. Chairman Smith also requested that this issue be taken to the Executive Committee for consideration. Their purpose is to gain representation on the SANDAG Board so the tribes can feel like they’re being treated fairly in the region. The tribes want to know that they can reach out to each agency for assistance if needed.

Chairman Siva mentioned that the majority of the tribes will be attending the summit and are looking forward to meeting representatives of the SANDAG Board. He welcomed all to attend.

Chair McCoy expressed the Borders Committee’s willingness to work cooperatively with the tribes.

Staff added that thanks to various efforts, Senator Ducheny has graciously agreed to participate in the Tribal Summit as the keynote speaker.

Chair McCoy thanked Chairman Siva and the RTA for their efforts in making this event happen.

**Action:** The Committee received this item for information.

7. **UPDATE ON THE I-15 INTERREGIONAL PARTNERSHIP (APPROVE)**

Staff mentioned that they are now in Phase II of the I-15 Interregional Partnership (I-15 IRP). SANDAG and the Western Regional Council of Governments (WRCOG) received a grant from
Caltrans to extend the I-15 IRP into a second phase to pursue medium-term strategies identified in Phase I. There are three components of this phase: economic development, transportation, and housing. A memorandum of understanding (MOU) with WRCOG to coordinate Phase II was signed recently. WRCOG is taking the lead on the economic development strategy component of the project. The Economic Development Working Group was formed, and a kick off meeting was held in December. They are meeting monthly to monitor and provide feedback on the employment cluster study. The transportation component will be a three-pronged strategy, with technical staff working group working on this effort. The three areas of this component are the County Line Study, pursuing strategies for transit coordination, and examining commuter rail expansion alternatives. Staff requested that three elected officials from the Borders Committee be identified to participate on the I-15 IRP Joint Policy Committee to receive reports on these three components and provide policy level feedback. The group would meet three times between April 2006 and January 2007 to discuss the three components and receive full status reports, drafts, and the final report.

Vice Mayor Harris-Ebert asked if there is a housing component in the I-15 corridor. Staff responded that currently, the only housing issues that are being addressed are in North County. Staff added that they have been collaborating with Palomar Hospital and the Chambers of Commerce in North County regarding this idea.

Staff mentioned that the I-15 IRP is not limited to only the I-15 corridor. It also can include SR 78 and/or SR 56. The purpose of the partnership was to address the commuters that were working in San Diego and living in Riverside.

Chair McCoy asked if any Borders Committee members would like to volunteer to serve on this policy committee. She suggested that Mayor Pro Tem Gallo (North County Inland), Vice Mayor Harris-Ebert (North County Inland), and Deputy Mayor Shari Mackin (North County Coastal) consider participating. All members agreed.

Councilmember Monroe suggested that the Borders Committee also keep Supervisor Horn informed on this issue.

Mayor Pro Tem Gallo pointed out that the timeline for this issue started without a committee and questioned how that can be possible. Staff noted that they have been working on this effort up to the point to where the policy committee can begin its work.

Councilmember Buckley (Riverside County) stated that in the past, he has been showing up at those meetings. He offered Lake Elsinore as a host for the policy committee meeting.

Councilmember Monroe commented that he is delighted to see that there is information, including transportation at the border.

Action: Upon a motion made by Supervisor Cox and a second by Vice Chair Carrillo, the Borders Committee voted to appoint three members from the Borders Committee to participate in the I-15 IRP Joint Policy Committee for the duration of Phase II to meet periodically with elected officials from WRCOG and Riverside County Transportation Commission (RCTC). Those three members are Mayor Pro Tem Gallo (North County Inland),
Vice Mayor Harris-Ebert (North County Inland), and Deputy Mayor Shari Mackin (North County Coastal).

8. NEXT MEETING DATE AND LOCATION

The next meeting of the Borders Committee will be held on Friday, March 24, 2006, at 12:30 p.m. in the SANDAG Board Room.

9. ADJOURNMENT

Chair McCoy adjourned the meeting at 2:33 p.m.
## CONFIRMED ATTENDANCE
### BORDERS COMMITTEE MEETING
**FEBRUARY 24, 2006**
12:30 p.m. to 2:30 p.m.

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### ADVISORY/LIAISON MEMBERS

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The regularly scheduled meeting of the Borders Committee was called to order at 12:34 p.m. by Borders Committee Chair Patricia McCoy (South County). The attendance sheet for the meeting is attached.

1. APPROVAL OF MEETING MINUTES

The minutes for the February 24, 2006, meeting were not available. They will be acted upon at the April meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

There were no public comments.

Councilmember Henry Abarbanel (North County Coastal) brought up two issues. He thought it would be interesting for the Borders Committee to have a discussion of desalination, and he asked Debbie Cook about the issues related to a road alignment at the border with Orange and San Diego Counties through San Onofre State Park.

Debbie Cook (County of Orange) said she would be happy to have a discussion on desalination, but on Tuesday, March 28, she will be attending a Water Energy Nexus Workshop in Sacramento sponsored by the California Energy Commission and the Public Utilities Commission.

Councilmember Abarbanel said that his second issue is related to the SR-241 toll road project. Many of our cities have taken positions on the toll road going through San Onofre State Park. He was curious as to how Ms. Cook saw the issues related to this road alignment. Ms. Cook said that her city is not part of the Transportation Corridor Authority (TCA), but she was pleased to see an article in this morning’s newspaper that the State’s Attorney General was appealing that toll road alignment.

Councilmember Phil Monroe (South County) said that after our last meeting, we had a conversation with Gary Gallegos that the toll road situation might be an issue for the Borders Committee to discuss.
Chair McCoy agreed this was an important issue. She said that the Imperial Beach City Council adopted a resolution against this toll road. She commented that it was amazing the number of people from Imperial Beach who specifically go to San Onofre State Park to surf and use that campground.

Councilmember Monroe said that the Borders Committee is the appropriate SANDAG committee to discuss this issue. If we can come to an agreement, we can go to the SANDAG Board and ask for the Board to take a position on it. He doesn’t like to see significant issues like this on our border and to learn about it from the newspaper.

Chair McCoy said that we do have time to bring this issue back to the Committee for discussion.

Deputy Mayor Shari Mackin (North County Coastal) said that Oceanside was the first city to come on board and support the State Park and Recreation Commission’s request to look at an alternative to what was being proposed. Her constituents were happy the city came aboard. She said that 11 cities have opposed this alignment, including Los Angeles. She understood that this project was in the SANDAG 2030 Regional Transportation Plan (RTP) and was voted on by the SANDAG Board.

Bob Leiter, Director of Transportation and Land Use Planning, explained that what was in the 2030 RTP is the general alignment for the highway. This project has also been on the state’s highway plan for a number of years. From a transportation point of view, the RTP showed that road would be accommodated, but did not reflect a specific alignment selection. That is what the issue is now. It wasn’t so much the question of should there be a highway, but should the highway connect to I-5 in that particular location. Our RTP really doesn’t address it at that level of detail. The TCA in Orange County is the lead agency for that analysis. We did concur in our adopted RTP that there needed to be a highway in that general location.

**CONSENT ITEMS (3-4)**

Chair McCoy pulled item 4 from the Consent agenda.

3. **SANDAG’S INVOLVEMENT WITH WATER QUALITY AND SHORELINE PLANNING ISSUES (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 and related shoreline planning activities currently being undertaken by SANDAG.

**Action:** Upon a motion by Vice Mayor Pia Harris-Ebert (North County Inland) and a second by Deputy Mayor Mackin, Consent item 3 was unanimously approved.
4. STATUS REPORT ON INTERNATIONAL BORDER SEWAGE ISSUES (INFORMATION)

Chair McCoy said she wanted to make a correction in the second paragraph from the bottom of page 1 where it states that Bajagua is a “comprehensive sewage treatment project.” She said that it’s only a portion of the solution, when we have the whole western portion of Tijuana unplumbed. If we could get all the pieces together, we would have a comprehensive plan. She would like to see that proposed as part of the comprehensive sewage treatment plan. She asked if anyone had any objections to that correction (there were no objections).

Councilmember Ben Hueso (City of San Diego) requested that we work together to bring attention to a problem with the Tijuana River Valley. He was out there about two weeks ago after the rains and was appalled by the amount of sewage and contamination that flows into that river outside of the original river source. There are some tributaries that come in from other parts of Mexico that bring in contaminated water, trash, and miscellaneous junk into the river valley. It calls for a more comprehensive look at the entire watershed.

Councilmember Hueso sits on the Otay River Valley Watershed Management Committee with Supervisor Cox. This Otay River Valley Watershed Management Committee recently approved a comprehensive plan that identifies some of the problems with the Otay watershed and suggests mitigation and monitoring associated with improving the water quality of the watershed. Similarly, we need to work with all the appropriate agencies, including the Mexican government to create a larger programmatic approach to cleaning up the Tijuana River Watershed and improving the water quality. That would entail some resources, creating a committee, setting up regular meetings, and finding a way to hire the appropriate consultants and staff to put together what is going to be a very ambitious document. Without a collaborative effort, we are not really going to be able to develop a work plan. We have been throwing money at the Tijuana River Valley in different ways, and it doesn’t really resolve the entire problem. Bajagua is one component, but it’s not a comprehensive plan. A watershed management program will really identify all of the problems associated with the watershed and set up the process and the program to undertake its improvement. He hoped we could work together to make this a priority, and he asked for the Committee’s support in directing staff to move forward in that direction.

Supervisor Greg Cox (County of San Diego) said he agreed with and appreciated Councilmember Hueso’s comments. When two-thirds of the drainage system from the Tijuana River Valley is in Mexico, it is the type of issue that really begs for a binational approach. He suggested that perhaps the International Boundary and Water Commission (IBWC) would be the logical choice to take the lead on this kind of comprehensive program with involvement from parties on both sides of the border. He said that Imperial County has similar types of issues in some of their drainage basins. It will take good cooperation and hopefully, we can find a way to do that.

Chair McCoy agreed that was an excellent suggestion. IBWC should take the lead since it is a federal agency. It would be different from the Otay River Watershed Committee in structure because of that. One other related issue of concern she is hearing is that two of the Japanese-financed sewage treatment plants are ready to operate in Tijuana and that the
released water isn’t going down the San Antonio de los Buenos outfall, but will likely be released into the river. That will give Imperial Beach a constant flow on our beaches, which might as well shut us down. She would like to see more information on this project to come forward because it has a tremendous effect on areas in the South Bay.

Bob Leiter, SANDAG, responded to the suggestions made by Councilmember Hueso and Supervisor Cox. We could come back to you with a report on this proposal as part of the early action plan that we are putting together for the Otay Mesa Strategic Planning Process. When we had our binational workshops, water quality was identified as one of the issues that we should look at. We also can make contacts with the IBWC and other agencies and come back to you with an initial evaluation of how something like this might be initiated as part of that report in June.

Councilmember Monroe commented that the beach closures last week got all the way to Coronado. He said that on item 5 today we will be talking about Borders Committee work elements for FY 2007. We might want to incorporate this issue in the Committee’s work elements. He said that three years ago when we started to work with the tribal nations, they were recognized as sovereign nations and it was difficult to come up with the best way to work with them on important issues, but we have come a long way. Perhaps we are on a similar threshold with trying to come up with a solution to this issue.

Deputy Mayor Mackin (North County Coastal) stated that they have experienced the same water quality issues on the San Luis Rey River. The City of Oceanside had to cancel two major surfing contests, which are good for our community, due to the poor water quality. We also have a high school surfing team that has to keep up on the circuit, as well as the state surfing championship. She totally supported this suggestion.

Ricardo Pineda, Consul General’s office, said that from Mexico’s side they are really concerned about this issue. It is their understanding that the IBWC has been working on this for a number of years now. The secondary treatment plant is very important, and Mexico is starting to review all of the possibilities in order to fix this problem as soon as possible.

Action: Upon a motion by Deputy Mayor Mackin and a second by Councilmember Hueso, the Borders Committee unanimously voted to revise the language in the fourth paragraph on the first page of this agenda item by deleting the word “comprehensive” and replacing it with language that identifies the Bajagua project as only part of the solution to the overall border sewage treatment problem.

REPORTS

5. PROPOSED BORDERS WORK ELEMENTS FOR FISCAL YEAR 2007 (DISCUSSION)

Hector Vanegas, SANDAG, said that the report included in the agenda package outlines the activities that staff is proposing to advance the priorities of the Borders Committee as they are reflected in the Borders chapter of the Regional Comprehensive Plan (RCP). There are three perspectives under the purview of this Committee: the binational perspective reflects those planning activities happening with Baja California, Mexico; the interregional
Mr. Vanegas said that with regard to binational planning, the Committee on Binational Regional Opportunities (COBRO) is a working group that reports to this Committee on binational issues. In order to advance effective binational planning, last year COBRO recommended a focus on the area of Otay Mesa-Mesa de Otay. That recommendation was approved by the Borders Committee. In FY 2006, staff initiated the development of the Otay Mesa-Mesa de Otay Binational Strategic Plan. This plan is scheduled to be completed in early 2007. This strategic plan will address issues related to transportation, economic development, housing, and the environment. Currently staff is working on the early action element of the strategic plan. It is anticipated to be completed by this June and will be presented to this Committee. He also mentioned the annual meeting of the California Biodiversity Council that will be held here in San Diego in September. Staff will be updating the Committee on this event as the date draws near.

Mr. Vanegas stated that the I-15 Interregional Partnership (IRP) is the core of the work with western Riverside County. Phase II of the IRP will be completed during FY 2007 and we will be following up on implementation of the strategies from Phase I regarding economic development, transportation, and housing.

Mr. Vanegas said that there are a lot of opportunities to work with Imperial County as it is one of the fastest growing counties in California. In FY 2006, SANDAG and the Imperial Valley Association of Governments (IVAG) jointly submitted a grant application to Caltrans for the purpose of developing a strategic plan for issues related to the I-8 corridor between San Diego and Imperial County. If this grant is approved, SANDAG will return with a detailed work program. In the meantime, SANDAG will continue to work with Caltrans and IVAG staff on issues of mutual interest. We will keep the Borders Committee informed of these activities.

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

Mr. Vanegas said that during FY 2006, the Borders Committee intensified its efforts to engage tribal governments. On March 10, 2006, the San Diego Regional Tribal Summit was held, including elected tribal leaders representing 12 nations and SANDAG Board members to discuss transportation and regional issues of mutual concern in a government-to-government dialogue. Proposed activities for FY 2007 focus on tribal transportation issues related to the involvement of tribal nations in the comprehensive 2007 RTP update.
SANDAG will also pursue the implementation of a tribal transit feasibility study in FY 2007 funded through a Caltrans grant.

Councilmember Monroe said that based on Gary Gallegos’ report from the trip to Washington, D.C., we have now established a new dialogue with the Bureau of Indian Affairs (BIA) at the federal level. He was not sure who the SANDAG staff contact would be for that. There were some real opportunities to make sure that our tribal nations get their fair share of funding. We know what the projects are, but it looks like there is a new liaison that we may want to include in the paragraph about our work plan.

Councilmember Monroe said that on the item related to Otay Mesa, the phrase is simply “water quality.” It is included under the Environment. He asked when we will pursue the actions that Councilmember Hueso asked us to do. Mr. Leiter said that the early action plan for the Otay Mesa corridor study is coming back in June, and it will include specific evaluation of the issue that was brought up earlier today. We will make some specific recommendations on the feasibility of pursuing the kind of study that was described.

Deputy Mayor Mackin said that when we broke out into roundtable discussions at the Tribal Summit, there was a large amount of concern about losing cultural corridors. She wanted to make sure we would include that issue when the report comes back to the Committee. Mr. Leiter stated that when we come back to the Committee with a more comprehensive report on the Tribal Summit, we will provide a summary of all the issues resulting from the four breakout sessions. The environmental group talked about cultural resources as well as other issues. We will bring those issues back here and get some feedback on priorities, which of those topics we should be addressing, and in what setting. We will also present a report to the Transportation Committee and the SANDAG Board of Directors over the next couple of months.

Action: This was an information report only.

6. PRELIMINARY REPORT ON THE SAN DIEGO REGIONAL TRIBAL SUMMIT (INFORMATION/DISCUSSION)

Chair McCoy said that those who attended the Tribal Summit were very pleased with this event. It was an interesting, worthwhile day. She appreciated the hospitality offered by Chairman Robert Smith and the other tribal representatives, and recognized staff with the amount of work that went into arranging this Summit.

Jane Clough-Riquelme, SANDAG, reported that on Friday, March 10, 2006, the SANDAG Board and 12 tribal nations within San Diego County met to discuss land use and transportation planning policy issues of mutual concern. The Summit drew more than 120 participants from a variety of organizations. This was hosted by the Pala Band of Mission Indians at the Pala Casino Conference Center in North County. This Summit was a 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. She thanked the members of the planning committee for their collaboration on this event. She recognized Mario Orso, the Tribal Liaison from Caltrans, and Chantal Saipe, the Tribal Liaison from the County of San Diego.
Ms. Riquelme said that the Summit started with Pala’s Vice Chair Leroy Miranda reciting a ceremonial prayer in his native language. Bo Mazzetti from the RTA introduced the representatives from each of the tribal nations present. Each tribal delegate made a brief presentation on their nation and planning issues of importance to them. After the luncheon, officials had the opportunity to interact informally. The afternoon session was divided into two components. First, the tribal delegates and the SANDAG Board members participated in an interactive exercise on transportation strategies derived from a technical workshop held earlier in February. Second, all of the Summit participants participated in roundtable discussion sessions on various regional planning issues such as public safety, environment, energy, and transportation financing. The event drew considerable media coverage with articles in the San Diego Daily Transcript and the North County Times, and there will be an article in the April edition of the San Diego Metropolitan Magazine. Staff will be preparing a full report on the Tribal Summit, and recommendations will be brought back to the Committee at a future meeting. She asked for feedback on the Summit from Committee members.

Chair McCoy recognized Mario Orso for his integral part in the planning of this Summit.

Mayor Pro Tem Ed Gallo (North County Inland) said he attended the Summit as a representative of the North County Transit District (NCTD). He said the Summit was a step in the right direction; however, we still have a long way to go. He thought it was a great event and something to work on in the future. Tribal nations are a part of our borders. Whatever our political persuasions, they are as much of a border issue as Mexico.

Chair McCoy said that a major concern was tribal representation, but they also have to come to grips with how that is to be done.

Supervisor Victor Carrillo (Imperial County) said he wasn’t able to attend this event due to a scheduling conflict in Imperial County. He agreed with Mayor Pro Tem Gallo’s comment that the tribes are an integral part of San Diego County and the Borders Committee. When we deal with the environment and topography, we need to respect their sovereignty. Whenever we propose something from the border extending north, it is infringing upon their lands. They need representation here, and they need to be part of the dialogue here. We need to strengthen the ties of friendship and cooperation with the tribal nations. He was glad to see that the Borders Committee has a tribal representative and that we have made this effort to meet them on their turf and to reciprocate by inviting them to future meetings and dialogue.

Vice Mayor Harris-Ebert (North County Inland) said she attended the Summit and had the opportunity to sit with several of the tribal leaders at lunch. Many of them have lived all over North County, including San Marcos. She thought the tribes’ request to be a voting member is a reasonable request, but they should be careful what they ask for. We acknowledged that we didn’t engage in much conversation with tribal leaders until gaming came on board.
Deputy Mayor Mackin agreed with Vice Mayor Harris-Ebert. She was surprised at the lack of support from the SANDAG Board about providing the tribes with a voting voice. They are good neighbors. Almost 5,000 people live on the reservations.

Councilmember Monroe said that we have come a long way. When we met with tribal representatives three years ago we were on one side and they were on the other. At this meeting we were intermingled. Before, the biggest issue was sovereignty. He left that day not feeling good about the meeting. One tribe had seven members and wanted the same voice on SANDAG as the City of Tijuana with two million people. In the meantime, the tribes have gotten together, and Chairman Smith is now the leader of the Southern California Tribal Chairmen’s Association. They have a Reservation Transportation Authority that all but three of the tribes have joined. We have those contacts now. He commented on three undercurrents. One is that we didn’t pay much attention to them until they got money, and now we think they’re important. We need to work with them to get beyond that. The second undercurrent was related to preserving their sacred places. We need to recognize that. The third undercurrent was the vote on the SANDAG Board. He thought the discussion on that topic was really healthy. Being on the SANDAG Board is a two-way street. You give something up when you join the Board and get a vote. We would have to work that out with respect to the sovereign nation issue.

Vice Mayor Harris-Ebert thought that they realized it’s a two-way street, and they have their own representation disagreements. They would come here speaking with one voice.

Deputy Mayor Mackin said that Mel Vernon, a member of the San Luis Rey Mission Band of Indians, represents the landless tribe located in Oceanside, and it was he who spoke of preserving sacred places. She was glad that things have come a long way.

Chair McCoy mentioned that State Senator Denise Ducheny was unable to attend the Summit. She reminded everyone that Senate Bill (SB) 1703 would have to be amended to change the voting structure to include tribal representation.

Action: This item was presented for information only.

7. OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN: FUTURE STATE ROUTE 11 AND EAST OTAY MESA PORT OF ENTRY (INFORMATION)

Chair McCoy said that this project is an important one because it relates directly to our focus on this binational corridor. She introduced Ismael Salazar from Caltrans to provide this report.

Mr. Salazar stated that SR-11 was identified in the binational workshops that were conducted in the fall of 2005 as a high priority project. Caltrans is working with SANDAG to develop strategies to finance and construct this project. The presentation consisted of a description of infrastructure and goods movement in the San Diego region, the need and purpose of the project, the status of the project, milestones accomplished to date, next steps that are needed to move the project forward, and the schedule. He reviewed the existing border region infrastructure showing the proposed freeway network, along with the existing freeways and the existing port of entry. Mr. Salazar said that the San Ysidro Port of
Entry is served by I-5 and I-805. The existing Otay Mesa border station will be served by the new SR 905 and the SR 125 toll road. The proposed East Otay Mesa Port of Entry is going to be served by a new freeway, SR 11, that will connect to SR 125/SR 905 and I-5/I-805 further west.

Mr. Salazar explained the reasons for this new port of entry. He said that the border at San Ysidro is the busiest land crossing in the world. At peak hours the wait can be up to two hours. Improvements are necessary to increase the operational efficiency and safety and maintain an adequate level of service. Otay Mesa is the third largest port of entry along the U.S./Mexican border. It is also the largest in California in terms of commercial trade. It handles all of the commercial traffic entering and leaving San Diego County. In 2005, there were over 40,000 crossings on an average day. Of those, over 5,000 were commercial vehicles. By 2020 commercial vehicle traffic is projected to be over 8,000. Once vehicles cross the border, we need to have the infrastructure to get them to wherever they are going. He illustrated the importance of goods movement at the border. Mexico is the second largest export partner with the United States. It is also California’s number one export market. Over $23 billion worth of goods pass through the existing port of entry at Otay Mesa. Of that, only 22 percent of goods stay within San Diego and Imperial Counties. The other 78 percent goes out to the rest of California and other parts of the United States. About 99 percent of the trade is carried by trucks.

Mr. Salazar stated that this project would consist of a freeway that will connect the new port of entry with the proposed SR 905/SR 125 interchange. Although Caltrans will build the freeway, the port of entry will be constructed by the U.S. General Services Administration (GSA), but you cannot have one without the other. SR 11 will serve the port of entry, and the port of entry needs SR 11 to move people. In Mexico, the new port of entry will be connected by the Tijuana-Rosarito corridor and the Tijuana/Tecate free and toll roads. Our overall goals are to improve the efficient movement of people, goods, and services between the United States and Mexico. Along with the proposed SR 11, the port of entry will be an alternative entrance for commercial traffic that is currently limited to the Otay Mesa Port of Entry. It is an opportunity to provide a state-of-the-art facility that could improve efficiency and operations. It will also reduce the congestion that exists at San Ysidro and at the Otay Mesa Ports of Entry.

Mr. Salazar reviewed completed milestones to date. An application for a Presidential Permit was submitted back in February 2001. Various biological surveys and reports have been conducted, consultants have been hired to prepare the environmental documents, and just recently, this project was included in U.S. Customs and Border Protection’s five-year capital improvement plan. What that means is that GSA, the agency that will be responsible for constructing the port of entry, can actually start working on this project. The other milestone is that the U.S. Department of State submitted a Diplomatic Note to Mexico, and we are waiting for Mexico to respond confirming its desire to have a new port of entry at this location.

Mr. Salazar described the key issues related to the SR 11/East Otay Mesa Port of Entry, including environmental constraints, right-of-way reservation, Mexico’s land use plans, and funding. There are developers that want to proceed with developing their land, and Mexico’s land use plan has some issues. The largest hurdle is funding. The figures stated are
only for the U.S. side, including right-of-way at $70-90 million, roadway construction at $160-$190 million, and the port of entry another $250-$300 million. What we have right now is $8 million, and we are using that money to prepare the environmental documents.

Mr. Salazar said that the next steps are to continue working on the environmental documents and preliminary engineering. Caltrans hired a consultant to prepare the documents, and they will be compiling information pertinent to the project, working with Caltrans to identify the study area and to develop a work plan and schedule for the completion of the environmental documents. Another big step that we need to undertake is the determination of the functionality of the facility. We are currently working with SANDAG and GSA on a task order to prepare a feasibility study that will make recommendations related to what will be built or planned at this location. In addition, another study will be conducted to determine the means to pay for construction of the project. The focus of the study will be on a possible public/private partnership, including toll revenue studies and financial strategies. Under our current process, SR 11 and the new East Otay Mesa Port of Entry will be completed by 2015; however, this schedule is contingent upon being able to obtain the necessary funding. The total project cost ranges from $450-$500 million. He reviewed the timeline of the steps needed to be taken to complete this project by the end of 2014.

Chair McCoy was surprised at the aggressiveness of this project schedule. Mr. Salazar agreed that the schedule is aggressive, but said they know it is an important project, and we’re trying to expedite it.

Chair McCoy recognized the attendance of staffs from the offices of Senator Barbara Boxer, Senator Dianne Feinstein, and Congressman Bob Filner here today.

Supervisor Carrillo said this was an excellent presentation. He hoped that something taking place in the Imperial County in the future will not impede the progress and the realization of the third port of entry being established, particularly when we are going to GSA for funding. The governor of the State of Baja California and the governor of the State of California have agreed to establish what they call the Silicone Border. They have set aside 14,000 acres just across the border from Imperial County in Mexico. This is being proposed by the year 2010-2012. On the Mexican side, they are looking to have a port of entry established as well, which would make a third port of entry for Imperial County along the border to process the movement of goods there.

Mr. Salazar noted that he is also working on that Imperial County project as the Caltrans representative. He thought the number one priority for GSA is making improvements at the San Ysidro Port of Entry. They are looking for funding as much as we are; however, we are looking at public/private partnerships for the East Otay Mesa project.

Supervisor Carrillo said that Mr. Salazar noted the GSA will not put in a port of entry until the road infrastructure is there. Caltrans won’t put in the infrastructure until the port of entry is in place. Mr. Salazar agreed that this was correct. He said the port of entry and the road infrastructure have to be conducted concurrently.

Bill Figge, Caltrans, said that one of the things we are working on from Caltrans’ perspective and are discussing with SANDAG is to how we can work together to develop a border
master plan. We have talked with IVAG about this as well. We need to come up with a regional consensus about which projects are most important and work together to make sure we can achieve them so they are not competing against one another.

Supervisor Carrillo added that the dynamics of this Imperial County project is that it will generate 100,000 jobs once it is built out.

Councilmember Monroe asked if the Presidential Permit has been obtained. Mr. Salazar replied that we are still working on it. We were under the impression that we needed that permit prior to beginning the environmental studies or going forward with the project. Caltrans recently met with various federal agencies at a meeting set up by the Department of State and, at that meeting, it was agreed that this project is important and Caltrans didn’t have to wait for the Presidential Permit to begin environmental planning for the project. The likelihood of this port of entry not happening is very low. That’s why we are moving forward on the project now. We still need to obtain the Presidential Permit. One of the things we need in order to obtain it is the environmental documents.

Councilmember Monroe thought that we were purchasing some of the right-of-way within our transportation area now. Mr. Salazar replied that we cannot purchase right-of-way until we have an environmental document.

Councilmember Monroe said that when we had the joint meeting with the Tijuana City Council, our Board met with them and took a tour. The mayor of Tijuana wants this project very much. He wondered how close the mayor of Tijuana is personally involved in this project. He took us out to the area on the Mexican side and showed us all the vacant land and said if we didn’t get moving, I have developers that want this area, and it’s going to disappear. All of that vacant land there has been set aside for this project. We have a champion there for this project. Mr. Salazar agreed that we are working with various interested agencies on this project, and we do get their input.

Supervisor Cox stated that on the completed milestones slide, the last item was a Diplomatic Notice submitted on January 2006. He asked for an explanation of what this is and when you would expect a response on it. Mr. Salazar replied that the Diplomatic Notice says that the United States would like to build a port of entry at this location. The State Department told us to expect a response anywhere from 6 to 18 months.

Supervisor Cox asked if this is more significant than the Presidential Permit. Mr. Salazar replied that you need both of those documents.

Supervisor Cox said that as you look at surveys that have been done by the San Diego Regional Economic Development Corporation (EDC) and others, 65 percent of the vacant, industrial zoned land in San Diego County is in Otay Mesa and East Otay Mesa. The opportunities for job creation are extremely important to the region and especially for South County. For anyone who lives in South County and has to get on I-5 or I-805 in the morning to head north, the traffic conditions are bad, and they obviously are going to get a lot worse. Anything we can do to create good-paying jobs in Otay Mesa and East Otay Mesa is going to be a benefit not just for South County, but for the entire region because there is
a minimal amount of traffic heading south once you get past downtown San Diego. There is not an infrastructure problem there.

Supervisor Cox stated that when SANDAG puts forth its collective efforts, we can move mountains. When he first came on the Board of Supervisors in 1995, there were zero dollars for SR 905. A delegation went up to a California Transportation Commission (CTC) meeting in Los Angeles that included Barbara Warden, which was interesting because her district was the Rancho Bernardo area, yet there were a lot of maquiladoras that were depending upon that cross-border trade. We were able to get $5 million in 1995 for SR 905. He was not sure what the dollars are today. Mr. Salazar responded that we have $234 million.

Supervisor Cox said that unfortunately, the other end of that equation is that the cost of building SR 905 keeps increasing even as we get more money. One reason that cost has increased significantly is the right-of-way costs. This is why getting the location identified for the port of entry is such an important issue. We cannot begin to plan where SR 11 is going to go until we know precisely where the port of entry will be located. We have a general idea, but there are a lot of property owners in East Otay Mesa that are moving forward to develop plans or submitting plans for development. The sooner we can get a precise location for the port of entry, the sooner we can identify where SR 11 is going to go. What the County is prepared to do is to sit down with those developers. We also could work in a cooperative vein with those property owners to identify a right-of-way for that major arterial and begin to see what we need to do in order to make sure we have the land necessary for the total right of way for SR 11.

Supervisor Cox said that for SR 905, the cost of the right-of-way is the primary reason for the increased costs for that project. We are getting close on SR 905. Mr. Salazar said that for Phase 1 the cost is $365 million for SR 905, which includes the main lanes from Siempre Viva to just east of I-805. He said that we are about $130 million short.

Supervisor Cox said that we have done well over the last couple of years with getting additional money out of the federal Transportation Efficiency Act and the Border and Corridors Fund. Hopefully, we can rely on our congressional delegation to do the good job that they have done up to this point. That includes U.S. Senators, Congressman Filner, and the rest of the San Diego County delegation in getting the funds to complete SR 905. The point is that we need to get some closure as soon as we can so we can try to keep the cost down over the long haul. If we’ve learned any lesson from the Otay Mesa border crossing it’s that you don’t put in a major border crossing and rely on a two-lane city street in order to provide access to it. These do have to be paired together as a total project. He was glad to see that with SR 11 we are doing that from the beginning. The federal government got off inexpensively in regard to putting the first border crossing in, but it didn’t provide any of the infrastructure to serve that border crossing when it opened.

Supervisor Pam Slater Price (County of San Diego) echoed Supervisor Cox’s comments. She was on the SANDAG Board from 1994 to 2000 and stated that we didn’t have border infrastructure funded until our two senators worked hard in Washington, D.C., to get that done. Senators Boxer and Feinstein really deserve a huge thank you for that funding. They were the ones that first looked at how we could possibly afford to provide the infrastructure for an international facility without putting all the funds that go for local streets and roads into
that project. Until they decided to help, there was no money and no impetus to get any money for this project. She noted that the prior boards of SANDAG, which she sat on as it moved through several permutations over six years, also were very happy to prioritize the border infrastructure at the same that they had other challenges such as SR 56.

Mr. Leiter highlighted the progress that has been made during the last six months on this project. He thought Mr. Salazar has been too modest in describing the amount of progress that’s been made on this project. In 2001, a request for a Presidential Permit was originally submitted, and very little progress was made on that over the subsequent five-year period. In the spring of 2005, Caltrans completed some significant biological survey work, and it established a consulting team to prepare the environmental documents for this project, which is a major undertaking. One of the most important things that happened was the determination that was made last December in Washington, D.C., with senior staff from Caltrans and a number of federal agencies that this Presidential Permit did not need to be issued in order to proceed with all the environmental documentation work. It was a catch-22 situation and, through the efforts of Caltrans and the federal agencies, they were able to break through that stalemate. That has allowed us to proceed on the environmental document process. The inclusion of this project in the Custom and Border Protection (CBP) agency’s capital improvement program is also a major accomplishment in that up until that point, CBP had not identified this as a project that they officially wanted to pursue. The idea that this is a five-year priority to be pursued by the federal government is another major accomplishment. Finally, submitting the Diplomatic Note establishes the international diplomacy part of this. Caltrans deserves a lot of recognition for making some major accomplishments to move this project forward and creating the momentum now to move forward on a lot of the other issues, including the ones that Supervisor Cox mentioned. We are now able to work with the County and the property owners to start to identify some of the specific corridor issues.

Councilmember Hueso said that the City of San Diego is working to create a new plan for the Otay Mesa area. Much of we will be looking at in this plan relates to the future development of this area, whether SR 11 is going to happen, whether it’s going to be a toll road, and whether it’s going to be for trucking only, passengers only, or a mix of both. It’s going to have a big impact in how we design the community, and it will impact the functionality and the success of the plan over the course of potentially the next 50 years. It’s important that we work together to create the plan and come up with a vision that is complementary. We want to create an international community. We want to integrate housing, commercial uses, parks, and schools into this area. We also want to make sure that we accommodate manufacturing, technology, and all the uses that we think will help this area be a successful place to live, work, and play. Currently we need Caltrans’ assistance in the border area to develop a short-term plan while we address the planning that will come with the third border crossing.

Councilmember Hueso said that we are having some problems with trucks not being able to enter Mexico efficiently, and it’s causing a lot of bottlenecking on the U. S. side. He stated that we haven’t worked together closely in the past to address this issue. It has been brought to his attention that his predecessor used local community benefit assessment money to improve the roadway and the infrastructure to facilitate truck traffic into Mexico. That is not really the right use of those funds. That money is generated from development
to pay for improvements such as fire stations, parks, and those related uses. We really need Caltrans' assistance in improving the roadways that will facilitate traffic into Mexico. He asked for Caltrans' support to create a temporary route that is safe and efficient and will help facilitate travel into and out of Mexico to help the trucking industry thrive. We are moving forward with the plan through our engineering department and using some of this money for that purpose, but we really need some financial assistance from Caltrans to help make this route happen. This is a short-term solution. We need to come up with both a short-term solution and a long-term vision for how we are going to cross the border. He asked for comments about Caltrans' understanding of this problem.

Mr. Figge stated that there is a project underway to complete improvements at the border for the southbound trucks, and it is funded largely from SAFETEA-LU. Congressman Filner set aside money in that bill for that purpose. We have been working with city staff to come together to move that forward. It is a short-term project. Once the money is available it could be built. The design is underway. There are some quick improvements that could occur. It won't solve everything, but it does provide money to improve the situation considerably.

Councilmember Hueso said that all he is concerned about is that we come up with a meaningful and efficient short-term solution and find a way to refund our Facilities Benefit Assessment (FBA) funds to get them back into the plan to provide what they were originally intended to do in the communities. Mr. Figge said that he would get together with Councilmember Hueso to share further details on that project.

Supervisor Carrillo asked if the money from Congressman Filner is an earmark and whether there has to be a local match to the money appropriated for this short-term project. Mr. Figge replied that it is an earmark, but he didn't know the percentage local match requirement. Perhaps the FBA money was used as the local match.

Councilmember Hueso said he was hoping that Caltrans could provide the local match for this project.

Action: This item was presented for information only.

8. NEXT MEETING DATE AND LOCATION

The next meeting of the Borders Committee will be held at 12:30 p.m. on Friday, April 28, 2006, at the SANDAG Offices in the Board Room.

5. ADJOURNMENT

Chair McCoy adjourned the meeting at 1:47 p.m.
CONFIRMED ATTENDANCE
BORDERS COMMITTEE MEETING
March 24, 2006
12:30 p.m. to 2:30 p.m.

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<td>Patricia McCoy (Chair)</td>
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<td>Victor Carrillo (Vice Chair)</td>
<td>Member</td>
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<td>Shari Mackin</td>
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<td>Henry Abarbanel</td>
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<td>Pia Harris-Ebert</td>
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<td>David Allan</td>
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<td>City of San Diego</td>
<td>----</td>
<td>Ben Hueso</td>
<td>Member</td>
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<td>Greg Cox</td>
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ADVISORY/LIAISON MEMBERS

| COBRO                   | -----               | Dr. Paul Ganster            | Member            | ✓         |
|                        | -----               | Cindy Gomppers-Graves       | Alternate         | ✓         |
|                        | --                  | Elsa Saxod                 |                   | ✓         |
| County of Riverside    | City of Lake Elsinore| Thomas Buckley             | Member            | ✓         |
| Republic of Mexico     | Consul General of Mexico | Luis Cabrera Cuaron       | Member            | ✓         |
|                        | Deputy Consul       | Ricardo Pineda             |                   | ✓         |
|                        | Deputy Consul       | Lydia Antonio              |                   | ✓         |
| Caltrans               | ----                 | Pedro Orso-Delgado         | Member            | ✓         |
|                        | ----                 | Bill Figge                 | Alternate         | ✓         |
| San Diego County Water Authority | ---- | Howard Williams | Member | ✓         |
| County of Orange       | ----                 | Debbie Cook                | Member            | ✓         |
Introduction

SANDAG and the Western Riverside County Council of Governments (WRCOG) received a grant from Caltrans to continue with the I-15 Interregional Partnership (I-15 IRP) to pursue strategies identified in Phase One 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 of the project. This quarterly report provides an update on the status of the project for the Borders Committee’s information.

Recommendation

The Borders Committee is asked to approve the charters of:

- the I-15 IRP Joint Policy Committee; and

Discussion

I-15 IRP Joint Policy Committee

The Borders Committee approved the creation of an I-15 IRP Joint Policy Committee to review the strategies being developed in Phase II and to provide interregional policy feedback on the three components of the project. Three members of the Borders Committee volunteered to serve on this Joint Policy Committee: Honorable Pia Harris-Ebert (North County Inland), Honorable Shari Mackin (North County Coastal), and Ed Gallo (Alternate, North County Inland). SANDAG staff is working with staff from WRCOG to identify elected officials from WRCOG, Riverside Transit Agency (RTA), and Riverside County Transportation Commission (RCTC) to identify participants from Riverside County to serve on this committee. The first meeting is being scheduled for late May/early June. A draft charter has been developed for this joint policy committee for the Borders Committee’s review and approval (Attachment 1).

Economic Development Strategy

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. “Employment clusters” are groups of complementary, competing, and interdependent industries that drive wealth creation in a region. The work program identifies clusters for Riverside County and develops information critical for identifying implementation strategies beneficial to both regions. The idea is to identify existing employment clusters in the San Diego region that have the potential to expand into the Southwestern Riverside County region, thus helping us maintain the viability of these clusters while facilitating job creation in Riverside County that could help improve the jobs/housing balance on the I-15 corridor.

The Economic Development Ad Hoc Working Group (EDWG) held meetings in January, February, and March to review the advances made on the employment cluster study. The EDWG has formulated a draft Charter that is attached for review and approval by the Borders Committee (Attachment 2). Consultants are currently gathering additional information from the driver industries which were initially identified and further analyzing the initial clusters that were identified. The EDWG is developing a strategy for collaborating among the member jurisdictions of WRCOG to have the capacity to maintain and update the database, once established, and make it available for policymaking efforts.

**Transportation Strategy**

Another major area of study relates to transportation strategies for the I-15 corridor. In order to address these opportunities, SANDAG and WRCOG have formed a project development team made up of staff members from SANDAG, WRCOG, RCTC, RTA, and Caltrans.

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 is a joint effort of Caltrans, SANDAG, RCTC, and WRCOG. The study, which will identify short-, mid-, and long-term transportation issues facing the I-15 corridor in Southwest Riverside County and North San Diego County, will lead to developing an overall coordinated plan for improvements and operating strategies for the I-15 corridor. A draft list of potential short-term, mid-term, and long-term improvements has now been compiled and is being reviewed by the principal participants. This list of improvements is now being analyzed using cost, congestion analysis, phasing, and potential funding sources to provide a road map for future improvements in the county line area. Upcoming activities for the I-15 County Line Study include a preliminary cost analysis for each improvement component and a phasing analysis to match forecast demand with project benefits.

Second, RCTC plans to complete a feasibility study of commuter rail along the I-15 corridor from south Riverside County to downtown San Diego, building upon preliminary engineering and environmental work recently completed on this alignment by the California High-Speed Rail Authority. SANDAG staff has reviewed the draft scope of work and will be participating in the study.

Third, SANDAG, with assistance from North County Transit District (NCTD), and Metropolitan Transit System (MTS), is preparing the draft I-15 Bus Rapid Transit (BRT) Operations Plan and is currently completing modeling alternatives for the plan. One of the findings is a fairly high transit demand from Riverside County along the I-15 corridor into the area being served by the I-15 Managed Lanes
project. Transit service recommendations and other findings will ultimately be discussed with the Joint Policy Committee and the Borders Committee.

**Housing Strategy**

Phase I of the I-15 IRP determined that many of the people moving to southwestern Riverside County had moved there in search of more affordable housing and identified strategies that would assist in the provision of more moderate income housing in the San Diego region to address the jobs/housing imbalance between the two regions. During Phase II of the I-15 IRP, SANDAG is undertaking 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.

A draft scope of work was approved by the Borders Committee at its February meeting, and an RFP process is underway to hire a consultant to undertake the planned activities. SANDAG will be working with its Regional Housing Working Group on this project.

**Next Steps**

The I-15 IRP Joint Policy Committee will meet in May/June to discuss the three components and receive full status reports on the developments of each strategy. Staff will bring back full updates on each of these components to the Borders Committee in June, July, and September.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. Charter – IRP Joint Policy Committee

Key Staff Contact: Jane Clough-Riquelme, (619) 699-1909; jcl@sandag.org
CHARTER
I-15 IRP Joint Policy Committee

PURPOSE
The primary goal of the I-15 Interregional Partnership Joint Policy Committee is to review and provide policy input on Phase II of the I-15 IRP Project. The two regions seek to collaborate on mutually beneficial land use, housing, transportation, and environmental planning to improve the quality of life for the region’s residents through the identification and implementation of short-, medium-, and long-range policy strategies.

LINE OF REPORTING
The I-15 IRP Joint Policy Committee will report its recommendations to both the SANDAG Borders Committee and the WRCOG Executive Council on the three components of Phase II: economic development, housing, and transportation strategies.

RESPONSIBILITIES
The responsibilities of the Committee include reviewing and providing policy-level feedback on the employment cluster study, various transportation projects including the Caltrans I-15 County Line study; and the pilot project on workforce housing. The Committee will provide input to staff on how these studies could be used to develop collaborative interregional strategies for infrastructure planning and public policy.

MEMBERSHIP
The Committee is comprised of no more than three elected officials from the San Diego region and three from the Southwestern Riverside County region, designated from the Boards of Directors of the participating agencies in the I-15 Interregional Partnership: The San Diego Association of Governments (SANDAG); Western Riverside Council of Governments (WRCOG); Riverside County Transportation Commission (RCTC); and the Riverside Transit Agency (RTA).

MEETING TIME AND LOCATION
The Committee will meet three times during the grant period to: discuss the three components and receive full status reports on the developments of each strategy; receive the draft reports on each component and provide feedback for the final draft; and receive the final draft. The meetings will alternate between locations in southwestern Riverside County and northern San Diego County.

DURATION OF EXISTENCE
The Committee will continue to exist through the completion of Phase II of the I-15 IRP and the completion of the final report for this phase (Feb 2007).
PURPOSE
The purpose of the I-15 IRP Economic Development Ad Hoc Working Group (Working Group) is to provide stakeholder input and feedback for the implementation of an employment cluster study which forms part of Phase II of the I-15 IRP, and which will lead to development of joint strategies to promote and support the expansion of employment clusters in the two-county region. The goal is to identify specific areas in which the two regions should coordinate infrastructure planning and public policy to support the growth of these common clusters. There is no existing working group or committee that can perform this function.

LINE OF REPORTING
The Working Group will report its recommendations related to the Economic Development Strategy component of the I-15 IRP Phase II to the I-15 IRP Joint Policy Committee which in turn will report to both the WRCOG Executive Council and the SANDAG Borders Committee.

RESPONSIBILITIES
The Working Group responsibilities include reviewing the employment cluster research and analysis results, discussing assumptions and methods used with the consultants, and providing feedback and comments for further analysis. The Working Group will provide input to the consultant team on how the study could be used to develop a collaborative interregional strategy for infrastructure planning and public policy.

MEMBERSHIP
The Working Group is open to interested stakeholders in the region. It consists of representatives of local governments, industry groups, and education interested in discussing economic development issues. There will be no formal voting process. WRCOG staff will act as Chair of the Working Group.

MEETING TIME AND LOCATION
The Working Group will meet monthly or as deemed necessary to provide input on the advancement of the Economic Cluster Study and to discuss matters related to the Economic Development Strategy of Phase II.

DURATION OF EXISTENCE
The Working Group will continue to exist through the completion of Phase II of the I-15 IRP and the completion of the final report for this phase (Feb 2007).
Practice your handwriting. To improve your comprehension and retention of the material, you can try transcribing the text into a document. Alternatively, you can read the text aloud to yourself or record it on a voice recorder. This will help you to better understand the content and improve your memory of it. Additionally, you can try summarizing the main points of the text in your own words to solidify your understanding.
San Diego Association of Governments

BORDERS COMMITTEE

April 28, 2006

AGENDA ITEM NO.: 5

Action Requested: RECOMMEND

PROCESS FOR REVIEW BY SANDAG OF
PROPOSED PROJECTS IN ADJOINING COUNTIES

File Number 3003200

Introduction

On January 27, 2006, the SANDAG Board of Directors held a public hearing on the draft 2030 Revenue Constrained Regional Transportation Plan Update. During the discussion on this item, the Board discussed SANDAG’s current approach to commenting on plans and projects outside San Diego County, referring specifically to a recent highway project proposal, SR 241, which would have a negative impact on a portion of San Onofre State Park located in San Diego County. It was suggested by Mayor Crystal Crawford of the City of Del Mar that the Board reevaluate its current policy of not commenting on projects outside the County. It was also suggested that the Borders Committee could play a role in the review of external projects. Therefore, this matter is being presented to the Borders Committee for discussion and a recommendation to the Board of Directors.

Recommendation

The Borders Committee is asked forward a recommendation to the Board of Directors regarding whether SANDAG should begin to review and comment on projects in adjoining counties and, if so, to endorse the suggested process set forth in this report.

Discussion

SANDAG receives notification of proposed projects from sponsoring agencies on a regular basis, pursuant to the California Environmental Quality Act (CEQA) and other state and federal laws and regulations. For proposed projects located within SANDAG’s jurisdiction (San Diego County), staff reviews them in relation to existing SANDAG plans and policies, such as the Regional Transportation Plan and Congestion Management Program, and forwards written comments to the sponsoring agency where appropriate.

For plans and projects located outside SANDAG’s jurisdiction, SANDAG does not normally provide comments, since SANDAG’s plans do not specifically address areas outside the County. However, with the advent of its Borders Planning Program, SANDAG has begun to work collaboratively with Riverside, Imperial, and Orange Counties on a number of planning issues. Therefore, it may be appropriate for SANDAG staff and/or the Borders Committee to begin to comment on certain plans and projects outside SANDAG’s jurisdiction that may raise significant issues of concern to the San Diego region.
**Suggested Process**

If it is determined by the Board of Directors, pursuant to a recommendation from the Borders Committee, that SANDAG should begin to review and comment on certain proposed projects in adjoining counties, staff would suggest the following process:

1. Staff receives notification of proposed projects through its intergovernmental review process and reviews and routes project notices to staff on a regular basis;

2. For projects in adjoining counties that meet certain significance criteria (e.g., Congestion Management Program “regionally significant project” criteria), Borders Planning staff will review and report on projects to the Director of Land Use and Transportation Planning;

3. Director will notify Executive Director and other Department Directors and coordinate preparation of draft comments on the project; and

4. Director will notify the Borders Committee through its monthly agenda regarding significant projects received by SANDAG staff and forward proposed comments on projects to the Borders Committee for concurrence. Following review by the Borders Committee, staff will forward written comments to the sponsoring agency and will provide copies to other SANDAG Policy Advisory Committees as appropriate.

BOB LEITER  
Director of Land Use and Transportation Planning

Key Staff Contact: Bob Leiter, (619) 699-6980, ble@sandag.org
San Diego Association of Governments

BORDERS COMMITTEE

April 28, 2006

AGENDA ITEM NO.: 6

Action Requested: INFORMATION/POSSIBLE ACTION

OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR
STRATEGIC PLAN: UPCOMING EARLY ACTION PLAN

File Number 3003200

Introduction

In 2005, the Borders Committee identified the Otay Mesa-Mesa de Otay binational corridor as an area of opportunity to create an effective binational planning partnership. In October 2005, SANDAG held two binational workshops, which were attended by nearly 200 people representing governmental agencies and academia, as well as business and non-governmental organizations. Through interactive technology, participants were asked to prioritize issues focusing on transportation, environment, housing, and economic development. Based on input received at these workshops, staff developed a work program that includes a series of tasks to address the issues identified. This work program was presented to the Borders Committee in November 2005.

Discussion

SANDAG staff has been working closely with a core group of stakeholders or Project Development Team (PDT). This team includes staff from Tijuana’s Municipal Planning Institute (IMPlan), Caltrans, the State of Baja California’s Secretariat of Infrastructure and Urban Development (SIDUE), and SANDAG.

The PDT has been researching various issues, and this initial exploration has provided staff with a more clear understanding of strategies that could be advanced in the first phase of the study or Early Action Plan. Staff will continue to work with stakeholders to obtain commitments for implementation of proposed strategies over the next two months.

The draft Early Action Plan will be presented to the Committee on Binational Regional Opportunities at its meeting on June 6, and to the Borders Committee at its meeting on June 23. Instead of holding an additional workshop, input from stakeholders and the public will be sought at these meetings.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Elisa Arias, (619) 699-1936, ear@sandag.org
San Diego Association of Governments

BORDERS COMMITTEE

April 28, 2006

AGENDA ITEM NO.: 7

Action Requested: RECOMMEND

THE SAN DIEGO REGIONAL TRIBAL SUMMIT REPORT AND NEXT STEPS

File Number 7000600

Introduction

On March 10, 2006, the 2006 San Diego Regional Tribal Summit, hosted by the Pala Band of Mission Indians, was held. 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 tribal 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. This report provides a brief summary of the general issues raised by the tribal representatives; discusses the results of the polling exercise on transportation strategies; summarizes the priorities identified for other regional policy issues; and presents recommended next steps.

Discussion

Overview

The Summit drew over 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. Attached is a list of the elected officials, both tribal representatives, and SANDAG Board Members in attendance at the event (Attachment 2). The proceedings from the Summit were distributed to the participants of the Summit, as well as to all SANDAG Board Members and tribal governments (Attachment 3).
Introduction to Tribal Nations

During the first portion of the Summit, the tribal representatives provided a brief introduction of 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; La Jolla Band of Luiseno Indians; Los Coyotes Band of Cahuilla 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.

During this session tribal representatives raised the following issues/concerns:

- That local governments and regional agencies be more respectful of tribal sovereignty
- That SANDAG recognize that Tribal Nations are part of the region
- An interest in increased collaboration on issues of mutual concern
- The importance of learning more about each other and our governance processes
- Willingness to pay fair share, but that should be accompanied by representation
- Adherence to new laws such as Senate Bill 18
- The importance of representation in regional decision-making bodies, such as SANDAG

As Chairman Robert H. Smith, Chair of the SCTCA indicated, “The key to this Summit is government-to-government partnerships, working together.”

Transportation Issues

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. The following are the results of the top five strategies indicated for: the overall group; tribal representatives; and the SANDAG Board of Directors (BOD) (see Attachment 4).

- Overall Priorities (Tribal Reps/BOD):
  - Develop collective Indian Reservation Roads Inventory so that California gets its fair share (58%)
  - Collaborate/advocate for new transportation funding for the region (55%)
  - Area agencies should collaborate on more corridor studies to address long term needs of the region (55%)
Tribal Government Priorities:
- Tribal governments should be voting members on regional decision-making bodies, such as SANDAG (69%)
- Develop collective Indian Reservation Roads Inventory so that California gets its fair share (62%)
- Collaborate/advocate for new transportation funding for the region (62%)

SANDAG Board of Directors Priorities:
- Create opportunities for pooling/leveraging funding for transportation projects of mutual interest (62%)
- Develop collective Indian Reservation Roads Inventory so that California gets its fair share (54%)
- Collaborate/Advocate for new transportation funding for the region (54%)

Regional Planning Issues

The participants then moved to another venue for policy breakout 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.

1. Environment

Conservation and the preservation of cultural sites are issues that concern the region as a whole. Several recent initiatives will influence the way we think about conservation. Breakout participants discussed issues, such as the implications of the new state law Senate Bill 18 which has implications for local governments and may have implications for regional conservation strategies. Participants discussed how coordinating tribal and non-tribal efforts in regional conservation could enhance the quality of life for the entire region.

The priority issues identified in the session on the environment were:

- Framework/Process on Environmental Issues
  1. Impact of population growth and transportation on water supply
  2. Encroachment on habitat
  3. Planning with tribal governments and county

- Environmental Health
  1. Water quality
  2. Solid waste management
  3. Air quality
Cultural Resource Protection
1. Senate Bill 18
2. Ancestral burial grounds
3. Cultural corridors/linkages
4. Multiple Species Conservation Program/Multiple Habitat Conservation Program – connect with Senate Bill 18

2. Public Safety

Increasingly there is a need to coordinate public safety issues at a regional level. Participants discussed ways in which tribal nations and the SANDAG Public Safety Committee could better interface and be mutually supportive and how programs and networks of the tribal nations in the region, the County of San Diego, and SANDAG could be linked or coordinated for mutual benefit.

- Lack of Infrastructure
  1. Roads
  2. Medical services
  3. Fire services

- Crime, Alcohol, Drugs
  1. Prevention education
  2. Enforcement
  3. Treatment

- Emergency Preparedness
  1. Interoperability
  2. Training
  3. Planning
  4. Resources
  5. Multi-agency committees

3. Energy

Energy is an issue that affects the entire region regardless of jurisdictional boundaries. For the region to prosper, it will be important for the activities of all governments to be considered in any regional energy strategy. Recently, several tribal governments in the region have developed programs for alternative energy, including wind and solar power. SANDAG coordinates efforts to develop a regional energy strategy through the Regional Energy Working Group. Participants discussed ways in which the efforts of tribal governments could be incorporated into the regional energy strategy. The priorities they identified were:

- Collaborate and plan for energy reliability and long-term sustainability and independence
- Develop clean, alternative, and reliable energy resources
- Address and participate in transmission routing
4. Transportation Financing

Participants in this session discussed strategies for maximizing use of available resources for regional transportation that would mutually benefit both tribal nations and the regional transportation system. The group identified the following priorities:

- SANDAG and tribal governments should strengthen their overall collaborative efforts
- There should be more respect for tribal sovereignty
- SANDAG and tribal governments should collaborate on funding for transportation projects that are mutually beneficial
- Regional agencies and tribal governments should collaborate on transportation-related data collection

Next Steps

Summit participants, both tribal representatives, and the SANDAG Board of Directors were, in general, very satisfied with the government-to-government format of the Summit and the level of communication attained between the elected officials. Staff analyzed the Summit discussions, including the session on transportation issues and the regional policy breakout discussions. The following are suggested next steps, based on areas of mutual concern and areas in which SANDAG has a policy level responsibility. Staff recommends that SANDAG partner with intertribal organizations with missions and goals that coincide with the respective policy area to pursue the following suggested next steps through the SANDAG Policy Advisory Committees (See Attachment 1).

Executive Committee:

There are several areas of mutual interest which would fall within the purview of the Executive Committee. Staff recommends that SANDAG and the tribal governments in the region collaborate to address the following issues through the Executive Committee:

- Tribal representation in the SANDAG structure at the Board and/or PAC level
- Collaborative legislative agenda
  - Update Indian Reservation Roads Inventory
  - Advocate for new funding for transportation in the region

Borders Committee:

The Tribal Summit highlighted the need for establishing a framework for government-to-government relations with tribal nations in a regional context. The SCTCA is now an advisory member of the Borders Committee. Staff recommends that the Borders Committee be the Policy Advisory Committee through which general issues first be discussed and analyzed. The Borders Committee can then recommend that certain, more specific issues be referred to other Policy Advisory Committees as they become more refined and developed. Staff recommends that the Borders Committee pursue the following action items:
• Build on current tribal relations to establish an effective mechanism of communication/coordination w/tribal governments
• Review outcomes from policy breakouts and identify next steps, including consideration of cultural corridors
• Form interagency technical working group on tribal transportation

Interagency Technical Working Group on Tribal Transportation:

The focus of the Borders Committee’s collaboration with tribal governments at this juncture is in the area of transportation issues. There were a number of strategies identified at the technical workshop held in February with the tribal transportation managers. The success of the session highlighted the importance of having a regular venue for tribal representatives to develop a collaborative agenda on transportation specific activities and for tribal representatives to exchange information and concerns with area agencies. In order to move forward on a series of transportation-related activities, staff recommends that the Border Committee form an interagency technical working group on tribal transportation. The initial activities of the group would be to provide input on and address the following:

• 2007 RTP issue paper
• Tribal transit feasibility study
• Strategies identified from February 2006 technical workshop
• Tribal-related corridor studies and pursuit of collaborative funding
• Collaborative funding issues/strategies

The mechanism of the Tribal Summit appears to be a useful tool as a forum for discussing policy-level planning issues of mutual concern between the SANDAG Board of Directors and the tribal governments of the region. Staff will bring back a discussion and recommendations for how often to convene these meetings in the future.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. Matrix on Next Steps from Tribal Summit
   2. List of Elected Officials – 2006 San Diego Regional Tribal Summit
   3. Proceedings from the 2006 Regional Tribal Summit
   4. Summary of Transportation Polling Exercise

Staff Contact: Jane Clough-Riquelme, (619) 699-1909, jcl@sandag.org
## 2006 SAN DIEGO REGIONAL TRIBAL SUMMIT

### Suggested Next Steps

<table>
<thead>
<tr>
<th>Action Item</th>
<th>Tribal Partner</th>
<th>Executive Committee</th>
<th>Borders Committee</th>
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<tr>
<td>Work with Tribal Nations to address the following issues:</td>
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<tr>
<td>▶ Tribal representation in SANDAG</td>
<td>SCTCA</td>
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<td>▶ Collaborative legislative agenda</td>
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<tr>
<td>Continue to strengthen communication and coordination with tribal governments through Borders Committee</td>
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<tr>
<td>Form Interagency Technical Working Group on Tribal Transportation (RTA, Caltrans, County, MTS, NCTD, BIA) to provide input and address the following:</td>
<td>RTA</td>
<td></td>
<td>X Meets Qtrly/ Reports to BC</td>
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<tr>
<td>▶ 2007 RTP issue paper</td>
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<tr>
<td>▶ Strategies outlined from Feb 8 workshop</td>
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<tr>
<td>▶ Tribal Transit Feasibility Study</td>
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<td>▶ Tribal-related corridor studies and funding for their Implementation</td>
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<td>▶ Collaborative funding issues/strategies</td>
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<td>Review outcomes from the policy breakout sessions at the Tribal Summit and identify next steps, including consideration of cultural corridors</td>
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<td>KU/KBT CTBA</td>
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**Abbreviations**

- BIA = Bureau of Indian Affairs
- CTBA = California Tribal Business Alliance
- KBT = Kumeyaay Border Taskforce (part of KU)
- KU = Kumeyaay Unity
- RTA = Reservation Transportation Authority
- SCTCA = Southern California Tribal Chairmen’s Association
## 2006 SAN DIEGO REGIONAL TRIBAL SUMMIT

### Elected Officials: Tribal Nations/SANDAG Board Members - Participants

#### Agency Board Chairs

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<tr>
<td>Hon.</td>
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<td>Cafagna</td>
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<td>City of Poway</td>
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<tr>
<td>Hon.</td>
<td>Robert H.</td>
<td>Smith</td>
<td>Southern California Tribal Chairmen's Assn.</td>
<td>(also rep. Pala)</td>
</tr>
<tr>
<td>Hon.</td>
<td>Kevin</td>
<td>Siva</td>
<td>Reservation Transportation Authority</td>
<td>(also rep. Los Coyotes)</td>
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#### Tribal Government Representatives

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<tr>
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<td>Dyche</td>
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<td>Shipp</td>
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<td>Edward</td>
<td>Arviso</td>
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<td>Lee</td>
<td>Acebedo</td>
<td>Jamul Indian Village</td>
<td>Chairman</td>
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<tr>
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<td>Robert</td>
<td>Mesa</td>
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<tr>
<td>Bill</td>
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<tr>
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<td>Viola</td>
<td>Peck</td>
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<td>Janet</td>
<td>Weeks</td>
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<td>Robert H.</td>
<td>Smith</td>
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<tr>
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<td>Leroy</td>
<td>Miranda</td>
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<td>Lattin</td>
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<td>Teresa</td>
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<td>Chris</td>
<td>Devers</td>
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<tr>
<td>Hon.</td>
<td>John</td>
<td>Currier</td>
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<tr>
<td>Bo</td>
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### SANDAG Board Members

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<td>Jack</td>
<td>Feller</td>
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### SANDAG Board Advisory Members

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<td>Pedro</td>
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<td>Director, Caltrans District 11</td>
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<td>Howard</td>
<td>Williams</td>
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<td>San Diego County Water Authority</td>
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2006
SAN DIEGO REGIONAL TRIBAL SUMMIT

Proceedings
March 10, 2006
Pala Indian Reservation
Introduction
On March 10, the 2006 San Diego Regional Tribal Summit was hosted by the Pala Band of Mission Indians. 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. 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 tribal input on this important regional planning effort.

PROCEEDINGS
Chair Mickey Cafagna (Poway) called the meeting of the SANDAG Board of Directors to order at 10:22 a.m. The attendance sheet for the elected officials present is attached (Attachment A).

Welcome and Introduction
Robert Smith, Chair of the Pala Band of Mission Indians and of the Southern California Tribal Chairmen’s Association (SCTCA), welcomed all attendees. An opening prayer was provided by Leroy Miranda, Vice Chairman of the Pala Band of Mission Indians. Chairman Smith introduced SANDAG Board Chair Mickey Cafagna.

Chair Cafagna welcomed all to the Summit on behalf of the SANDAG Board. He asked those around the table to introduce themselves and note their representation (Attachment B).

Public Comments
Robert Garcia, representing Gifford Engineering Inc., said that he would make himself available to all governments needing communications services. His company was instrumental in installing radio communications for the Barona Tribal Police Department, and has provided consultation work for Palomar Mountain authorities.

Captain Mel Vernon (San Luis Rey Mission Band of Indians) said there are many Indian cultural sites around the region. Senate Bill (SB) 18 requires local jurisdictions to consult with the tribes on the conservation of these cultural sites. It is very important to preserve what we have and to acknowledge the culture of the past.

Jim Fletcher (Superintendent of the Bureau of Indian Affairs [BIA]) stated that he is responsible for San Diego, San Bernardino, and Santa Clara counties, and thanked everyone for attending this Summit.
Chairman Smith announced a meeting on April 11, 2006, at the Dreamcatcher, Viejas Casino, at 5000 Willows Road, Alpine, regarding Local and Tribal Intergovernmental Consultation: SB 18 Training Session. This training session is a partnership of the Viejas Band of Kumeyaay Indians, the California Tribal Business Alliance, the Governor’s Office of Planning and Research, and the La Pena Law Corporation. This session will discuss the SB 18 requirements to provide tribal consultation as part of the local government land use planning process to preserve and protect Native American traditional cultural places. He added that SB 18 extended the right to California tribal governments to acquire and hold conservation easements.

Introduction to Tribal Nations in the San Diego Region
Bo Mazzetti, Reservation Transportation Authority (RTA) thanked all for participating in this Summit. He stated that before tribes were able to build casinos, they did not have their own sources of funding and had to rely on the government for public works projects. Since 2000, gaming has provided funding for the tribes. We have gone through major transitions that we have never faced before. He introduced the tribal leaders and asked them to provide information about their tribes.

Jamul Indian Village
Jamul Chairman Lee Acebedo stated that their tribe’s main issue is their plans to build a casino. They have land in trust and intend to stay in their own area. This project is moving forward, and they plan to work with the County of San Diego, Caltrans, the Sheriff’s Department, and all affected agencies. He acknowledged that the District 2 County Supervisor is very opposed to their project. However, given the mandate by his people, he will move forward. A ceremonial groundbreaking was held in December 2005. He hoped for open and honest dialogue about the project. He stated that there are 63 members in the Jamul tribe.

Barona Band of Mission Indians
Councilmember Edwin “Thorpe” Romero commented that he is here to learn. We are here because we feel we need more tribal leadership involvement with the area’s representatives that have the experience and who can work hand-in-hand with us. Barona is working with the County on a project in the San Diego region. He thanked the Pala Reservation for hosting this Summit. The Barona tribe owns 7,000 acres, and has 461 members on the reservation; 170 of that number are children under the age of 18.

Mayor Crystal Crawford (Del Mar) said she would like to know the acreage and number of tribal members for each tribe.
Pauma Band of Luiseno Indians
Pauma Chairman Chris Devers, Sr. stated that they have 5,600 acres of land in four parcels. The largest parcel is on Palomar Mountain, and it is forest land, which has been left untouched. We have uncovered historical sites that date back 2,000-3,000 years ago. Off Highway 76, we have 60 acres of avocados, oranges, and lemons on tribal lands. This fruit is predominantly exported to the Pacific Rim. We started out in the mid-1990s looking at agriculture. We have water rights to ensure that our tribe will always have water. In 2000, the tribe made a decision to venture into the area of gaming. In 2001, we opened up Casino Pauma, one of the smaller gaming locations in North County. There was a lot to learn from that venture. He said that we take seriously the fact that we have to live together. The Pauma Band membership is 290.

Pala Band of Mission Indians
Chairman Smith said that their nation was created by Executive Order in 1875, and they were relocated by the federal government to Pala. We have celebrated 100 years of living here. We have 12,000 acres, and our population is 675 adults and 300 children. Our government is elected through a democratic process. He said that we have been very successful for our members. We also have also created partnerships with Caltrans, the North County Fire Protection District, and we have a dispatch agreement with the California Department of Forestry. He thought the key to this Summit is government-to-government partnerships, working together.

Los Coyotes Band of Cahuilla Indians
RTA Chairman Kevin Siva said that Los Coyotes has 27,000 acres of land. They do not have any business developments, but they do have a campground. He has worked with Caltrans and SANDAG to develop this Tribal Summit. Federal regulations require that tribal governments be consulted in regional transportation programs. Recognition on a government-to-government basis is very important. While some tribal governments have achieved financial independence through business developments, such as gaming, most do not have business opportunities, and gaming is not viable for all. Most information about tribes is readily available from government agencies, but he cautioned that this information cannot be applied to each and every sovereign nation.

Chairman Siva said that in 1999, several California tribes entered into gaming compacts with the state which raised the surrounding communities’ awareness of the tribes. He stated that part of the provisions of the compacts negotiated with the state was that the tribes need to mitigate impacts on roads, law enforcement, and air and water quality, and the tribes pay their fair share for fire protection and road improvements. He noted that the tribes without gaming face a lack of economic development and insufficient local infrastructure. Forming new partnerships between the tribes and local governments could provide a solution to these problems. The tribes can be a
catalyst for economic development. We are not asking for our problems to be solved. We are looking for discussion, asking for a listening ear, and hoping to develop a mechanism to continue our dialogue on mutual concerns.

Reservation Transportation Authority Chairman Siva stated that this Tribal Summit is unique. It has been made possible by a joint effort of Pala, RTA, SANDAG, and Caltrans. He said that we received a grant for this summit that was awarded in February 2005. The purpose of this grant was to begin a dialogue with the 18 cities and the County of San Diego. The first order of business of the grant was to go before the SANDAG Borders Committee and request that a tribal representative be added to that Committee. Chairman Smith, in his position as the Chair of the SCTCA, was selected as this representative. During the course of this grant, SANDAG has incorporated tribal work, has assigned a tribal liaison, and has opened up the government-to-government dialogue with the tribal governments.

Inaja-Cosmit Indian Reservation Tribal Government Manager, Edward Arviso, said Inaja-Cosmit is a small reservation located near Julian. They have 800 acres and 20 tribal members. They got involved in the RTA because there is only one road into their land. We have worked with the County of San Diego over this road right-of-way. We are looking for better cooperation. They don’t even have electricity on their reservation. Mr. Arviso said that he is President of the SCTCA, Vice President of the RTA, and Chairman of the Tribal Health Association. He feels that as a small tribe without gaming facilities, they can make a difference by participating on intertribal organizations such as these. He is looking for more input into regional agencies such as SANDAG so that local governments can know more about us.

Rincon Nation of Luiseno Nation Rincon Chairman John Currier indicated that they have 4,300 acres. Two-thirds of those acres are mountains, which have no economic development value. Their lands also include the San Luis Rey River, which is a fish and wildlife territory, so their land base is limited. We also have fee land that is owned by non-tribal members. We have 777 tribal members, and 1,500-2,000 residents. We have not been very successful in past economic efforts; however, we now have a gaming facility with a 653-room hotel providing about 1,600 jobs. About 95 percent or more of the employees are non-tribal members or non-Indians.

Mr. Currier stated that we are the first tribe to have a cooperative agreement with the County of San Diego. We are a government that is in development, and we will continue to learn and grow as we face increasingly complicated issues each day. Mr. Currier noted that they are now expected to
be responsible for issues that they weren’t responsible for before, such as the environment, health care, water systems, and sewer issues. He suggested that local governments see gaming as a way to create opportunities for everyone. We need local governments to support us in our efforts to develop fair compacts with the State of California. The state wants the funds raised by these compacts to go to the state rather than have it come back to the local areas. You need to speak out about this. There has not been one letter sent to Sacramento to support their efforts to return the tribal gaming monies back to the regions. He asked who will step up and send a letter to support Rincon’s position. What we want from the SANDAG Board is support to make a difference in this local community. We can improve our roads, but we need to study our transportation needs. We need housing for the employees in our area. We will be signing a third agreement with the County Sheriff’s Office. The non-gaming tribes benefit from the infrastructure built by gaming tribes. He announced that on April 9 there will be a grand opening of the new Rincon Fire Station. He invited all to attend.

San Pasqual Band of Mission Indians
Councilmember Dave Toler thanked Pala for hosting this Summit. He said that the San Pasqual reservation was originally located in San Pasqual Valley. The reservation was subsequently moved to Valley Center and reduced to 1,375 acres. Since that time we have acquired another 540 acres in trust. We have 285 enrolled members. The main reason to work together is to emphasize the importance of highways. Caltrans and the BIA have worked with us. We need to use the federal funding for reservation roads. He hoped this was a step towards moving forward.

La Jolla Band of Luiseno Indians
La Jolla vice Chair Viola Peck stated that they have 9,000 acres located at the base of Palomar Mountain, and 650 members, including 465 adults.

Viejas Band of the Kumeyaay Nation
Councilmember Timothy Bactad said they have 17,600 acres located in Alpine, with 360 tribal members. He said that we are here to learn and to get our leaders involved.

San Luis Rey Band of Mission Indians
Councilmember Mel Vernon commented that they don’t have a land base, and they have not been acknowledged by the federal government. A lot of the tribes are located in the mountain areas. We work with local cities and the federal government. The history of Indians in books starts with the missions, but our actual history dates back more than 10,000 years ago.

Reservation Transportation Authority
Mr. Mazzetti acknowledged the turnaround by Caltrans District 11 and SANDAG in working with the tribal governments. He said that it is a totally different environment to work with these two entities. He noted that the federal ISTEA (Intermodal
Surface Transportation Efficiency Act legislation first said that tribes should work with local governments. Then TEA-21 (Transportation Equity Act for the 21st Century) put more emphasis on working together. Now SAFETEA-LU (Surface Transportation Efficiency Act: A Legacy for Users) says that you will work together. We need to use our combined power together in Washington, D.C.

Chairman Smith showed a short video about the Pala Band, then asked the elected leaders and tribal leaders to have a picture taken together to commemorate this important event.

Chair Cafagna adjourned the meeting at 11:38 a.m. for lunch, and stated that following lunch the meeting will be reconvened to discuss common issues.

**Tribal Transportation Issues for the Regional Transportation Plan (RTP)**
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. Tribal Summit participants prioritized the following list of strategies to improve tribal transportation programs by individually selecting the five most important strategies from a list of fourteen strategies. Using interactive polling technology, the participants then simultaneously and anonymously imputed their preferences. The results were tabulated and immediately presented back to the group for discussion. Demographic information was collected to assess the different perspectives of the participants based on representation and location.

Chuck Anders facilitated an interactive session with tribal and SANDAG Board representatives to collect opinions on the following possible strategies regarding transportation policy:
A. Tribes will each develop an internal consultation policy/agreement and disseminate to other government agencies.

B. Government agencies should understand Tribal Plans, how they are developed, and implemented.

C. Tribes should (will) be voting members on regional decision-making bodies, such as SANDAG, SCAG, and IVAG.

D. Create a single Web-based Clearinghouse for agencies’ information on transportation programs and processes.

E. Agencies will provide ongoing training to Tribal governments on funding processes, transportation, and regional planning.

F. Create opportunities for pooling or leveraging funding for transportation funds for mutually important projects.

G. Collaborate and advocate for new transportation funding for the region.

H. Create mechanisms for identifying common concerns related to land use development.

I. Identify mechanisms for providing ongoing funding for new or additional transportation programs, including transit services.

J. Develop a useful, accessible interagency directory of agencies/contact information for specific transportation issues (e.g., bus stops, road improvements, etc.) and keep it updated.

K. Look for opportunities to streamline processes through an audit/evaluation of agency procedures.

L. Tribes and Metropolitan Planning Organizations should develop a collective Indian Reservation Roads (IRR) road inventory so that California gets its fair share.

M. The Tribal governments, Caltrans, SANDAG, the County, and the transit agencies need to conduct more corridor studies, such as the State Route 76 East Corridor Study, to address the long-term needs of the region.

N. Form tribal transportation agencies or committees that can address/discuss regional transportation concerns.

Discussion
The objective was to identify the top five strategies that attendees would like to see implemented. The top strategies include items L (58 percent), G and M (55 percent each), and then items F, C, B, and N (48 percent each). (See Attachment C)

Mr. Anders noted that the priorities for the tribal communities by themselves were: C (69 percent), L and G (62 percent each) and M (56 percent). The top priorities for the SANDAG Board representatives were: F (62 percent), followed by L and G (54 percent).
Mr. Mazzetti stated that the IRR system is an independent road counting system. He agreed that we need to work together on this item. The current road inventory for tribes and reservations is not accurate.

Councilmember Phil Monroe (Coronado) commented that we lose power if we are divided.

Mr. Siva stated that one of the greatest reasons for having this Summit is to learn about each other.

Mr. Anders stated that strategy G – Collaborate and advocate for new transportation funding – had a higher percentage for tribal representatives (62 percent) than the SANDAG Board (54 percent).

Captain Vernon said that Highway 76 is a cultural corridor that will be impacted by future development. There is a lot of concern now about planned developments in this area.

Chairman Currier stated that a lot of transportation improvements need to be implemented such as lighting for roads.

Mr. Arviso commented that housing developments should pay their fair share for local infrastructure along the Highway 76 corridor.

Mr. Anders noted that for strategy F – Create opportunities for pooling or leveraging funding for transportation funds for mutually important projects – the SANDAG Board (62 percent) rated it higher than tribal representatives (31 percent).

Mayor Crawford commented that we never have enough money for projects, and we should explore private/public partnerships to pool funds to be able to respond to the needs of our constituents.

Jamul Chairman Acebedo acknowledged that they will have to pay their fair share for improvements to State Route (SR) 94.

Councilmember Joe Kellejian (Solana Beach), Chair of the SANDAG Transportation Committee, noted that it is hard to bring transportation projects forward; it takes time and money. Pooling money from all sources will help implement needed projects in the region.

Mayor Art Madrid (La Mesa) stated that Barona is pooling its money with other jurisdictions. We have to review how the pooled funds are used to ensure equity.

Mayor Pro Tem Judy Ritter (Vista) stated that North County Transit District (NCTD) is looking at cutting some of the rural routes, and this will have a big impact in the rural tribal areas.
Denis Turner, SCTCA Executive Director, noted that leaders have been trying to make this pooling of funds happen. Working together we have the largest delegation of legislators, and we should get our fair share from Washington, D.C.

Barona Councilmember Romero expressed some confusion about how to pool funds without the tribes being represented on the SANDAG Board.

Rincon Chairman Currier said that when you have gaming, you are trying to improve your local communities. We should have a reciprocal relationship with local governments. The tribes need to see some positive results from their interactions with local governments.

Pauma Chairman Devers stated that this is an educational process. We don’t track how money coming into the region is used. He said it appears to him that monies for transportation projects in San Diego County are sometimes used for other purposes. Pauma has been involved in the County’s General Plan 2020 update. He wondered how this relates to SANDAG’s regional planning process. He also thought there should be specific timelines so things get done.

Mr. Anders stated that the number one item for the tribal representatives was having voting membership on regional decision-making bodies such as SANDAG, SCAG, and IVAG (strategy C).

Deputy Mayor Shari Mackin (Oceanside) said it appears that we are looking for the tribes to provide funding, but we are not willing to give them membership on the SANDAG Board. She was surprised with the low percentage that strategy C received from the SANDAG Board members.

Mayor Madrid commented that if we gave the tribes a voting seat on the SANDAG Board, then other types of organizations also would want a voting seat. We have demonstrated a way of collaborating with others via the ex officio seats.

Chairman Acebedo expressed a concern about the representation issue. He represents a sovereign nation, and there are 18 sovereign tribes in San Diego County. This is a very important group of governments that is being neglected. They want to be on an equal level with everyone else. That’s the recognition he is requesting.

Mr. Arviso noted that a tribe cannot be compared with a hospital board when it comes to having a seat on the SANDAG Board. Tribes have a direct relationship with the federal government, and the federal government has mandated regional agencies such as SANDAG to consult with Indian tribes in regional transportation planning.

RTA Chairman Siva pointed out that the state grant that was provided by Caltrans to the RTA has fostered the current dialogue that we are having now. Having a tribal representative vote on SANDAG would provide the opportunity to continue to work together to create a synergy between the tribes and regional agencies made up of local governments. This enables those tribes without gaming to have a representative voice.
Mr. Mazzetti said that we know SANDAG is comprised of the local governments in San Diego County. How to best recognize the tribal nations should be thought about further before any decision is made.

Vice Mayor Ron Morrison (National City) pointed out that SANDAG is fairly unique in that it is very inclusive. Most councils of government only include city and county representatives. We have other advisory representatives that sit on the SANDAG Board. SANDAG has been an innovator in inclusiveness. As local governments we have limited sovereignty, and give up some of our independence to sit on the SANDAG Board. We would like to talk with you about representation on the Board.

Second Vice Chair Lori Holt Pfeiler (Escondido) said that the response from the SANDAG Board members also acknowledges that the tribes are sovereign nations. Local governments may best be able to recognize our sovereign nations by entering into individual agreements on a government-to-government basis, rather than through voting membership on the SANDAG Board.

Mr. Fletcher agreed that this is an opportunity for the tribes and local governments to form a working relationship so everyone can resolve their transportation needs. The tribes have chosen to come to the table to work on these issues and they are here as tribal governments.

Councilmember Patricia McCoy (Imperial Beach), Chair of the SANDAG Borders Committee, suggested that representation on the SANDAG Board should be discussed as there are so many issues at hand. We should continue this momentum by having further dialogue on this matter.

Councilmember Monroe commented that he sees improvement in this process. He left the first Tribal Summit in 2002 pretty depressed. Since then, as a member of the Borders Committee, he has met with various tribal representatives and feels that we have gained a whole new appreciation for each other. That’s progress. He likes the direction in which we are going. This Summit today has been a great meeting.

Chair Cafagna indicated that he met with Mr. Siva last week and talked at length about tribal representation on the SANDAG Board. He thought the tribes were placing too much importance on the ability to vote on the Board and on SANDAG’s policy advisory committees. We want to work on mutual problems. We have a lot of ex officio members on our Board and various committees, and we work with them just as if they have votes. We are not a nation, we are cities. We are governed by the State of California, and we are here together as SANDAG because of state legislation. Your relationship with the federal government is unique. There are a lot of strings that come along with SANDAG Board membership. We want to cooperate and work together with you just as much as you do, whether or not you are a voting member. He agreed that it is important that the tribes are represented.

Rincon Chairman Currier proposed a compromise, which was to initiate another organization with a limited scope so that tribes can give input on an individual basis. This organization could to hold quarterly meetings on important issues common to all of us.
Mr. Siva agreed with Chair Cafagna. The agencies that sit as ex officio members on SANDAG have a leadership to look to. Having a tribal representative from an intertribal consortium has been suggested. We do not know what we are getting into by asking for representation on the SANDAG Board. Hopefully, this will be the beginning of the learning process. The tribes will learn what they will have to give up. The question is will we want to give that up.

Mr. Anders stated that it is very exciting to hear each other's perspective on this issue. This is an opportunity to move forward and to learn what the implications will be.

Breakout Sessions on Regional Policy Areas

Tribal leaders, SANDAG Board members, and other agencies broke into four policy discussion groups to provide elected Tribal leaders an opportunity to discuss other policy areas/issues with their local government counterparts. This information is intended to serve as a basis for the development of other future tribal-related agenda items with SANDAG policy advisory committees.

Priorities Identified for Regional Policy Issues

This session was reconvened at 2:55 p.m. for a summary of the breakout sessions (Attachment D). Mr. Anders reviewed the three top issues from each of the breakout sessions.

For Transportation Financing, the primary issues were: collaboration in all that is done, and the top three specific issues were tribal sovereignty, funding, and data connection (IRR inventory).

The top three issues for the Public Safety area were lack of infrastructure, crime, and emergency preparedness.

For the Environment/Conservation area, the top three concerns were cultural resources protection, environmental health, and development of a framework/process for environmental issues. For Energy, the three primary issues related to a collaborative plan for energy reliability and long-term sustainability; development of clear, alternative, and reliable energy sources; and address and participate in transmission routing issues.

The Summit concluded with Chairman Cafagna presenting a certificate of appreciation to the Pala Band of Mission Indians for their generous hospitality in hosting the Summit. Chairman Smith thanked everyone for attending this important event. Chairman Cafagna adjourned the meeting at 3:03 p.m.
**Follow Up and Next Steps**
The issues identified during the Summit will be discussed and processed through the SANDAG Borders Committee and next steps suggested for follow up in partnership with the Southern California Tribal Chairmen’s Association (SCTCA) and the Reservation Transportation Authority (RTA).
### SANDAG Board of Directors Meeting
March 10, 2006

**Attendance SANDAG Board of Directors Meeting**

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<th>Jurisdiction/Organization</th>
<th>Name</th>
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<tbody>
<tr>
<td>City of Carlsbad</td>
<td>Matt Hall (Member)</td>
<td>No</td>
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<tr>
<td>City of Chula Vista</td>
<td>Steve Padilla (Member)</td>
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<td>City of Coronado</td>
<td>Phil Monroe (Member)</td>
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<tr>
<td>City of Del Mar</td>
<td>Crystal Crawford (Member)</td>
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<td>City of El Cajon</td>
<td>Mark Lewis (Member)</td>
<td>Yes</td>
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<tr>
<td>City of Encinitas</td>
<td>Christy Guerin (Member)</td>
<td>Yes</td>
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<tr>
<td>City of Escondido</td>
<td>Lori Holt Pfeiler (Member)</td>
<td>Yes</td>
<td>Ed Gallo also attended.</td>
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<tr>
<td>City of Imperial Beach</td>
<td>Patricia McCoy (Member)</td>
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<tr>
<td>City of La Mesa</td>
<td>Art Madrid (Member)</td>
<td>Yes</td>
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<tr>
<td>City of Lemon Grove</td>
<td>Mary Sessom, Vice Chair (Member)</td>
<td>Yes</td>
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<tr>
<td>City of National City</td>
<td>Ron Morrison (Member)</td>
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<td>City of Oceanside</td>
<td>Shari Mackin (Member)</td>
<td>Yes</td>
<td>Jack Feller also attended.</td>
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<tr>
<td>City of Poway</td>
<td>Mickey Cafagna, Chair (Member)</td>
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<tr>
<td>City of San Diego - A</td>
<td>Jerry Sanders (Member A)</td>
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<tr>
<td>City of San Diego - B</td>
<td>Scott Peters (Alternate)</td>
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<tr>
<td>City of San Marcos</td>
<td>Pia Harris-Ebert (Member)</td>
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<td>City of Santee</td>
<td>Jack Dale (Member)</td>
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<td>City of Solana Beach</td>
<td>Joe Kellejian (Member)</td>
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<td>City of Vista</td>
<td>Judy Ritter (Member)</td>
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<td>Bob Campbell also attended.</td>
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<tr>
<td>County of San Diego</td>
<td>Bill Horn (Member)</td>
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**Advisory Members listed below (attendance not counted for quorum purposes)**

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<tr>
<td>Caltrans</td>
<td>Pedro Orso-Delgado (Alternate)</td>
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<td>MTS</td>
<td>Harry Mathis (Member)</td>
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<td>NCTD</td>
<td>Jerome Stocks (Member)</td>
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<td>Imperial County</td>
<td>Victor Carrillo (Member)</td>
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<td>US Dept. of Defense</td>
<td>CAPT Daniel King (Member)</td>
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<tr>
<td>SD Unified Port District</td>
<td>William Hall (Member)</td>
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<td>SD County Water Authority</td>
<td>Mark Muir (Alternate)</td>
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<tr>
<td>Baja California/Mexico</td>
<td>Luis Cabrera Cuaron (Member)</td>
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## Elected Officials: Tribal Nations/SANDAG Board Members - Participants

### Agency Board Chairs

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<th>First Name</th>
<th>Last Name</th>
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<tr>
<td>Hon.</td>
<td>Mickey</td>
<td>Cafagna</td>
<td>SANDAG Board</td>
<td>City of Poway</td>
</tr>
<tr>
<td>Hon.</td>
<td>Robert H.</td>
<td>Smith</td>
<td>Southern California Tribal Chairmen's Assn.</td>
<td>(also rep. Pala)</td>
</tr>
<tr>
<td>Hon.</td>
<td>Kevin</td>
<td>Siva</td>
<td>Reservation Transportation Authority</td>
<td>(also rep. Los Coyotes)</td>
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### Tribal Government Representatives

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<tr>
<td>Hon.</td>
<td>Edwin</td>
<td>Romero</td>
<td>Barona Band of Mission Indians</td>
<td>Councilmember</td>
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<tr>
<td>Hon.</td>
<td>Nehemiah</td>
<td>Dyche</td>
<td>Campo Band of the Kumeyaay Nation</td>
<td>Executive Council</td>
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<td>Hon.</td>
<td>Kerm</td>
<td>Shipp</td>
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<td>Executive Council</td>
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<tr>
<td></td>
<td>Edward</td>
<td>Arviso</td>
<td>Inaja-Cosmit Indian Reservation</td>
<td>Tribal Govt. Manager</td>
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<tr>
<td>Hon.</td>
<td>Lee</td>
<td>Acebedo</td>
<td>Jamul Indian Village</td>
<td>Chairman</td>
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<tr>
<td>Hon.</td>
<td>Robert</td>
<td>Mesa</td>
<td>Jamul Indian Village</td>
<td>Councilmember</td>
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<td></td>
<td>Bill</td>
<td>Mesa</td>
<td>Jamul Indian Village</td>
<td>Gaming Commissioner</td>
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<tr>
<td>Hon.</td>
<td>Viola</td>
<td>Peck</td>
<td>La Jolla Indian Reservation</td>
<td>Vice Chairman</td>
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<tr>
<td>Hon.</td>
<td>Janet</td>
<td>Weeks</td>
<td>La Jolla Indian Reservation</td>
<td>Secretary</td>
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<tr>
<td>Hon.</td>
<td>Kevin</td>
<td>Siva</td>
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<tr>
<td>Hon.</td>
<td>Robert H.</td>
<td>Smith</td>
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<tr>
<td>Hon.</td>
<td>Leroy</td>
<td>Miranda</td>
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<tr>
<td>Hon.</td>
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<td>Lattin</td>
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<tr>
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<td>Teresa</td>
<td>Neito</td>
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<tr>
<td>Hon.</td>
<td>Chris</td>
<td>Devers</td>
<td>Pauma Band of Mission Indians</td>
<td>Chairman</td>
</tr>
<tr>
<td>Hon.</td>
<td>John</td>
<td>Currier</td>
<td>Rincon Band of the Luiseno Nation</td>
<td>Chairman</td>
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<tr>
<td>Hon.</td>
<td>Gilbert</td>
<td>Parada</td>
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<tr>
<td>Hon.</td>
<td>Stephanie</td>
<td>Spencer</td>
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<tr>
<td>Hon.</td>
<td>Mel</td>
<td>Vernon</td>
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<td>Hon.</td>
<td>Dave</td>
<td>Toler</td>
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<tr>
<td>Hon.</td>
<td>Timothy</td>
<td>Bactad</td>
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<td></td>
<td>Ben</td>
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<td></td>
<td>Bo</td>
<td>Mazzetti</td>
<td>Reservation Transportation Authority</td>
<td>Advisor</td>
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### SANDAG Board Members

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<td>Hon.</td>
<td>Phil</td>
<td>Monroe</td>
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<td>City of Coronado</td>
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<tr>
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<td>Crawford</td>
<td>SANDAG</td>
<td>City of Del Mar</td>
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<tr>
<td>Hon.</td>
<td>Mark</td>
<td>Lewis</td>
<td>SANDAG</td>
<td>City of El Cajon</td>
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<tr>
<td>Hon.</td>
<td>Christy</td>
<td>Guerin</td>
<td>SANDAG</td>
<td>City of Encinitas</td>
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<tr>
<td>Hon.</td>
<td>Art</td>
<td>Madrid</td>
<td>SANDAG</td>
<td>City of La Mesa</td>
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<td>Hon.</td>
<td>Ron</td>
<td>Morrison</td>
<td>SANDAG</td>
<td>National City</td>
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<td>Hon.</td>
<td>Shari</td>
<td>Mackin</td>
<td>SANDAG</td>
<td>City of San Marcos</td>
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<td>Hon.</td>
<td>Jerry</td>
<td>Sanders</td>
<td>SANDAG</td>
<td>City of San Diego</td>
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<td>Hon.</td>
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### SANDAG Board Advisory Members

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<th>Title</th>
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<tr>
<td>Pedro</td>
<td>Orso-Delgado</td>
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<td>Director, Caltrans District 11</td>
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<td>Howard</td>
<td>Williams</td>
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<td>San Diego County Water Authority</td>
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A. Tribes will each develop an internal consultation policy/agreement and disseminate to other government agencies.

B. Government agencies should understand Tribal Plans, how they are developed and implemented.

C. Tribes should (will) be voting members on regional decision-making bodies, such as SANDAG, SCAG, and IVAG.

D. Create a single Web-based Clearinghouse for agencies information on transportation programs and processes.

E. Agencies will provide ongoing training to Tribal Governments on funding processes, transportation and regional planning.

F. Create opportunities for pooling or leveraging funding for transportation funds for mutually important projects.

G. Collaborate and advocate for new transportation funding for the region.

H. Create mechanisms for identifying common concerns related to developments.

I. Identify mechanisms for providing ongoing funding for new or additional transportation programs, including transit services.

J. Develop a useful, accessible interagency directory of agencies/contact information for specific transportation issues (bus stops, road improvements, etc.) and keep it updated.

K. Look for opportunities to streamline processes through an audit/evaluation of agency procedures.

L. Tribes and MPOs should develop a collective Indian Reservation Road (IRR) road inventory so that California gets its fair share.

M. The Tribal Governments, Caltrans, SANDAG, the County, and the transit agencies need to conduct more corridor studies, such as the SR76, to address the long term needs of the region.

N. Form Tribal transportation agencies or committees that can address/discuss regional transportation concerns.
SUMMARY OF REGIONAL POLICY BREAKOUT SESSION PRIORITIES

1. Environment
   • Framework/Process on Environmental Issues
     i. Impact of Population Growth & Transportation on Water Supply
     ii. Encroachment on Habitat
     iii. Planning with Tribal Governments and County
   • Environmental Health
     i. Water Quality
     ii. Solid Waste Management
     iii. Air Quality
   • Cultural Resource Protection
     i. SB 18
     ii. Ancestral Burial Grounds
     iii. Cultural Corridors/Linkages
     iv. Multiple Species Conservation Program/Multiple Habitat Conservation Program – Connect with SB18

2. Public Safety
   • Lack of Infrastructure
     i. Roads
     ii. Medical Services
     iii. Fire Services
   • Crime, Alcohol, Drugs
     i. Prevention Education
     ii. Enforcement
     iii. Treatment
   • Emergency Preparedness
     i. Interoperability
     ii. Training
     iii. Planning
     iv. Resources
     v. Multi-agency committees

3. Energy
   • Collaborate and plan for energy reliability and long term sustainability and independence
   • Develop clean, alternative, and reliable energy resources
   • Address and participate in transmission routing

4. Transportation Financing
   • Strengthen Collaboration
   • Respect Tribal Sovereignty
   • Collaborate on Funding
   • Collaborate on Data Collection
ViA FACSIMILE

Members of Border Committee
San Diego Association of Governments
ATTN: Bob Leiter, Director of Land Use and Transportation Planning
401 B Street, Suite 800
San Diego, California 92101


Dear Committee Members:

The Endangered Habitats League (EHL) commends your committee’s consideration of this important recommendation. For better or worse, San Diego County is not insulated from adjoining counties. We have little choice but to recognize these inter-relationships. By commenting on projects outside the county that affect San Diego County residents, SANDAG better serves its members.

EHL generally supports the recommended process. However, we suggest clarifying that in addition to transportation and air quality factors, significance criteria should include effects on natural, agricultural, and recreational resources. A case in point is the proposed 241 toll road extension, a project of an Orange County JPA that would cause irreparable harm to San Onofre State Beach, which is in San Diego County, and which county citizens rely upon for affordable coastal camping and other outdoor recreation.

Thank you for considering our views.

Sincerely,

[Signature]

Dan Silver
Executive Director
CHARTER
I-15 IRP Joint Policy Committee

PURPOSE
The primary goal of the I-15 Interregional Partnership Joint Policy Committee is to review and provide policy input on Phase II of the I-15 IRP Project. The two regions seek to collaborate on mutually beneficial land use, housing, transportation, and environmental planning to improve the quality of life for the region’s residents through the identification and implementation of short-, medium-, and long-range policy strategies.

LINE OF REPORTING
The I-15 IRP Joint Policy Committee will report its recommendations to both the SANDAG Borders Committee and the WRCOG Executive Council on the three components of Phase II: economic development, housing, and transportation strategies.

RESPONSIBILITIES
The responsibilities of the Committee include reviewing and providing policy-level feedback on the employment cluster study, various transportation projects including the Caltrans I-15 County Line study; and the pilot project on workforce housing. The Committee will provide input to staff on how these studies could be used to develop collaborative interregional strategies for infrastructure planning and public policy.

MEMBERSHIP
The Committee is comprised of no more than three elected officials from the San Diego region and three from the Southwestern Riverside County region, designated from the Boards of Directors of the participating agencies in the I-15 Interregional Partnership: The San Diego Association of Governments (SANDAG); Western Riverside Council of Governments (WRCOG); Riverside County Transportation Commission (RCTC); and the Riverside Transit Agency (RTA).

MEETING TIME AND LOCATION
The Committee will meet three times during the grant period to: discuss the three components and receive full status reports on the developments of each strategy; receive the draft reports on each component and provide feedback for the final draft; and receive the final draft. The meetings will alternate between locations in southwestern Riverside County and northern San Diego County.

DURATION OF EXISTENCE
The Committee will continue to exist through the completion of Phase II of the I-15 IRP and the completion of the final report for this phase (Feb 2007).
CHARTER
I-15 IRP Economic Development Ad Hoc Working Group

PURPOSE
The purpose of the I-15 IRP Economic Development Ad Hoc Working Group (Working Group) is to provide stakeholder input and feedback for the implementation of an employment cluster study which forms part of Phase II of the I-15 IRP, and which will lead to development of joint strategies to promote and support the expansion of employment clusters in the two-county region. The goal is to identify specific areas in which the two regions should coordinate infrastructure planning and public policy to support the growth of these common clusters. There is no existing working group or committee that can perform this function.

LINE OF REPORTING
The Working Group will report its recommendations related to the Economic Development Strategy component of the I-15 IRP Phase II to the I-15 IRP Joint Policy Committee which in turn will report to both the WRCOG Executive Council and the SANDAG Borders Committee.

RESPONSIBILITIES
The Working Group responsibilities include reviewing the employment cluster research and analysis results, discussing assumptions and methods used with the consultants, and providing feedback and comments for further analysis. The Working Group will provide input to the consultant team on how the study could be used to develop a collaborative interregional strategy for infrastructure planning and public policy.

MEMBERSHIP
The Working Group is open to interested stakeholders in the region. It consists of representatives of local governments, industry groups, and education interested in discussing economic development issues. There will be no formal voting process. WRCOG staff will act as Chair of the Working Group.

MEETING TIME AND LOCATION
The Working Group will meet monthly or as deemed necessary to provide input on the advancement of the Economic Cluster Study and to discuss matters related to the Economic Development Strategy of Phase II.

DURATION OF EXISTENCE
The Working Group will continue to exist through the completion of Phase II of the I-15 IRP and the completion of the final report for this phase (Feb 2007).
2006
SAN DIEGO REGIONAL TRIBAL SUMMIT
Pala Indian Reservation
“Key to this Summit is government-to-government partnerships, working together”

Chairman Robert H. Smith,
Southern California Tribal Chairmen’s Association
Tribal Summit Agenda

- Part 1 – Introduction to Tribal Nations
- Part 2 – Transportation Strategies
- Part 3 – Regional Policy Breakouts
Part 1: Introduction

- Tribal sovereignty
- Part of the region
- Shared issues
- Governance processes
- Adherence to new laws such as SB18
- Willingness to pay fair share
- Fair representation
Part 2: Transportation Issues
Transportation Strategies Polling Results

- Tribal Government Priorities:
  - Tribal governments represented in SANDAG (69%)
  - Indian Reservation Roads inventory update (62%)
  - Advocate for new transportation funding for the region (62%)
Transportation Strategies
Polling Results

- SANDAG BOD Priorities:
  - Leverage funding for transportation projects (62%)
  - Indian Reservation Roads inventory update (54%)
  - Advocate for new transportation funding for the region (54%)
Transportation Strategies Polling Results

- Overall Priorities (Tribal Leaders/BOD):
  - Indian Reservation Roads inventory update (58%)
  - New transportation funding for the region (55%)
  - More tribal-related corridor studies (55%)
Part 3:
Regional Policy Issues
Energy

- Collaborate and plan for energy reliability, long term sustainability and independence
- Develop clean, alternative, and reliable energy resources
- Address and participate in transmission routing
Environment

- Develop framework/process on environmental issues
- Coordinate activities on environmental health
- Incorporate cultural resource protection in regional planning efforts
Public Safety

- Address lack of infrastructure
  - Roads
  - Medical services
  - Fire services

- Coordinate efforts on crime, alcohol, drug prevention

- Collaborate on emergency preparedness
Next Steps

- Water Quality
- Growth & Trans/w
- Cultural resource prot.
- Encroachment on habitat
- Solid waste
- Air
- SB
- Fractions of
- Planning
- Cultural cor
- MSCP/MHCP
Suggested Next Steps

- Executive Committee
  1. Tribal representation in the SANDAG
  2. Legislative Agenda
     - Update Indian Reservation Roads inventory
     - Advocate for new funding for transportation in the region
Suggested Next Steps

- Borders Committee
  - Establish effective communication and coordination mechanism with tribal governments
  - Review outcomes from policy breakouts and identify next steps, including consideration of cultural corridors
  - Form Interagency Technical Working Group on Tribal Transportation
Interagency Technical Working Group on Tribal Transportation

- Review 2007 RTP issue paper
- Advise on Tribal Transit Feasibility Study
- Pursue strategies identified from February 2006 technical workshop
- Identify Tribal-related corridor studies and pursue collaborative funding
- Examine collaborative funding strategies
Recommended Action

Recommend to the SANDAG and SCTCA Boards approval of the suggested actions for SANDAG/Tribal Government Coordination outlined in Item 7 report/Attachment 1.
2006
SAN DIEGO REGIONAL TRIBAL SUMMIT
Pala Indian Reservation