BORDERS COMMITTEE AGENDA

Friday, June 23, 2006
12:30 to 2:30 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• STATUS REPORT ON THE I-15 INTERREGIONAL PARTNERSHIP - PHASE II

• REPORT ON THE SAN DIEGO - BAJA CALIFORNIA MISSION TO WASHINGTON, D.C.

• OTAY MESA - MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN: DRAFT EARLY ACTION PLAN

• THE UCSD PARTNERSHIP WITH MEXICO

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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.

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(619) 699-1900 · Fax (619) 699-1905 · www.sandag.org
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, June 23, 2006

ITEM # | RECOMMENDATION
--- | ---
+1. APPROVAL OF MEETING MINUTES | APPROVE
   April 28, 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.

REPORTS (Items 3 - 6)

+3. STATUS REPORT ON THE I-15 INTERREGIONAL PARTNERSHIP – PHASE II (Hon. Pia Harris-Ebert, North County Inland; Hon. Thomas Buckley, County of Riverside; Jane Clough-Riquelme, SANDAG) | APPROVE
   This report provides a brief update on advances made in the second phase of the I-15 Interregional Partnership regarding transportation, housing, and economic development strategies and summarizes feedback from the Joint Policy Committee held May 26, 2006, in Temecula. The Borders Committee is asked to accept the staff’s report for information and approve the revised I-15 Interregional Partnership Joint Committee Charter.

4. REPORT ON THE SAN DIEGO – BAJA CALIFORNIA MISSION TO WASHINGTON, D.C. (Hon. Luis Cabrera C., Consul General of Mexico) | INFORMATION
   Consul General Cabrera will report on the outcomes of the joint San Diego - Baja California mission that visited Washington D.C. in May 2006 to address important border infrastructure issues. The group included Governor Eugenio Elorduy, State of Baja California, and Mayor Jerry Sanders, City of San Diego, who were accompanied by other important leaders of this border region.

+5. OTAY MESA – MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN: DRAFT EARLY ACTION PLAN (Elisa Arías, SANDAG) | DISCUSSION
   As identified in the fall 2005 binational workshops, transportation, housing, economic development, and environmental conservation issues have been evaluated as part of the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan. Staff will present proposed early actions for the Borders Committee’s input.
6. THE UCSD PARTNERSHIP WITH MEXICO (Chancellor Marye Anne Fox, University of California, San Diego)

Chancellor Fox will present the UCSD Partnership with Mexico that is intended to bring together leaders from education, business, government, community, and non-profit organizations, to address national, regional, and crossborder issues that affect the welfare of the communities.

7. UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for Friday, July 28, 2006, at 12:30 p.m.

8. ADJOURNMENT

+next to an item indicates an attachment
San Diego Association of Governments
BORDERS COMMITTEE

June 23, 2006

AGENDA ITEM NO.: 1

Action Requested: APPROVE

BORDERS COMMITTEE DISCUSSION AND ACTIONS
Meeting of April 28, 2006

The regularly scheduled meeting of the San Diego Association of Governments Borders Committee was called to order at 12:33 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 Deputy Mayor Mackin (North County Coastal), the Committee voted to approve the meeting minutes from February 24, 2006, and March 24, 2006. One Committee member abstained.

2. PUBLIC COMMENTS/ COMMUNICATIONS/MEMBER COMMENTS

   None.

CONSENT (Item 3)

3. QUARTERLY UPDATE ON PHASE II OF THE I-15 INTERREGIONAL PARTNERSHIP (IRP) (APPROVE)

   The I-15 Interregional Partnership Phase II includes economic development, housing, and transportation strategies. The Borders Committee was asked to approve the charters of the I-15 IRP Joint Policy Committee and the Economic Development Ad Hoc Working Group.

   Action: Upon a motion made by Deputy Mayor Mackin (North County Coastal) and a second made by Vice Mayor Harris-Ebert (North County Inland), the Committee voted to approve Consent Item #3.
REPORTS (Items 4-7)

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

Staff noted that in order to strengthen cooperative relationships with Orange County, members from the OCTA and SANDAG have met periodically since July 2005 to discuss topics of mutual interest. A meeting between the Executive Directors and Board Chairs of the two agencies was held in December 2005. One of the results of that meeting was an agreement to have a joint meeting between policymakers from the two agencies. A workshop between OCTA and SANDAG members is being planned for either July or August 2006.

Since OCTA is primarily a transportation agency, it is suggested that members from both SANDAG’s Borders and Transportation Committees participate in this joint meeting. Potential discussion topics for this joint workshop could include OCTA’s South Orange County Major Investment Study, pending updates of long-range transportation plans, and toll facilities. Members of the Borders Committee are also encouraged to suggest other discussion topics for the joint meeting.

Both the Borders Committee and the Transportation Committee are being asked to identify two members each to participate in a joint workshop between OCTA and SANDAG.

Deputy Mayor Mackin volunteered to participate in the workshop on behalf of the Borders Committee.

Chair McCoy indicated that as the Chair of the Borders Committee, it would be appropriate if she serves as the other member.

Councilmember Abarbanel (North County Coastal) agreed to serve as an alternate, if needed.

Action: Upon a motion made by Vice Mayor Harris-Ebert and a second made by Supervisor Slater-Price (County of San Diego), the Committee voted to approve the Borders Committee members identified to participate in a joint workshop between OCTA and SANDAG.

5. PROCESS FOR REVIEW BY SANDAG OF PROPOSED PROJECTS IN ADJOINING COUNTIES (RECOMMEND)

Staff provided the Borders Committee with some background and an overview of this item. At its business meeting in January 2006, the SANDAG Board had discussions regarding the draft 2030 Revenue Constrained Regional Transportation Plan (RTP). At that time, the Board discussed the impact of State Route (SR) 241, a highway project proposal in Orange County. Today, this report is being presented to the Borders Committee for discussion and for a recommendation to the Board.

Currently, SANDAG receives notification of 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 projects within the San Diego region, staff reviews them in relation to existing SANDAG plans and policies, such as the Regional Transportation Plan (RTP), the Regional Congestion Management Program (CMP), or the Regional Comprehensive Plan (RCP). For projects outside the San Diego region, SANDAG normally does not provide comments, since SANDAG’s plans do not specifically address areas outside the County.

The Borders Committee can play an appropriate role in this issue. If the Committee would like to pursue this idea, staff would receive notification through the intergovernmental review process and would identify specific projects that meet criteria for review. Staff would notify the Director of Land Use and Transportation Planning and, in turn, the Director would notify the SANDAG Executive Director and other department directors to coordinate preparation of draft comments. The project(s) would then be brought to the Borders Committee for input. With Borders Committee concurrence, a letter with comments on the project(s) would be forwarded to the sponsoring agency(ies) and the other SANDAG Policy Advisory Committees, as appropriate.

Deputy Mayor Mackin stated that she supports the staff recommendation. She also mentioned that it would have been wise for the Committee to have taken a better look at SR 241. She then made the motion to approve this item.

Supervisor Slater-Price (County of San Diego) seconded the motion.

Chair McCoy said that in considering this proposal, we need to be aware that we may also receive comments from neighboring jurisdictions on projects in our region. However, she agrees that this is a good approach.

Deputy Mayor Mackin noted that the SR 241 is coming into San Diego, and it only makes sense to make comments on the project.

Mayor Pro Tem Gallo (North County Inland) indicated that the cities of Escondido and San Marcos already review projects between the two cities. It makes sense to review projects regionally as well.

Staff added that a letter was received from Dan Silver of the Endangered Habitats League supporting this recommendation and indicating that SANDAG should be commenting on other related issues throughout the County as well, not just transportation issues.

Chair McCoy agreed and mentioned that there are also many projects in the U.S.-Mexico border region that could be commented on.

Councilmember Monroe asked whether SANDAG comments on projects would come from the Borders Committee or they would also be reviewed by the Board of Directors. Staff responded that the Borders Committee would have the authority to endorse the comment letter once the policy was established.

Councilmember Monroe pointed out that there needs to be a vehicle to bring some weight behind the comments that the Committee makes, especially if they don’t want projects to
move forward after the comments are made. He questioned where the credibility is in the process. Staff replied that initial comments will be to a regional or a local government entity. Under state law, that agency is required to provide a written response to those comments. If that isn’t effective, then SANDAG has the ability to pursue this issue through other means. For example, in the case of SR 241, parties who are opposed to the project could also register concerns at the Coastal Commission, which has permit authority over the project. Another option would be to pursue litigation. Beyond that, without some specific Memorandum of Understanding (MOU) or Agreement, SANDAG would be limited to only making comments.

Vice Mayor Harris-Ebert added that this process can help to start negotiations in cases where disagreements arise.

Chair McCoy stated that the idea is to make comments early in the process.

**Action:** Upon a motion made by Deputy Mayor Mackin and a second made by Supervisor Slater-Price, the Committee voted to forward a recommendation to the Board of Directors regarding whether SANDAG should begin to review and comment on projects in adjoining counties and to endorse the suggested process set forth in the staff report. The motion passed unanimously.

6. OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN: UPCOMING EARLY ACTION PLAN (INFORMATION/POSSIBLE ACTION)

Last October, SANDAG and the Municipal Planning Institute of Tijuana (IMPlan) held two binational workshops to obtain input from stakeholders on transportation, environment, housing, and economic development issues within the Otay Mesa-Mesa de Otay study area. Based on that input, staff developed a work program with several tasks to address the issues identified. The Borders Committee reviewed this work program following the workshops in November 2005. The schedule for this project is to develop an Early Action Plan (EAP) and then completing the final Strategic Plan in early 2007.

A project development team met monthly in San Diego and Tijuana to research the issues identified and share information. The team included staff from IMPlan, Caltrans, the State of Baja California’s Secretariat of Infrastructure and Urban Development (SIDUE), and SANDAG. Through this research, staff has been able to identify which tasks of the work program could be advanced first and be part of recommended strategies for the EAP. Staff will continue to work with the stakeholders to obtain commitments for implementation of proposed strategies over the next two months.

Staff will present the EAP to the Committee on Binational Regional Opportunities (COBRO) at its June 6, 2006, meeting and back to the Borders Committee on June 23, 2006. Stakeholders will also be invited to these meetings to provide input.

**Action:** The Committee received this item for information.
7. THE SAN DIEGO REGIONAL TRIBAL SUMMIT REPORT AND NEXT STEPS (RECOMMENDED)

Staff reported on the results of the 2006 San Diego Regional Tribal Summit which was held on Friday, March 10, 2006, at the Pala Indian Reservation. The Summit was an important diplomatic milestone to discuss policy planning of regional issues of mutual concern. The key to the summit was building government-to-government relationships. Staff reviewed the main issues and discussions at the Summit. There were three key parts to the Summit: Part 1 – Introduction to the Tribal Nations; Part 2 – The Discussion of Transportation Strategies; and Part 3 – Breakout Sessions on Regional Policy issues.

During first part of the Summit, elected tribal leaders introduced themselves and their nations, highlighting issues of importance to them in this government-to-government dialogue. Among the issues raised by tribal leaders were: (a) the need for local governments and regional agencies to better understand tribal sovereignty; (b) the importance of SANDAG recognizing that tribal nations are part of the region and should be considered in regional discussions; (c) the notable increase in efforts to collaborate on issues of mutual concern from both local governments, Caltrans, and the tribes; (d) the acknowledgement of the importance of learning more about each other’s governance processes; (e) the importance of local land use authorities learning about Senate Bill 18 and understanding the implications of this new law for the County and local cities in the region; and (f) tribal willingness to pay fair share, but that this should be associated with fair representation in the SANDAG structure.

Part two of the Summit discussed transportation issues. The format of this session was based on the use of interactive polling technology. The issues discussed were developed in through a technical workshop with tribal transportation managers in February. The outcome of that workshop was a set of strategies for improving tribal transportation programs to be presented to the SANDAG Board and elected tribal leaders. By using the interactive technology, the elected officials present could discuss the strategies, poll, and then see the results immediately for further discussion and analysis. The three priority strategies for the tribal governments that were identified and received the highest percentages were: (a) tribal government representation in SANDAG (69%); (b) updating the Indian Reservation Roads inventory (62%); and (c) advocating for new transportation funding for the region (62%). For the SANDAG Board, the top three priorities were: (a) leveraging funding for transportation projects (62%); (b) updating the Indian Reservation Roads inventory (54%); and (c) advocating for new transportation funding for the region (54%). The combined overall top three priorities were: (a) updating the Indian Reservation Roads Inventory (58%); (b) pursuing new transportation funding for the region (55%); and (c) conducting more tribal-related corridor studies (55%).

The third part of the Summit dealt with regional policy issues. The purpose of this session was to identify issues of mutual concern for future collaboration. The three policy areas other than transportation were: energy, environment, and public safety. The top three priorities for energy were to: (1) collaborate and plan for energy reliability, long-term sustainability, and independence; (2) develop clean, alternative, and reliable energy resources; and (3) address and participate in transmission routing. For the environment, the top three priorities were to: (1) develop framework and/or a process on environmental issues; (2) coordinate activities on environmental health; and (3) incorporate cultural
resource protection in regional planning efforts. For public safety, the top three priorities were to: (1) address the lack of infrastructure (roads, medical services, fire services); (2) coordinate efforts on crime, alcohol, and drug prevention; and (3) collaborate on emergency preparedness.

The staff recommended, based on areas of mutual concern, 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 SANDAG Policy Advisory Committees. Staff also recommended that two main action items be worked out through the Executive Committee. Those items are to examine and evaluate the options for tribal representation in SANDAG and develop a collaborative legislative agenda. The legislative agenda could focus on the updating the Indian Reservation Roads (IRR) program inventory and advocating for new funding for transportation in the region. In addition, staff recommended that the Borders Committee be the Policy Advisory Committee that oversees the work plan and that SANDAG form an interagency technical working group on Tribal Transportation. Staff is requesting that the Borders Committee recommend to the SANDAG and Southern California Tribal Chairmen’s Association (SCTCA) Boards approval of the suggested actions for SANDAG/Tribal Government coordination outlined in the staff report.

Chair McCoy commented that she enjoyed the Summit, which was both fun and educational.

Deputy Mayor Mackin made the motion to approve the staff recommendation.

Supervisor Slater-Price seconded the motion.

**Action:** Upon a motion made by Deputy Mayor Mackin and a second made by Supervisor Slater-Price, the Committee voted to recommend the suggested next steps in the staff report as outlined in Attachment 1. The motion passed unanimously.

Chair McCoy presented Chairman Smith (SCTCA) with a token of appreciation from the SANDAG Board for his efforts and as a symbol of how the two Boards will work together in the future. Chair McCoy also mentioned that Chairman Siva (Reservation Transportation Authority) was not present, but would also receive a token of appreciation for his efforts in making this Summit a success. In addition, she thanked Mario Orso, Caltrans Tribal Governments Liaison, and Chantal Saipe, County of San Diego Tribal Governments Liaison, for their efforts and participation in the planning committee for the Summit.

Chair McCoy also thanked SANDAG staff for their hard work and support.

8. **UPCOMING MEETINGS**

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

9. **ADJOURNMENT**

Chair McCoy adjourned the meeting at 1:06 p.m.
## CONFIRMED ATTENDANCE
### BORDERS COMMITTEE MEETING
#### APRIL 28, 2006
##### 12:30 p.m. to 2:30 p.m.

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<td>City of Imperial Beach</td>
<td>Patricia McCoy (Chair)</td>
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<td>Shari Mackin</td>
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<td>Ben Hueso</td>
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<td>Brian Maienschein</td>
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<td>Greg Cox</td>
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### ADVISORY/LIAISON MEMBERS

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<td>Deputy Consul</td>
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<td>Howard Williams</td>
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June 23, 2006

AGENDA ITEM NO.: 3

Action Requested: APPROVE

STATUS REPORT ON THE I-15 INTERREGIONAL PARTNERSHIP – PHASE II

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 medium-term strategies identified in Phase I of the project, which was completed in 2004. The emphasis for this phase is on implementing specific economic development, transportation, and housing and land use strategies that were identified in the first phase of the project. At its February 24, 2006, meeting, the Borders Committee received a brief update on the advances in the I-15 IRP II project. Since that time, the first of three joint policy meetings was held on May 26, 2006, with elected officials from SANDAG and Riverside to receive in-depth status reports on advances made in each of these strategies. This report provides a brief update on the status of the project for the Borders Committee’s information.

Discussion

I-15 IRP Joint Policy Committee

The I-15 IRP Joint Policy Committee was formed and held its first meeting in Temecula on May 26, 2006 (Attachment 1). At the meeting of the Joint Policy Committee, the group approved the Committee Charter with a modification in membership. It was decided that there should be three voting members from SANDAG and four from Riverside [two from WRCOG; one from the Riverside Transit Agency (RTA); and one from the Riverside County Transportation Commission (RCTC)] (Attachment 2).

An integrated work plan was developed that includes tasks and timelines for the three components of the project: an economic development strategy; a transportation strategy; and a housing strategy. The I-15 IRP Joint Policy Committee met to receive status reports on all of the components at its May 26, 2006, meeting. The following is a brief description of each component, current status, and a discussion of policy input.

Recommendation

The Borders Committee is asked to accept staff’s report for information and approve the revised I-15 IRP Joint Policy Committee Charter.
Economic Development Strategy

Through the I-15 IRP, opportunities exist to improve the economy of both the western Riverside and San Diego regions. An economic development working group was formed and is being staffed by WRCOG. This working group serves 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. By focusing on “employment” clusters, the two regions can identify and create a foundation for assessing opportunities to improve their local economies. The work program will identify clusters for Riverside County and develop information critical for identifying implementation strategies beneficial to both regions.

Economic Development Working Group (Working Group)

Beginning early this year, the IRP Economic Development Working Group, organized jointly by WRCOG and SANDAG, has been meeting monthly to discuss the progress of the employment cluster analysis of Riverside County. Members of the Working Group include the cities of Canyon Lake, Hemet, Lake Elsinore, Murrieta, Perris, San Jacinto, and Temecula, Riverside County, and economic development organizations of southwest Riverside County, in addition to WRCOG and SANDAG.

SANDAG is currently preparing the technical work of the cluster analysis as a first step toward the two-county analysis. WRCOG cooperated in obtaining the quarterly employment survey data for Riverside County in 2005, compiled by the California Employment Development Department. The Working Group reviewed the methodology of the cluster analysis and the preliminary candidates for driver industries, which would be the primary members of employment clusters.

Preliminary Analysis

Preliminary analysis of employment concentration and recent growth indicate that industries which rely on an educated workforce are beginning to play an important role in the local economy. Industries with large concentrations or recent growth in employment include medical instruments, electronic components, and telecommunications. These are some of the potential driver industries, which could, over time, generate substantial revenues to the region’s economy. In cooperation with the Working Group, the study is also examining other driver industries, which capitalize on unique resources available in Riverside County, such as wine production and logistics, centered on warehousing and transportation.

After identifying the driver industries, the next step in the study is to identify industry clusters which are closely related through business-to-business sales and/or purchases. Identification of those clusters would clarify their market specialization, relative scale (employment), and compensation (payroll). In the coming months, the study also will examine the geographic distribution of cluster industries, with a focus on southwestern Riverside County. Similar analysis would then be performed for the joint economies of Riverside-San Diego Counties. This technical analysis is scheduled to be completed by September and to be reviewed by the Working Group prior to preparation of a final report later this year.
It is expected that findings from the cluster analysis would assist local economic development corporations (EDCs) and others to identify goals and strategies for economic cooperation for Riverside and San Diego counties, with a view toward creating "win-win" situations for both counties and action items that can improve the functional relationship between the San Diego and western Riverside economies. Results of this work should lead to future initiatives in economic cooperation and development, such as:

- identifying key public policy and labor force and physical infrastructure investments;
- identifying needs of the primary occupations for each cluster, with implications for workforce training and other programs; and
- reviewing consistency between occupational needs of cluster industries currently located in Riverside and the graduates produced from area colleges and universities.

**Transportation Strategy**

In this phase of the I-15 IRP, 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. Staff from Caltrans, RCTC, and SANDAG provided updates on each of these activities at the I-15 IRP Policy Committee meeting.

Caltrans Districts 8 in Riverside/San Bernardino Counties and District 11 in San Diego/Imperial Counties are developing a coordinated plan to identify and assess transportation issues in the I-15 corridor connecting southwestern Riverside and San Diego counties. The report is a joint effort to provide a staging of needs based on traffic projections, programmed and measure-funded projects, and modal options. This approach will examine a number of multi-modal solutions to address the I-15 issues at this location.

Caltrans has developed a list of joint project proposals based on future traffic projections along I-15, projects funded by either Riverside or San Diego County sales tax measures or transportation mitigation fees, local circulation plans, identified RTIP-funded projects, and Regional Transportation Plans (RTP). An attempt was made to include all projects that were identified in the Southern California Council of Governments (SCAG) and SANDAG RTPs within the lists of projects. The four broad areas of project proposals are Capacity Enhancing, Transit, Operational Improvements, and Intelligent Transportation System (ITS)/Transportation Demand Management (TDM). Upcoming work activities include incorporating District 8’s project study reports and preparing the draft report. The draft report will be presented at the next I-15 IRP Policy Committee meeting in September.

RCTC provided an update on passenger rail planning activities on I-15. In May 2005, RCTC directed staff to evaluate a new commuter rail line from Temecula to San Diego to accommodate the large number or Riverside County residents who commute south along I-15. The proposed I-15 Commuter Rail Feasibility study will examine this segment and build upon the work completed by the California High-Speed Rail Authority on the stations and alignments. The purpose of this study is to perform an objective evaluation of the potential for commuter rail extensions along the I-15 corridor from Temecula to Corona and Temecula to San Diego. In addition, RCTC will create a technical advisory committee that will include SANDAG and local governments to provide input into this process. A request for proposals was released in May, and the study is expected to kick off in July for approximately six months.
Finally, SANDAG reported on recent activities related to transit service coordination on the I-15 corridor. SANDAG, the Metropolitan Transit System (MTS), and North County Transit District (NCTD) have developed a draft I-15 Bus Rapid Transit Operations Plan that identified a fairly significant transit demand between Riverside and San Diego Counties. SANDAG will be working with the RTA and RCTC staff to further analyze these travel forecasts and develop operational strategies to service the commuter travel demand between southern Riverside County and high demand destinations within San Diego County. At the meeting it was suggested that SANDAG and RCTC discuss ways in which to collaborate on funding vanpools as a significant number of San Diego’s vanpools originate in Riverside.

**Housing Strategy**

The Phase I report of the I-15 IRP concluded that many of the people moving to southwestern Riverside County were workers in the San Diego region who moved there in search of more affordable housing. It also identified strategies that would assist in the provision of more moderate income housing in the San Diego region and would address the jobs/housing imbalance between the two regions.

During Phase II of the I-15 IRP, SANDAG proposes to undertake a pilot project/feasibility analysis with the assistance of a consultant that would focus on the production of workforce (or moderate income) housing in North County along the Sprinter rail line in collaboration with one or two major employers, many of which have employees who are having difficulty finding affordable housing in proximity to their jobs. The goal of the project is to work with North County local jurisdictions, NCTD, housing developers, and one or two employers to identify the resources, incentives, and strategies needed to construct moderate income workforce housing.

Phase II work on the I-15 housing strategy will assist in the implementation of the Regional Comprehensive Plan (RCP). The housing chapter of the RCP identifies the need for affordable housing for moderate income households and more housing choice, and SANDAG’s draft Smart Growth Concept Map provides potential locations for this type of housing to be built. The importance of San Diego and Riverside having an interregional housing strategy established by November in light of the pending statewide bond measure on the ballot was highlighted at the meeting.

**Next Steps**

Draft reports on each of the strategies will be presented to the I-15 IRP Joint Policy Committee on September 29, 2006, at Escondido City Hall.

BOB LEITER  
Director of Land Use and Transportation Planning

Attachments:  
1. I-15 IRP Joint Policy Committee Membership Roster  
2. I-15 IRP Joint Policy Committee Charter Revised

Key Staff Contact: Jane Clough-Riquelme, (619) 699-1909, jcl@sandag.org
The primary goal of the I-15 Interregional Partnership (IRP) 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 housing, transportation, and economic 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.

The Committee will meet three times during the duration of Phase II at dates and times to be mutually determined.

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MEMBERS

San Diego Association of Governments (SANDAG)
Ed Gallo
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SANDAG Borders Committee
Pia Harris-Ebert
Vice Mayor, City of San Marcos
SANDAG Borders Committee
Shari Mackin
Deputy Mayor, City of Oceanside
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Supervisor, Riverside County
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First Vice Chairman, RTA Board of Directors
Frank Kessler
Councilmember, City of Canyon Lake
Second Vice Chairman, RTA Board of Directors

AGENCY EXECUTIVES

SANDAG Gary L. Gallegos
WRCOG Rick Bishop
RCTC Eric Haley
RTA Larry Rubio
CHARTER

I-15 Interregional Partnership Joint Policy Committee

PURPOSE
The primary goal of the I-15 Interregional Partnership (IRP) 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 housing, transportation, and economic 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 Western Riverside Council of Governments (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 studies 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 composed of no more than three elected officials from the San Diego region and three four (two from WRCOG; one from RTA; one from RCTC) from the Southwestern Riverside County region, designated from the Boards of Directors of the participating agencies in the I-15 Interregional Partnership: SANDAG; 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; to receive the draft reports on each component and provide feedback for the final draft; and to 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 (February 2007).
San Diego Association of Governments

BORDERS COMMITTEE

June 23, 2006

AGENDA ITEM NO.: 5

Action Requested: DISCUSSION

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

File Number 3003200

Introduction

In 2005, the Borders Committee and the Committee on Binational Regional Opportunities (COBRO) identified the Otay Mesa-Mesa de Otay binational corridor as an area of opportunity to create an effective binational planning partnership. Transportation, economic development, housing, and environmental conservation are the four key issue areas that were recognized for evaluation as part of the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan. Staff developed a work program to address the issues identified at the two binational workshops held in the San Diego region and Tijuana in October 2005, which was presented to the Borders Committee and COBRO in November 2005.

On June 12, 2006, the Draft Early Action Plan was presented to COBRO and released for a 30-day public comment and review period.

Discussion

Since December 2005, staff members from Tijuana’s Municipal Planning Institute (Instituto Municipal de Planeación or IMPlan), Caltrans, the Secretariat of Infrastructure and Urban Development of Baja California (Secretaría de Infraestructura y Desarrollo Urbano del Estado or SIDUE), and SANDAG have been researching the various issues discussed at the workshops. This initial exploration has led to a better understanding of the issues that could be advanced in the first phase of the study or Early Action Plan.

For example, in the transportation arena, Caltrans’ progress on the environmental phase of the proposed State Route 11 (SR 11) and coordination with federal agencies for the East Otay Mesa border crossing provided a catalyst for identifying early actions on both sides of the border toward the implementation of a new land port of entry (POE) in East Otay Mesa. In addition, the opportunities provided in the State Infrastructure Bond program for goods movement projects, and specifically for public/private partnerships, have raised the profile of this project as a strong candidate for early implementation.

Similarly, discussions between SANDAG and the City of San Diego have led to identifying early actions involving collaboration between SANDAG and the City on specific aspects of the Otay Mesa Community Plan update. This collaboration will focus on looking at the regional aspects of possible
conversion of industrially zoned land in Otay Mesa to residential use, including the implications of such conversions on transportation infrastructure needs and possible financing approaches to address those needs.

With regard to environmental issues, research and discussions with major stakeholders in this area have led to identification of early actions related to development of a comprehensive watershed planning process for the Tijuana River watershed and a more focused land use/habitat conservation study of the proposed SR 11/East Otay Mesa POE corridor.

At the same time, there are other planning activities underway, such as the San Diego County Regional Airport Authority’s Brown Field Master Plan Update, which may affect the Strategic Plan’s recommendations and actions, but where outcomes are not known yet. Thus, actions for issues where more research still needs to be conducted or that depend on other ongoing planning efforts will be identified in the final Strategic Plan, which is anticipated to be completed in early 2007.

The draft Otay Mesa-Mesa de Otay Binational Corridor Early Action Plan documents the research conducted to date and describes proposed early action initiatives. Attachment 1 outlines the proposed early actions for transportation, economic development, housing, and environmental conservation.

**Next Steps**

The public comment and review period is scheduled to end on July 12, 2006. Major comments received will be presented to the Borders Committee at its meeting on July 28, 2006. The Borders Committee will be asked to recommend the Board of Directors approve the Early Action Plan of the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. Summary of Proposed Early Action Strategies

Key Staff Contact: Elisa Arias, (619) 699-1936, ear@sandag.org
OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN
PROPOSED EARLY ACTION STRATEGIES

TRANSPORTATION

ISSUE— East Otay Mesa – Otay II Port of Entry (POE) and connecting roads.

EARLY ACTION— Establish the East Otay Mesa-Otay II POE Technical Commission to advance planning and implementation of the future East Otay Mesa-Otay II POE and connecting roads as a binational project, under the umbrella of the San Diego-Tijuana Border Liaison Mechanism (BLM).

LEAD/PARTICIPATING AGENCIES— Federal, State, Regional, and Local agencies in the United States and Mexico

ISSUE— Improvements to existing Otay Mesa-Mesa de Otay POE and connecting roads.

EARLY ACTION— Coordinate with U.S. Customs and Border Protection (CBP) and Mexican Customs on the process to fund and implement identified short-term capital and operational improvements at the Otay Mesa-Mesa de Otay Commercial POE.

LEAD/PARTICIPATING AGENCIES— SANDAG, Caltrans, CBP, U.S. General Services Administration (GSA), Mexican Customs

EARLY ACTION— Explore the feasibility of short-term operational and capital improvements at the Otay Mesa-Mesa de Otay Passenger POE (operations and facilities).

LEAD/PARTICIPATING AGENCIES— SANDAG, Caltrans, CBP, GSA, Mexican Customs

EARLY ACTION— Collaborate with the City of San Diego on the Otay Mesa Community Plan update in relation to transportation implications of future land uses changes under consideration.

LEAD/PARTICIPATING AGENCIES— City of San Diego, SANDAG, Caltrans, Metropolitan Transit System (MTS)

ISSUE— Improvements to crossborder and regional public transportation services.

EARLY ACTION— Initiate advanced planning work to extend the South Bay Bus Rapid Transit (BRT) service between Eastern Chula Vista and the Otay Mesa POE.

LEAD/PARTICIPATING AGENCIES— SANDAG, City of Chula Vista, City of San Diego, Caltrans, MTS
EARLY ACTION— Complete the Otay Mesa POE Paseo de la Amistad Pedestrian and Bicycle Circulation Alternatives Study. To complement this study, perform right of way engineering services, including title, appraisal, and potential acquisition negotiations for a parcel in the vicinity of the Otay Mesa POE where a proposed South Bay BRT Transportation Center would be located.

LEAD/PARTICIPATING AGENCIES— Caltrans, SANDAG, MTS, City of San Diego

EARLY ACTION— Evaluate the City of Tijuana’s Draft Public Transportation Plan focusing on routes that would serve the Otay Mesa-Mesa de Otay POE.

LEAD/PARTICIPATING AGENCIES— SANDAG and IMPlan

ECONOMIC DEVELOPMENT

ISSUE— Promote creation or expansion of common employment clusters on both sides of the border and address future industrial land supply and demand.


LEAD/PARTICIPATING AGENCIES— SANDAG, Regional Economic Evaluation and Prosperity Strategy Advisory Working Group

EARLY ACTION— Collaborate with the City of San Diego in the Otay Mesa Community Plan update to evaluate future land demand for high value industrial clusters, considering the unique characteristics of the evolving crossborder economy, and competing demand for vacant land in the San Diego region.

LEAD/PARTICIPATING AGENCIES— City of San Diego, SANDAG

EARLY ACTION— Within the framework of San Diego Dialogue’s Crossborder Innovation and Competitiveness Initiative, begin the implementation of selected recommendations from the Borderless Innovation study outlined below.

Establish the Crossborder Innovation and Competitiveness Center
Initiate a crossborder program to foster scientific and technology relationships, awareness of research, and commercialization of discoveries
Work with Baja California to establish crossborder clinical research as a precursor to growing a transregional biopharmaceutical industry

LEAD/PARTICIPATING AGENCIES— UCSD Partnership with Mexico, San Diego Dialogue, CENTRIS, CICESE
HOUSING

ISSUE— Address future housing supply and demand, housing affordability issues and opportunities, and infrastructure needs of existing and future residential land use.

EARLY ACTION— Collaborate with the City of San Diego in the Otay Mesa Community Plan update to evaluate the potential to convert industrial land use to residential and its regional implications.

LEAD/PARTICIPATING AGENCIES— City of San Diego, SANDAG

EARLY ACTION— Promote comprehensive housing developments within the Tijuana portion of the study area, which would include providing space for recreational activities, sports, green areas, and public facilities and services, to improve the quality of life.

LEAD/PARTICIPATING AGENCIES— IMPlan, SANDAG

ENVIRONMENTAL CONSERVATION

ISSUE— Address conservation of urban river corridors (e.g., Alamar River and Otay River Watershed), and water quality.


LEAD/PARTICIPATING AGENCIES— Border Liaison Mechanism’s Environment and Natural Resources Committee – Tijuana River Basin Working Group, SANDAG, IMPlan, U.S. and Mexican federal, state, and local agencies/organizations

EARLY ACTION— Expand the environmental analysis of the Draft Partial Program for Conservation and Urban Improvement of the Alamar River Zone to further assess the habitat conditions in the Alamar River area.

EARLY ACTION— Support plans for habitat restoration and rehabilitation along the Alamar River riparian corridor.

LEAD/PARTICIPATING AGENCIES— IMPlan, SIDUE
ISSUE— Address conservation of sensitive habitat corridors

EARLY ACTION— Explore the feasibility of a binational land use/open space conservation study for SR 11, the future East Otay Mesa-Otay II POE, and proposed connection from the POE to the Tijuana-Tecate Toll Road (Route 2D), including consideration of binational environmental mitigation strategies.

LEAD/PARTICIPATING AGENCIES— Caltrans, County of San Diego, SANDAG, California Department of Fish and Game, U.S. Fish and Wildlife Service, Bureau of Land Management, IMPlan, and U.S. and Mexican federal, state, and local agencies/organizations

EARLY ACTION— In Mexico, explore possibilities for cooperative agreements between private, public, and community sectors, to build partnerships and private agreements to incorporate the payment for environmental mitigation, purchase of development rights, permits or quota rights and other similar uses.

LEAD/PARTICIPATING AGENCIES— IMPlan

EARLY ACTION— Use existing legal mechanisms to acquire private or public land for conservation in Mexico.

LEAD/PARTICIPATING AGENCIES— IMPlan

ISSUE— Collaborate with the U.S. Environmental Protection Agency in the Border 2012 program, the Binational Air Quality Task Force, and the San Diego County Air Pollution Control District (APCD) in binational clean air efforts

EARLY ACTION— Support the San Diego County APCD’s crossborder clean air demonstration projects.

LEAD/PARTICIPATING AGENCIES— San Diego County APCD, SANDAG

EARLY ACTION— Link the creation of conservation areas to the objectives and goals established in “A Binational Vision for the Tijuana River Watershed,” and the Border 2012 programs.

Evaluate potential emissions trading permits for motor vehicle emission reductions.

LEAD/PARTICIPATING AGENCIES— IMPlan
Otay Mesa - Mesa de Otay
Binational Corridor
Strategic Plan
Draft Early Action Plan
June 2006
Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan

- Project Background
- Collaboration Process
- Strategic Planning Process & Early Actions
- Next Steps
Project Background

- Regional Comprehensive Plan (RCP)
- 2004 SANDAG Binational Conference
- Economic Impacts of Border Wait Times
Collaboration Process

- 2005 Binational Workshops
- Policy Guidance: Borders Committee
- Technical/Stakeholders Group: COBRO
- Project Development Team: IMPlan, SIDUE, Caltrans, SANDAG
- Other Binational Stakeholders
Strategic Planning Process & Early Actions

- Definition of Study Area
- Identification of Issues
  - Transportation
  - Economic Development
  - Housing
  - Environment
Study Area

- CITY OF CHULA VISTA
- COUNTY OF SAN DIEGO - Otay Community Planning Area
- CITY OF SAN DIEGO - Otay Mesa Community Planning Area
- East Otay Mesa Specific Plan
- CITY OF Tijuana
- Otay Mesa - Mesa de Otay Binational Corridor Strategic Plan Study Area
- Mesa de Otay Specific Planning Area
- Alamar River Specific Planning Area

Source: SANDAG
Study Area and Vicinity
Strategic Planning Process & Early Actions (Cont.)

- Work Program
  - Population, Housing, Land Use, Employment
  - Interregional Travel
  - Research and Analysis
- Draft Early Action Plan
Population, Housing, Land Use, Employment
Population (2004-2030)

- Otay Ranch
- Otay Mesa
- East Otay Mesa
- Mesa de Otay
Population, Housing, Land Use, Employment
Housing Units (2004-2030)

- Otay Ranch
- Otay Mesa
- East Otay Mesa
- Mesa de Otay

2004: 0
2030: 100,000
Current Transportation and Land Use

Otay Mesa - Mesa de Otay
CURRENT LAND USE AND TRANSPORTATION

Current Land Use
- Spaced Rural Residential
- Urban Fringe Residential
- Mobile Homes
- Multiple Family
- Farming and Garden
- Commercial and Office
- Heavy and Light Industry
- Extractive Industry
- Public Facilities
- Recreation
- Open Space Parks
- Agri-areas
- Undeveloped
- Water
- Street of Interest
- Frontier Port of Entry

Transportation
- Highways
- Front Arterial
- Vaggy Arterial
- Collector
Otay Mesa-Mesa de Otay POE Interregional Travel
Trip Purpose – Live in Mexico

- Shopping or Errands: 56.5% (Primary), 6.6% (Secondary)
- Work or Business: 22.3% (Primary), 1.5% (Secondary)
- Visit Friends or Family: 13.5% (Primary), 5.9% (Secondary)
- School: 3.3% (Primary), 2.1% (Secondary)
- Recreation or Vacation: 2.0% (Primary), 2.4% (Secondary)
- Other: 1.7% (Primary), 0.0% (Secondary)
- Medical: 0.5% (Primary), 0.4% (Secondary)
Otay Mesa-Mesa de Otay POE Interregional Travel
Trip Purpose – Live in U.S.

- Visit Friends or Family: 52.8%
- Shopping or Errands: 14.7%
- Recreation or Vacation: 14.2%
- Work or Business: 2.0%
- Medical: 1.0%
- Other: 5.2%
- School: 0.0%

Secondary Purpose
Primary Purpose
Otay Mesa-Mesa de Otay POE
Interregional Travel
Northbound Passenger Vehicles & Pedestrians

Number of Crossings (millions)

Passenger Vehicles & Buses
Pedestrians

Annual Data

Otay Mesa-Mesa de Otay POE Interregional Travel Projections
Two-Way Daily Crossborder Vehicle Trips
Transportation

Issue:

- Future East Otay Mesa - Otay II Port of Entry (POE) and connecting roads

Proposed Early Action:

- Establish a binational technical commission, under the San Diego-Tijuana Border Liaison Mechanism, to advance planning and implementation of the future East Otay Mesa-Otay II POE and connecting roads on both sides of the border.
Future East Otay Mesa-Otay II POE
Transportation

Issue:
- Improvements to Otay Mesa – Mesa de Otay POE and connecting roads

Proposed Early Actions:
- Commercial POE: Coordinate with U.S. Customs and Border Protection and Mexican Customs on process to fund and implement identified short-term capital and operational improvements.
- Passenger POE: Explore feasibility of short-term operational and capital improvements.
Otay Mesa Commercial Port of Entry
Capital and Operation Improvements

Legend
- U.S.A.
- MEXICO
- Short Term - 1 to 12 Months
- Medium Term - 12 to 18 Months
- Long Term - More Than 18 Months

1. Changeable Message Sign in U.S. at End of Tijuana 12th St.
2a. Remove Seized Vehicles to Redirect & Isolate FAST Traffic
2b. Install Gamma Equipment
3. Provide Lane Dividers
4a. Expand Inspection Docks Re-Pave Compound
4b. Remove Seized Vehicles
5a. Widen the Fence Opening to Accommodate Proposed Additional Truck Lanes Exiting Mexico's Export Facility
5b. Provide Additional Truck Return Lane (Rejected Vehicles) Additional Lane Empties With X-Ray Machine
6a. Stripe KEEP CLEAR & Provide Directional Signs to Open Booths
6b. Add 2 Incoming Lanes & Booths
7. Purchase Property for Additional Entry/Exit Inspection Booths

Note: The map illustrates various improvements and facilities around the Otay Mesa Commercial Port of Entry in the United States and Mexico. The legend indicates different time frames for the projects and their priorities.
Transportation (Cont.)

Issue:
- Improvements to Otay Mesa – Mesa de Otay POE and connecting roads

Proposed Early Action:
- Collaborate with the City of San Diego on the Otay Mesa Community Plan update in relation to transportation implications of future land use changes under consideration.
Transportation

Issue:

- Improvements to Crossborder and Regional Transit Services

Proposed Early Actions:

- Initiate advanced planning for Otay Mesa segment of South Bay Bus Rapid Transit (BRT) service (Draft SANDAG FY07 OWP).
South Bay Bus Rapid Transit Corridor

- Golden Hill
- 47th St
- 18th St
- Otay Ranch Villages
- Palomar
- H Street
- Downtown
- Otay Mesa
- Border Crossing

Phase I
Phase II
Transportation

Proposed Early Action:

- Complete the Otay Mesa POE Paseo de la Amistad Pedestrian and Bicycle Circulation Study.
- Perform property appraisal for potential South Bay BRT Transportation Center.
Transportation

Proposed Early Action:

- Evaluate the Draft City of Tijuana Public Transportation Plan for proposed transit routes to serve the Otay Mesa-Mesa de Otay POE.
Economic Development

Issue:
- Promote creation or expansion of common economic clusters on both sides of the border and address future industrial land supply and demand

Proposed Early Action:
- Develop the 2006 San Diego Regional Economic Evaluation and Prosperity Strategy
  - Consulate of Mexico in San Diego
  - San Diego Dialogue
  - Tijuana Economic Development Corporation
- Collaborate with the City of San Diego in the Otay Mesa Community Plan update to evaluate future land demand for high value industrial clusters
Proposed Early Action:

- Within the framework of San Diego Dialogue’s Crossborder Innovation and Competitiveness Initiative:
  - Establish the Crossborder Innovation and Competitiveness Center
  - Initiate a crossborder program to foster scientific and technology relationships, awareness of research, and commercialization of new technologies
  - Work with Baja California to establish crossborder clinical research
Housing

Issue:
- Address future housing supply and demand, housing affordability issues and opportunities, and infrastructure needs of existing and future residential land use.

Proposed Early Action:
- Collaborate with the City of San Diego in the Otay Mesa Community Plan update to evaluate the potential to convert industrial land use to residential and its regional implications.
Proposed Early Action:

- Promote comprehensive housing developments within Tijuana portion of the study area, which would include providing space for recreational activities, sports, green areas, and public facilities and services to improve the quality of life.
Environment

Issue:
- Address conservation of sensitive habitat and urban river corridors, and water quality.

Proposed Early Action:
- Analyze San Diego County Multiple Species Conservation Plan, A Binational Vision for the Tijuana River Watershed and Las Californias Binational Conservation Initiative to develop a framework for a binational approach for habitat corridor conservation and watershed management for the Tijuana River Watershed.
Binational Watersheds

OTAY MESA

Mesas de Otay

SWEETWATER

OTAY

TIJUANA

ROSArito

GUADALUPE

Las Californias Binational Conservation Initiative Boundary

Otay Mesa – Mesas de Otay Study Area Boundary

BINALTIONAL WATERSHEDS

SANMAG
Proposed Early Actions:

- Expand environmental analysis of the Draft Partial Program for Conservation and Urban Improvement of the Alamar River Zone to further assess habitat conditions in the Alamar River area.

- Support plans for habitat restoration and rehabilitation along the Alamar River riparian corridor.
Environment

Issue:
- Address conservation of sensitive habitat corridors

Proposed Early Actions:
- Explore the feasibility of a binational land use/open space conservation study to develop an environmental assessment and mitigation strategies for SR 11, the future Port of Entry, and road connection to the Tijuana-Tecate Toll Road.
Proposed Early Actions:

- In Mexico, explore possibilities for cooperative agreements between private and public sectors and community groups to build partnerships to incorporate environmental mitigation into fees and tolls.
- Use existing legal mechanisms to acquire private or public land for conservation.
Environment

Issue:
- Address Air Quality

Proposed Early Action:
- Support the San Diego Air Pollution Control District’s crossborder clean air demonstration projects
- Link the creation of conservation areas to the objectives and goals established in “A Binational Vision for the Tijuana River Watershed,” and the Border 2012 programs. Estimate potential motor vehicle emissions for mitigation in conservation areas.
Collaboration Process
Stakeholders

### United States

**Local:**
- SANDAG
- City of San Diego
- City of Chula Vista
- County of San Diego and Air Pollution Control District
- Metropolitan Transit System
- San Diego Regional Airport Authority
- San Diego County Water Authority

**State:**
- Caltrans
- Cal-EPA
- Department of Fish & Game
- California Highway Patrol

### México

**Local:**
- Instituto Municipal de Planeación (IMPlan)
- Ciudad de Tijuana
- Comité de Planeación y Desarrollo Municipal (COPLA DEM)
- Comisión Estatal de Servicios Públicos de Tijuana (CESPT)

**Estatal:**
- Secretaría de Infraestructura y Desarrollo Urbano (SIDUE)
- Dirección de Ecología
Collaboration Process
Stakeholders (Cont.)

United States

Federal:
• Customs and Border Protection
• General Services Administration
• International Water and Boundary Commission (IBWC)
• Bureau of Land Management
• Federal Highway Administration
• Federal Transit Administration
• U.S. Fish and Wildlife Service

México

Federal:
• Consulado General de México
• INDAABIN
• Comisión Internacional de Límites y Aguas (CILA)
• Secretaría de Comunicaciones y Transporte (SCT)
• Aeropuerto Intl. de Tijuana
• SEMARNAT
Collaboration Process
Stakeholders (Cont.)

United States

NGOs-Community:
- Chambers of Commerce-EDCs
- Academia
- Las Californias Binational Conservation Initiative
- Others

México

ONGs-Comunidad:
- Cámaras de Comercio
- Academia
- Pronatura
- Otros
# Next Steps

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<th>Date</th>
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<td>July 12, 2006</td>
<td>End of Public Review and Comment Period</td>
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<tr>
<td>July 28, 2006</td>
<td>Review Comments Received and Request Borders Committee Approval</td>
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<tr>
<td>Aug./Sept. 2006</td>
<td>Final Draft Early Action Plan to Board of Directors</td>
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<td>December 2006</td>
<td>Public Outreach on Final Draft Strategic Plan</td>
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<td>January 2007</td>
<td>Final Draft Strategic Plan to Borders Committee</td>
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<td>February 2007</td>
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UCSD Partnership with Mexico
San Diego Association of Governments (SANDAG)
June 23, 2006

UCSD Chancellor Marye Anne Fox
Mission of UCSD

The University of California, San Diego, is dedicated to learning, teaching, and serving society through education, research and public service.

The UCSD Principles of Community
Fulfilling Our Mission

We achieve our mission through:

- Educating today’s brightest student to be tomorrow’s problem-solvers and leaders
- Performing world-class research that drives the region’s economy
- Responding to the needs of our local community by lending our expertise to address issues and inform the region’s citizens
- Providing exceptional health care while developing the next generation of physicians
Building and strengthening relationships

Since arriving at UCSD in August 2004, I and my leadership team have endeavored to develop new relationships on behalf of our university and to strengthen existing friendships in the community.
UCSD Partnership with Mexico

• The Partnership is the umbrella policy in UCSD’s collaboration with Mexico

• Detailed initiatives address one of the four facets of the partnership.
Partnership points

• The five guiding principles for the partnership with Mexico are:
  – Improve quality of life, particularly air quality
  – Institute UCSD cross-border Innovation & Competitiveness
  – Focus on Economic Development
  – Foster Creativity
  – Appoint a UCSD staff member at the UC Casa de California
Commitment to Strengthening Ties

• As part of our efforts to become familiar with the region, a UCSD team visited Tijuana in November of 2005

• Dialogue with Government and Higher Education officials
Collaborative Initiatives

- Initiatives consist of:
  - Identifying & Engaging Campus Resources
  - Establishing Joint Lecture Series for Baja California-San Diego
  - Focusing on Joint Cultural Programming
  - Working together on Economic Development
  - Focusing on Environment, Natural Disaster Preparedness & Public Safety
  - Joining efforts on Public Health Issues
Engaging Campus Resources

- UCSD has a number of academic and research resources that will contribute to the initiatives, including:
  - Graduate School of International Relations and Pacific Studies (IR/PS)
  - Center for U.S.-Mexican Studies
  - Cal-IT2
  - School of Medicine
  - School of Engineering
  - Extended Studies
  - Rady School of Management
  - Scripps Institution of Oceanography
  - Division of Humanities
Joint Lecture Series

• Lecture Series to focus on the Baja California-San Diego region

• Identification of high profile speakers from the U.S. and Mexico to speak at locations in Tijuana and San Diego
Cultural Programming

- Lectures and exhibits at San Diego Contemporary Museum of Art featuring works of artists from Baja California
- Exhibit in Baja California of Sheldon Brown’s (UCSD) visual art employing GIS information from Baja California
Economic Development

• Creating cross-border technology community through UCSD Extended Studies
• Establishing training program for moving science from the lab to the marketplace at universities through the Rady School
• Focusing on a research program on public policy problems facing technology start-ups through the Center for U.S.-Mexican Studies
Economic Development

- Post-PhD training program in Biological Sciences

- Collaboration with Autonomous University of Baja California (UABC) and Center for Research and Higher Education of Ensenada (CICESE)
Economic Development of our Two Countries

- Center for US-Mexican Studies and Institute of International Economics collaborating on “Increasing Economic Competitiveness Through Deeper Economic Integration”

- International conference to be held at UCSD next winter to identify major challenges and opportunities for Mexico and US
Environment, Natural Disaster Preparedness & Public Safety

- Program to research cross-border air basin led by UCSD faculty, including Mario Molina- Nobel Prize Recipient

- Program to improve Baja California/Tijuana preparedness for Natural Disasters led by CalIT2, SOE
• Explore cross-border training of leading officials in the region on emergency response & recovery planning

• Institute on Global Conflict and Cooperation will lead the UCSD effort
Public Health

• Improve prevention, diagnosis and treatment services for TB, HIV and other sexually transmitted diseases for high risk populations by improving testing and lab analysis

• Link UCSD Medical School with ISESALUD to operate mobile testing lab
Public Health

- UCSD’s current program funded by USAID represents a collaboration between 2 U.S. universities (UCSD & SDSU) and 2 Baja California universities (COLEF and UABC)
UCSD participation in Casa de California

- UC system manages the Casa de California in Mexico DF and UCSD currently has one staff member assigned to support the campus’ efforts in Mexico, coordinate events in Mexico City, and strengthen ties with UCSD partners in Mexico.
Recap of Initiatives

• Initiatives consist of:
  – Joint Lecture Series for Baja California-San Diego
  – Joint Cultural Programming
  – Joint Work on Economic Development
  – Joint Work on Environment, Natural Disaster Preparedness & Public Safety
  – Joint Work on Public Health Issues
• UCSD welcomes SANDAG as a partner in these efforts