COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES (COBRO)

The Committee on Binational Regional Opportunities (COBRO) may take action on any item appearing on this agenda.

Monday, June 12, 2006

3 p.m. – 4:30 p.m.

SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101-4231

Staff Contact: Héctor Vanegas
(619) 699-1972

AGENDA HIGHLIGHTS

• DRAFT EARLY ACTION PLAN OF THE OTAY MESA-MESA DE OTAY STRATEGIC PLAN

MISSION STATEMENT

The Committee on Binational Regional Opportunities (COBRO) will advise the Borders Committee of the San Diego Association of Governments (SANDAG) concerning both short and long-term binational related activities, issues, and actions; provide recommendations regarding binational border-related planning and development; and identify ways to assist and coordinate with existing efforts in the binational area. The COBRO will serve as a working group to the SANDAG Borders Committee to facilitate a better understanding of the binational border-related issues and needs of the California-Baja California region.
Welcome to SANDAG! Members of the public may speak to the COBRO on any item at the time that 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. Speakers are limited to three minutes. The COBRO may take action on any item appearing on the agenda.

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

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<td>WELCOME AND INTRODUCTIONS</td>
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<td>A.</td>
<td>Meeting Summary of April 4, 2006</td>
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<td>3.</td>
<td>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</td>
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**CONSENT ITEMS**

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<td>COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES CHARTER</td>
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<tr>
<td>(Staff, SANDAG)</td>
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<td>This Committee is asked to approve the recent changes made to the COBRO Charter.</td>
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<td>WESTERN HEMISPHERE TRAVEL INITIATIVE (Staff, SANDAG)</td>
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<td>This report includes information on the Western Hemisphere Travel Initiative (WHTI) that requires the Department of Homeland Security to develop and implement a plan to require United States citizens to have a passport or other authorized travel document to enter into the United States. The Committee is asked to inform the Borders Committee on this matter.</td>
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**REPORTS**

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<th>+7.</th>
<th>OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN: DRAFT EARLY ACTION PLAN (Elisa Arias, SANDAG)</th>
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<td>As identified in the fall 2005 binational workshops, transportation economic development, housing, 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 Committee's input.</td>
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<td>+8. LAND BORDER CROSSING CLOSURE (Angelika Villagrana, San Diego Regional Chamber of Commerce)</td>
<td>DISCUSSION</td>
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On Tuesday, May 18, 2006, the southbound lanes of the land border crossing were closed for almost 9 hours, consequent to a border incident in the San Ysidro Port of Entry (POE).

9. ADJOURNMENT, AND NEXT MEETING DATE AND LOCATION

The next COBRO meeting will be held on Tuesday, August 1, 2006. The meeting scheduled for Tuesday, July 4, 2006, has been cancelled due to the holiday.

An (+) next to an item indicates attached report/material.

Visit us on the Web at:
- [www.sandag.org](http://www.sandag.org) (under binational)
- [www.borderbase.org](http://www.borderbase.org)
MEETING SUMMARY OF APRIL 4, 2006

1. WELCOME AND INTRODUCTIONS

The April 4, 2006, Committee on Binational Regional Opportunities (COBRO) meeting was called to order by Chair Paul Ganster. The meeting was held at SANDAG.

Members present were: Paul Ganster, Institute for the Regional Studies of the Californias; Deputy Consul General Ricardo Pineda, Consulate General of Mexico in San Diego; Cindy Gompper-Graves, South County Economic Development Council; Gary Brown, City of Imperial Beach; David Pérez-Tejada, City of Mexicali; Elsa Saxod, City of San Diego; Diego Ceballos, City of Tijuana; Yolanda Walther-Meade, Fundación Internacional de la Comunidad; Haydee Martinez, Instituto Municipal de Planeación; Inocencio Cuellar, Elias Páez, IMIP City of Mexicali; Nathan Owens, San Diego Dialogue; Angelika Villagrana, San Diego Regional Chamber of Commerce; Virgilio Muñoz, Tijuana Trabaja, A.C.; and Bob Leiter, Héctor Vanegas, Ron Saenz, and Arturo Vázquez from SANDAG.

2. MEETING SUMMARY

The meeting summary for March 7, 2006, was approved. Cindy Gompper-Graves, South San Diego County Economic Development Council, entertained the motion to approve and Angelika Villagrana, San Diego Regional Chamber of Commerce, seconded the motion.

3. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chair Paul Ganster commented on the recent upcoming Good Neighbor Environmental Board meeting, which will be held in San Diego from July 18 through July 19. The focus of this meeting will be U.S.-Mexico border security. More information will be provided at the upcoming meetings.

David Pérez-Tejada, on behalf of the City of Mexicali, extended the invitation to COBRO members and guests to attend the Second Southwest Compact Binational Hearing, which will be held on Wednesday, April 26, 2006, in the City of Mexicali. The hearing will focus on goods movement, economic development, and binational planning. He also mentioned the U.S.-Mexico Sister Cities Convention, which will take place in the City of Mexicali April 26-29 at the Araiza Inn Hotel and Convention Center.

For complete conference information, please visit (www.ciudadeshermanasmexicali.org.mx).
Cindy Gompper-Graves, South San Diego County Economic Development Council, commented on the upcoming South County Economic Development Council’s Annual Economic Summit, which will be held at the Convention Center on October 5, 2006. The focus of the summit will address specific issues on border crossings and economic wait times. Additional information will be provided in the upcoming months.

Nathan Owens, San Diego Dialogue, commented on Elsa Saxod’s recommendations from the last meeting to present the Borderless Innovation findings to the Borders Committee on April 28. Hector Vanegas, SANDAG, added that the agenda for April’s Borders Committee was already set and suggested to present study findings for the May 2 Borders Committee meeting.

Elsa Saxod, City of San Diego, asked San Diego Dialogue to develop some recommendations and present them to COBRO for the next meeting.

Nathan Owens commented that the report addresses some recommendations; however, he would like to see what COBRO feels are of interest and present them at the next Committee meeting. Ganster suggested having the recommendations sent through e-mails.

Chair Paul Ganster commented on the recent attempts by the federal government to eliminate NADBANK. Ganster reminded everyone that NADBANK was created by the Border Environmental Cooperation Commission to address the fair share of funds for NAFTA infrastructure along the U.S.-Mexico border. Ganster added that fortunately funding from NADBANK will continue.

4. MAKING SMART GROWTH WORK IN OUR REGION

Bob Leiter, SANDAG, made a presentation on SANDAG’s Smart Growth Concept Map, as part of the Regional Comprehensive Plan. The map will be used for refining the regional transit network and for identifying other transportation needs during the 2007 comprehensive update of the Regional Transportation Plan (RTP) next year.

Smart Growth addresses the following questions:

- What is Smart Growth, why is it important?
- How can the Smart Growth Concept Map help guide land use and transportation issues in the region?
- How will the update of the 2030 RTP address Smart Growth?

As a background, Bob Leiter commented that in 2004, the SANDAG Board of Directors adopted the Regional Comprehensive Plan (RCP), which also is the plan for all general plans in the 18 cities in San Diego County.

The RCP analyzes the following issues:

- Urban Form
- Transportation
- Housing
- Healthy Environment
- Economic Prosperity
• Public Facilities and Border Issues

In addressing the first question, Smart Growth is defined as a more compact, higher-density development in key areas throughout the region and near public transit.

Why is Smart Growth important? Bob Leiter commented that the San Diego region will experience a growth of about a million people over the next 25 years and about ½ million jobs. However, despite the projected population in growth, we are not keeping pace with the demand for housing. Analysis shows that with all the local plans in place today, our region will be short about 90,000 homes in the year 2030.

The RCP is based on three themes:

• To better connect the land use and transportation plans
• To use those plans to guard transportation investment and other infrastructure. Investments such as water, sewer, energy, and environmental mitigation such as open space acquisition
• Making it happen through financial incentives and collaboration through local jurisdictions

Bus Rapid Transit is now being implemented in the region and involves the use of specially designed buses to provide high-frequency and high-speed service on different corridors.

The Smart Growth Concept Map promotes the following actions:

• Encourages the enhancing of locations for smart growth
• Provides money for sidewalks, plazas, and street enhancement
• Promotes smart growth development near transit areas

Smart Growth has identified the following ‘place types’ for development:

• Metropolitan Centers
• Urban Centers
• Town Centers
• Community Centers, Villages
• Mixed-Use Transit Corridors
• Special Use Centers
• Rural Villages in the unincorporated areas

In updating the Regional Transportation Plan (RTP), SANDAG is analyzing the following factors:

• Revising the growth forecast in the region
• Goods movement (freight within the region and across the region)
• Interregional and cross-border studies, including the Otay Mesa Strategic Plan
• Tribal nations and an independent transit planning review from across the country
• The Smart Growth Concept Map
The Smart Growth workshops will address ways to develop smart growth development in the sub-regions and how to make transit work better in the community.

The next steps include:

- June 2006: Board will accept for approval the draft Smart Growth Concept Map for planning purposes
- June 2006 – June 2007: Prepare and obtain public input on Draft RTP
- June 2007: Distribute Draft RTP
- Fall 2006: Board adopts Final RTP and Smart Growth Concept Map
- Fall 2007: Develop TransNet Smart Growth Incentive Program Guidelines

Leiter acknowledged the participation of COBRO in the Otay Mesa corridor and other transportation issues. The collaborative work that COBRO has provided shows the connections between land use and transportation as well as public investment issues.

Chair Paul Ganster asked how the collaborative work with Riverside, Orange, and Baja California is being coordinated. Leiter stated that the most advanced program is with Riverside County due to the interregional partnership grant between SANDAG and the Council of Governments in Western Riverside County. As a result, the flow of information for housing, transportation, and economic development has been effective in developing solutions for future demands. Bob Leiter added that the same goal is being implemented with Baja California in developing a strong collaboration with IMPLAN, SIDUE, and other agencies.

Mario Lopez, Office of Congressman Bob Filner, asked how cities are implementing RTP priorities. Bob added that SANDAG developed the 2030 improvement program, which is updated every four years, with a capital improvement program of five years. The plan is based on the priorities of the RTP, and SANDAG then works with Caltrans and other transportation providers to work on these priorities.

Elsa Saxod, City of San Diego, added that the Smart Growth Workshops are the perfect opportunity to participate and provide input in the development of smart growth strategies and she encouraged members to attend these workshops.

5. THE CITY OF MEXICALI’S 2025 URBAN DEVELOPMENT PLAN

Inocencio Cuellar, IMIP-Mexicali’s Municipal Planning Institute, thanked COBRO for its invitation to present the City of Mexicali’s 2025 Urban Development Plan, which has been presented on four different occasions in California.

Elias Páez, IMIP-Mexicali’s Municipal Planning Institute, made the presentation on the City of Mexicali’s 2025 Urban Development Plan. The five main objectives of the 2025 Program include:

- To be a legal instrument for land regulation;
- To be an urban code;
- To be a promotional instrument;
- An instrument for the coordination between civil and governmental; and
- An instrument to achieve welfare and human development within the City.
As a background, Elias Páez commented that in the national and international context, the U.S.-Mexico binational border region shares a population of about 12 million people. The Mexicali-Imperial region shares a population of about 1.5 million people, and the Tijuana-San Diego region shares about 4.5 million people.

The vision of the 2025 Plan incorporates the following:

- New metropolitan area;
- State capital, part of a binational region;
- Strong in agricultural, industrial, commercial, and administrative services, with high-quality human resources and environmentally responsible; and
- A city with its own identity, sustainable, equitable, with strong participation of its citizens.

Elias Páez commented that some citizen expectations include:

- Economics: City services, road systems, land availability, and freight transportation
- Environmental: Culture, coordination, and information
- Urban: Transportation, urban development, and urban corridors
- Coordination: Better urban administration, GIS, citizen participation and planning

The 2025 Urban Development Plan includes the following five strategic projects and its priorities:

1. Urban and regional development to achieve competitiveness:
   - Regional infrastructure and transportation;
   - La Rosita-Cuernavaca bypass;
   - Centinela Port of Entry.

2. Urban functionality and reinforced cities system:
   - Integral urban development;
   - Internal road structure; circulation laps;
   - Light train and new transportation system;
   - Suburban system.

3. Environmental sustainability:
   - Lagoons systems;
   - Open space system;
   - Green corridors; clean environment culture;
   - Clean air program.

4. Quality of urban image:
   - Downtown revitalization;
   - Urban corridors regeneration;
   - Urban scenery and land use regulation.

5. Strategic urban planning:
   - Increase citizen participation;
   - Priorities agreement;
- Coordination;
- Strategic urban investing.

Héctor Vanegas, SANDAG, asked how the City of Mexicali handles the issue of changing administration every three years and how is it planning to transcend the 2025 plan?

Inocencio Cuellar, Mexicali’s Municipal Planning Institute, answered that the Institute has developed a mechanism for continuing from one administration to the next. The 2025 Plan was approved by citizen groups, which are members of a semi-municipal agency. It is through this mechanism that the Institute is able to transcend through different administrations.

Angelika Villagrana, San Diego Regional Chamber of Commerce, asked how the Plan is going to be financed. Inocencio Cuellar stated that four work tables were created in order to find resources and address plan objectives.

6. ADJOURNMENT, AND NEXT MEETING DATE AND LOCATION

The next meeting of COBRO will be held on Tuesday, May 2, 2006, from 3:00 p.m. to 4:30 p.m. at SANDAG offices.
1. WELCOME AND INTRODUCTIONS

The May 2, 2006, Committee on Binational Regional Opportunities (COBRO) meeting was called to order by Chair Paul Ganster. The meeting was held at SANDAG.

Members present were: Paul Ganster, Institute for the Regional Studies of the Californias; Monica Adame, Consulate General of Mexico in San Diego; Arnold San Miguel, Bi-State Transportation Technical Advisory Committee; Sergio Pallares, Caltrans; Gustavo Pérez, City of Chula Vista; Gary Brown, City of Imperial Beach; Larry Van Wey, City of San Diego; Yolanda Walther-Meade, Fundación Internacional de la Comunidad, A.C.; Nathan Owens, San Diego Dialogue; Angelika Villagrana, San Diego Regional Chamber of Commerce; and Héctor Vanegas, Elisa Arias, Ron Saenz, and Arturo Vázquez from SANDAG.

2. MEETING SUMMARY

The meeting summary for April 4, 2006, could not be approved. No quorum was reached at this meeting.

3. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Angelika Villagrana, San Diego Regional Chamber of Commerce, mentioned that a meeting was held the last week of April with US-VISIT officials. One of the issues discussed at the meeting was the passport initiative. The meeting addressed a special concern with casual travelers. Angelika Villagrana mentioned that the US-VISIT initiative will not likely be implemented on January 1, 2007, as there are different procedures that need to be addressed. A US-VISIT fact sheet was distributed.

Chair Ganster mentioned the importance of tracking the process of the US-VISIT program, and that the region is dependent upon the decisions made at the U.S. Department of Homeland Security.

Arnold San Miguel, BTTAC, commented that El Centro Councilmember John Ednie, who sits in the Southern California Association of Governments, gave a presentation on the “Global Gateway Southwest Compact” at the Mexicali Binational hearing on April 26, 2006. The group received good
feedback from the public as well as the commitment from the Mayor of Mexicali to carry the message to another summit, probably in Arizona.

Yolanda Walther-Meade, Fundación Internacional de la Comunidad, commented that this year the Women’s International Center (WIC) is presenting the Legacy Awards in May. This year, WIC is recognizing Latin roots, which include Lynda Carter (Wonder Woman), Ronne Froman, and Yolanda Walther-Meade. The 23rd Annual Living Legacy Awards will be held on May 20, 2006.

4. STAFF REPORT

Staff presented a list of upcoming events to be held in the region.

5. COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES CHARTER

Héctor Vanegas, SANDAG, presented the recent amendment made to the COBRO Charter approved in July 2005. The amendment includes recommendations from the SANDAG legal counsel to ensure that the charter does not violate the Brown Act and provides access to the public. Héctor Vanegas mentioned that since COBRO holds at least two annual meetings in Tijuana, Mexico, the charter must demonstrate that there is no violation of the Brown Act. The SANDAG legal counsel presented the following recommendations:

- A sentence was added in the responsibility paragraph, which now reads: “input provided by COBRO will be provided to the Border Committee for consideration at its regular scheduled meetings.”

This language specifies that at COBRO meetings in Tijuana, although no actions will be taken, input will be provided to the Borders Committee, in order to ensure Brown Act legislation.

- Throughout the COBRO Charter, the language “COBRO provides recommendations” was changed to “COBRO provides input.”

Through this process, it is clear that the role of COBRO does not defy Brown Act legislation when it meets in Tijuana.

The item requires approval of the COBRO Committee on the COBRO Charter. Since no quorum was reached at this COBRO meeting, this item was postponed to the June 6 meeting for approval.

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

Elisa Arias, SANDAG, presented an update on the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan and its Early Action Plan. 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. SANDAG obtained input on transportation, environment, housing, and economic development issues within the study area.

SANDAG has been working closely with a core group of stakeholders that are part of the Project Development Team (PDT). This team includes staff from Tijuana’s Municipal Planning Institute
Elisa Arias mentioned that the schedule for this project called for the development of an early action plan by June 2006. Subsequently, the plan called for completion of the final early strategic plan in early 2007.

The PDT has been meeting in San Diego and Tijuana on a monthly basis. The group has been researching issues that were identified by regional stakeholders. Through these studies, the PDT has been able to identify which tasks could be advanced first and be part of the recommended strategies for the early action plan.

The PDT proposed to present the early action plan to the next COBRO meeting on June 6, and also to the Borders Committee on June 23. This plan will be presented in draft form in order to obtain input from stakeholders.

Chair Ganster commented on the efficiency with which the early action plan is moving forward, especially with the interaction with Tijuana and Baja California, which continues to be strong.

7. GOOD NEIGHBOR ENVIRONMENTAL BOARD 9TH REPORT

Chair Ganster, presented the findings of the Good Neighbor Environmental Board (GNEB) 9th Report on “U.S.-Mexico Border Environment: Air Quality and Transportation & Cultural and Natural Resources.”

GNEB is a federal advisory panel, which advises the President and Congress on various border environmental issues. GNEB operates by consensus. Every year, GNEB produces an annual report.

The GNEB 9th Report looks at border air quality and the need to keep track of trade movement across the border.

The 9th Report focuses on the following two issues:

- The relation between commercial traffic and the border environment. Commercial traffic related to the North American Free Trade Agreement has had a big impact in terms of air quality on border cities.

- The protection of cultural resources such as tribal sacred springs and mountains and associated natural resources along the border.

Chair Ganster mentioned that there are several factors in the impacts on natural and cultural resources along the along the border. These factors include:

- Urban Development
- Increase in trade and growth in the region
- Unauthorized movement across the border
In terms of transportation and air quality, the GNEB 9th Report provides recommendations to strengthen planning and funding processes to ease port of entry congestion. Move forward with low-sulfur diesel supply so that trucks coming from Mexico will be using the same fuel available in the U.S. This would be critical in order to remove the significant contaminants from diesel fuel, which are mandated U.S. regulations. Finally, more support for public transit is suggested along the border.

In terms of natural and cultural resources impacts, GNEB analyzed the following issues:

- Better controlling and channeling growth
- Increasing public education and involvement
- Develop new collaborations between border security and natural resources work

The GNEB 10th Report includes the theme of “Environmental Protection and Security on the U.S.-Mexico Border.” GNEB recommends retaining strong environmental protection while carrying out security work. However, GNEB will not advise on security and/or immigration policy, and will include a “people” and “material” component.

Chair Ganster commented that GNEB incorporates its efforts with work groups, which address potential effects on ecosystems and potential effects on environmental health. The GNEB 10th Report will look at barriers, partnerships, next steps, and top-tier recommendations. GNEB’s 10th Report will be published in early 2007.

Sergio Pallares, Caltrans, asked what the proper procedure is once recommendations are forwarded to the President and the Congress.

Chair Ganster stated that in the last annual report, the takes the GNEB decided on unveiled the 9th Report to coincide with a meeting in Washington in which members of Congress and other high-level officials were able to provide recommendations.

Angelika Villagrana, San Diego Regional Chamber of Commerce, asked what the effort on the Mexican side is and what type of information is exchanged?

Chair Ganster answered that Mexico is organized by Councils of Sustainable Development, which are organized regionally. For example, there is a Northwest council and a Northeast council. In the past, GNEB has been able to collaborate with both councils; however, these efforts require a great deal of time.

Yolanda Walther-Meade, Fundación Internacional de la Comunidad, suggested providing a copy of the GNEB 10th Report to the SYNERGOS Institute, the border partnership along the border with the Community Foundations. Moreover, Yolanda Walther-Meade suggested distributing the 10th Report to the nine major foundations along the border, which have provided funding to studies through the community foundations.

Chair Ganster suggested providing a list of those organizations so that the GNEB 10th Report may be distributed.
Sergio Pallares, Caltrans, asked whether GNEB had made any comments to the US-VISIT Environmental Impact Study published last month.

Chair Ganster mentioned that GNEB did not provide input on that particular study. However, he suggested it would be worth looking at.

Gustavo Perez, City of Chula Vista, asked if there was the possibility to incorporate best practices that have been done throughout other border communities that may reflect recommendations made on the 9th Report.

Chair Ganster stated that as new reports are being created, GNEB tries to identify best practices.

Gary Brown, City of Imperial Beach, commented on the discussion of border security in the 10th Report and whether the issue of the Tijuana Estuary being affected by the triple fence will be addressed.

Chair Ganster answered that these types of issues will be addressed as “unintended consequences,” which GNEB will speak to very directly, and the need to do things properly. GNEB generally does not take a direct position in infrastructure projects along the border.

8. **ADJOURNMENT, AND NEXT MEETING DATE AND LOCATION**

The Committee’s next meeting is Tuesday, June 6, 2006, from 3 to 4 p.m. at SANDAG’s 7th floor conference room.
San Diego Association of Governments

COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES

June 12, 2006

AGENDA ITEM NO.: 4

Action Requested: INFORMATION

UPCOMING EVENTS

WHAT: San Diego Regional Economic Development 41st Annual Dinner
WHEN: Monday, June 12, 2006
WHERE: Hyatt Regency, La Jolla, CA
MORE INFO: San Diego Regional EDC, (619) 234-8484
SPONSOR:

WHAT: Business and Immigration
WHEN: Wednesday, June 14, 2006
WHERE: Doubletree Hotel, Hazard Center
MORE INFO: (619) 544-1370 or info@sdchamber.org
SPONSOR: Presented by SYCUAN

WHAT: 17th Annual MEXPORT
WHEN: Thursday, June 29, 2006
WHERE: San Diego Business Park, 1855 Dornoch Court, San Diego, CA 92154
MORE INFO: Otay Mesa Chamber (619) 661-6111 or Antonio@otaymesa.org
SPONSOR:

WHAT: International Association for the Study of Forced Migration 10th Biennial Conference
WHEN: June 18 – June 22, 2006
WHERE: Toronto, Canada
MORE INFO: http://iasfm10.org
SPONSOR:

WHAT: 117th Anniversary of the City of Tijuana / Fiestas de Aniversario
WHEN: July 10 - July 18, 2006
WHERE: Tijuana, B.C., México
MORE INFO: Information and Reservations (664) 686-4001, 622-5409, 681-7752
SPONSOR:

WHAT: “Rendez-vous des artistes” (una reunion de artistas) - French Consulate
WHEN: Friday, July 14, 2006
WHERE: Zona Gourmet Del Rio. Tijuana, B.C.
MORE INFO: French Consulate in Tijuana. 011.52.664.681.3133 or info@lacapsula.net
SPONSOR:

WHAT: Good Neighbor Environmental Board Meeting
WHEN: July 18-19, 2006
WHERE: San Diego, California
MORE INFO: U.S. Environmental Protection Agency (202) 233-0090 or http://www.epa.gov/ocem/gneb/cal_gneb.htm
SPONSOR:
June 12, 2006

AGENDA ITEM NO.: 5

Action Requested: APPROVE

COMMITTEE’S CHARTER

The Charter is a document that describes the purpose of the Committee, the line of reporting, responsibilities, membership, meeting time and location, selection of Chair, and duration of existence. The Charter of the Committee on Binational Regional Opportunities (COBRO) was originally approved by the Committee on July 5, 2005. COBRO’s Charter was modified to better describe its compliance with the Ralph M. Brown Act, the state law that governs open meetings for local government bodies with public access and input.

The revised Charter of the COBRO is included as Attachment 1.

Key Staff Contact: Hector Vanegas, (619) 699-1972, hva@sandag.org
Committee on Binational Regional Opportunities Charter

Purpose
The Committee on Binational Regional Opportunities (COBRO) was formally established in 1996 as a policy advisory committee to the SANDAG Board of Directors. In 2002, COBRO changed to serve as a working group to the SANDAG Borders Committee in order to facilitate a better understanding of binational border-related issues and needs of the California-Baja California region.

Line of Reporting
The COBRO reports to the Borders Committee, and the Borders Committee reports to the Board of Directors.

Responsibilities
Its mission is to “advise the Borders Committee of the San Diego Association of Governments (SANDAG) concerning both short- and long-term binational-related activities, issues, and actions; provide INPUT regarding binational border-related planning and development; and identify ways to assist and coordinate with existing efforts in the binational area.” Every year since 1997, the COBRO has been tasked to support the organization of SANDAG’s annual binational event, which is held in coordination with the Office of the Consul General of Mexico in San Diego and the Office of the Consul General of the United States in Tijuana. Input provided by COBRO will be reported to the Borders Committee for consideration at its regular scheduled meetings.

Membership
Since 2002, COBRO brings together representatives from cities, government agencies, businesses, academia, and other organizations located on both sides of the U.S.-Mexico border. COBRO follows policies regarding vacancies, attendance and quorum, approved by SANDAG’s Board on January 10, 2003 (list of membership is attached). COBRO provides input regarding its leadership and membership to the Borders Committee every two years or when they are needed.

Meeting Time and Location
COBRO meets at 3 p.m. on the first Tuesday of every month. At least two meetings a year are held in Baja California.

Selection of the Chair
COBRO provides input regarding its leadership and membership to the Borders Committee every two years or when they are needed. Appointments are for a two-year term but would have no limit on consecutive terms. The criteria for selecting Chair and Vice Chair of COBRO are the following:

- Experience with COBRO;
- Significant experience with and understanding of a broad range of binational border issues;
- Understanding of systems and “rules of the game” of both sides of the border; and
- Bilingual preferred.

The Consul General of Mexico is Co-Chair of COBRO.

Duration of Existence
Ongoing.
San Diego Association of Governments
COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES

June 12, 2006

AGENDA ITEM NO.: 6

Action Requested: APPROVE

WESTERN HEMISPHERE TRAVEL INITIATIVE File Number 3003200

Introduction

The initiative known as the Western Hemisphere Travel Initiative (WHTI) refers to the Intelligence Reform and Terrorism Prevention Act (IRTPA) of 2004, which requires the Department of Homeland Security to develop and implement a plan to require United States citizens to have a passport or other authorized travel document to enter into the United States. For the case of land border crossings, this measure should be implemented by June 1, 2009. U.S. citizens who depart or enter the United States are required to have a passport; however, they are exempt when they are traveling from countries in the Western Hemisphere, except Cuba, and currently they only need to satisfy the Customs and Border Protection (CBP) officer as to his or her citizenship.

Recommendation

COBRO should give a report to the Borders Committee on the WHTI for its information and discussion.

Discussion

It is well known that the region’s ports of entry (POE) are among the busiest border crossings of the United States, and the San Ysidro-Puerta México POE is the busiest border crossing in the world. The economies on both sides of the border are increasingly becoming partners in global competitiveness and support more than $24 billion of international trade crossing the border though the Otay Mesa POE.

The region’s POEs are used daily by thousands of commuters and travelers that live on one side and work, study, visit family, or do business on the other side of the border. Many of the border crossers already carry a travel document, but most U.S. citizens use their State of California or other states’ identifications or driver licenses to cross the border. Those are not compatible with the electronic readers used during inspections. In addition to the enormous number of crossers, the three ports of entry (San Ysidro-Puerta México, Otay Mesa-Mesa de Otay, and Tecate-Tecate) have inadequate infrastructure, all this resulting in long wait times for border crossers and inappropriate conditions for inspections.

According to SANDAG’s Economic Impacts of Border Wait Times at the San Diego-Baja California Border Region, the current 45-minute average border wait time represents a total of $4.2 billion in
lost output and around 42,000 jobs lost every year for the binational San Diego-Baja California binational region.

Stakeholders from the local border community believe this measure will not help to alleviate the current border delays. To fully accomplish the IRTPA mandate and the full (100 percent) identification of border crossers, the POE’s capacity needs to be improved and refitted with better infrastructure and technology to perform the inspections without causing additional delays at the border.

Other issues raised by the community are that the passport, or the new travel documents, have a significant cost, representing a significant economic burden to local families residing in the border area, and that tourism and local economies would be significantly affected by longer delays at the border resulting in more losses to this shared binational economic sector.

Among the agencies or organizations that have raised concerns are the Border Trade Alliance, the San Diego Regional Chamber of Commerce, the San Diego Alliance for Border Efficiency, SDSU’s Institute for Regional Studies of the Californias, San Ysidro Business Association, and the San Ysidro Chamber of Commerce.

Key Staff Contact: Hector Vanegas, (619) 699-1972, hva@sandag.org
OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR
STRATEGIC PLAN: DRAFT EARLY ACTION PLAN

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.

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 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 in East Otay Mesa. On the other hand, there are other planning activities underway, such as the San Diego 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 summarizes the status of the various tasks included in the study’s work program. Attachment 2 outlines the proposed early actions for transportation, economic development, housing, and environmental conservation.

The draft Early Action Plan will be presented to the Borders Committee at its meeting on June 23, 2006.

Key Staff Contact: Elisa Arias, (619) 699-1936, ear@sandag.org
## OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN
### STATUS OF STRATEGIC PLAN WORK PROGRAM

<table>
<thead>
<tr>
<th>TASKS BY ISSUE AREA</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TRANSPORTATION</strong></td>
<td></td>
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</tbody>
</table>

### Improvements to existing Otay Mesa Port of Entry (POE) and connecting roads

<table>
<thead>
<tr>
<th>Task</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Analyze crossborder travel characteristics at the Otay Mesa and San Ysidro POEs from recent surveys</td>
<td>Completed</td>
</tr>
<tr>
<td>b. Collaborate with U.S. Customs and Border Protection and Mexican Customs to evaluate short-term and long-term improvements to the Otay Mesa POE (operations and facilities)</td>
<td>Initiated in Phase 1</td>
</tr>
<tr>
<td>c. Implement pedestrian access improvements and customer amenities for Metropolitan Transit System (MTS) Route 905 stop at the Otay Mesa POE</td>
<td>Implementation scheduled by MTS in late 2006</td>
</tr>
<tr>
<td>d. Evaluate current transit serving the Mesa de Otay POE</td>
<td>Implementation scheduled by MTS in late 2006</td>
</tr>
</tbody>
</table>

### Future East Otay Mesa - Otay II POE and connecting roads

<table>
<thead>
<tr>
<th>Task</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Hold coordination meetings with staff involved in East Otay Mesa-Otay II POE planning and implementation</td>
<td>Initiated in Phase 1</td>
</tr>
<tr>
<td>b. Prepare a joint work program and master calendar to align implementation activities for the new POE, including connecting roads and land acquisition on both sides of the border</td>
<td>To be conducted in Phase 2</td>
</tr>
<tr>
<td>c. Conduct a financial feasibility study for the new POE and connecting roads in the United States and Mexico, including tolls</td>
<td>To be conducted in Phase 2</td>
</tr>
</tbody>
</table>

### Improvements to crossborder and regional public transportation services

<table>
<thead>
<tr>
<th>Task</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>a. Explore multimodal transit center in the vicinity of the Otay Mesa POE</td>
<td>Initiated in Phase 1</td>
</tr>
<tr>
<td>b. Monitor findings of MTS' Comprehensive Operations Analysis for Route 905</td>
<td>Completed</td>
</tr>
<tr>
<td>c. Monitor development of new regional transit services in Tijuana</td>
<td>To be conducted in Phase 2</td>
</tr>
<tr>
<td>d. Evaluate timing of the proposed South Bay Bus Rapid Transit Phase II service between eastern Chula Vista and Otay Mesa POE</td>
<td>Completed</td>
</tr>
</tbody>
</table>

| **ECONOMIC DEVELOPMENT**                                           |        |

### Address infrastructure needs of existing and future industrial land uses (e.g., water, energy)

<table>
<thead>
<tr>
<th>Task</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Evaluate elements of the Integrated Regional Infrastructure Strategy (IRIS) and Mesa de Otay Specific Plan</td>
<td>Initiated in Phase 1</td>
</tr>
</tbody>
</table>

### Promote creation or expansion of common employment clusters on both sides of the border, and address future industrial land use supply and demand

<table>
<thead>
<tr>
<th>Task</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Participate in the update of the San Diego Regional Economic Prosperity Strategy (REPS) and the 2001 Employment Lands Inventory and Market Analysis</td>
<td>2006 REPS update to be conducted in Phase 2</td>
</tr>
<tr>
<td>b. Evaluate the city of Tijuana’s Municipal Development Plan (2005-2007)</td>
<td>Completed</td>
</tr>
<tr>
<td>c. Participate in updates of the City of San Diego’s Otay Mesa Community Plan, City of Chula Vista’s General Plan, County of San Diego’s East Otay Mesa Specific Plan, and Mesa de Otay Specific Plan</td>
<td>Initiated in Phase 1</td>
</tr>
<tr>
<td>TASKS BY ISSUE AREA</td>
<td>STATUS</td>
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<tr>
<td><strong>ECONOMIC DEVELOPMENT (CONT'D)</strong></td>
<td></td>
</tr>
<tr>
<td>Address relationship between the area’s airports operations and existing and future industrial land use</td>
<td></td>
</tr>
<tr>
<td>a. Monitor San Diego Regional Airport Authority’s update of the Airport Land Use Compatibility Plan</td>
<td>Initiated in Phase 1</td>
</tr>
<tr>
<td><strong>HOUSING</strong></td>
<td></td>
</tr>
<tr>
<td>Address infrastructure needs of existing and future residential land use (e.g., water supply, sewage, schools)</td>
<td></td>
</tr>
<tr>
<td>a. Evaluate elements of the IRIS and Mesa de Otay Specific Plan</td>
<td>Initiated in Phase 1</td>
</tr>
<tr>
<td><strong>Address housing affordability issues and opportunities, and Address future housing supply and demand</strong></td>
<td></td>
</tr>
<tr>
<td>a. Analyze crossborder work trip characteristics at the Otay Mesa and San Ysidro POEs from recent surveys</td>
<td>Completed</td>
</tr>
<tr>
<td>b. Gather information on housing plans and housing production in Tijuana (public and private sector)</td>
<td>Initiated in Phase 1</td>
</tr>
<tr>
<td>c. Provide results for SANDAG’s interregional commute model of the 2030 San Diego Regional Growth Forecast update</td>
<td>Interregional commute model completed</td>
</tr>
<tr>
<td>d. Participate in updates of the City of San Diego’s Otay Mesa Community Plan, City of Chula Vista’s General Plan, County of San Diego’s East Otay Mesa Specific Plan, and Mesa de Otay Specific Plan</td>
<td>Initiated in Phase 1</td>
</tr>
<tr>
<td><strong>Address relationship between Brown Field Municipal Airport and Tijuana’s International Airport operations and existing and future residential land use</strong></td>
<td></td>
</tr>
<tr>
<td>a. Monitor San Diego Regional Airport Authority’s update of the Airport Land Use Compatibility Plan</td>
<td>Initiated in Phase 1</td>
</tr>
<tr>
<td><strong>ENVIRONMENT</strong></td>
<td></td>
</tr>
<tr>
<td>Surface water quality, and</td>
<td></td>
</tr>
<tr>
<td><strong>Address conservation of sensitive habitat corridors</strong></td>
<td></td>
</tr>
<tr>
<td>a. Research Mesa de Otay conservation planning activities by local, state, and federal agencies</td>
<td>Initiated in Phase 1</td>
</tr>
<tr>
<td>b. Analyze Multiple Species Conservation Program, Las Californias Binational Conservation Initiative, and other conservation studies</td>
<td>Initiated in Phase 1</td>
</tr>
<tr>
<td>c. Monitor implementation of Tijuana Master Plan for water and wastewater infrastructure</td>
<td>To be conducted in Phase 2</td>
</tr>
<tr>
<td><strong>Air Quality</strong></td>
<td></td>
</tr>
<tr>
<td>a. Collaborate with the U.S. Environmental Protection Agency in the Border 2012 program, the Binational Air Quality Task Force, and the San Diego Air Pollution Control District in binational clean air efforts.</td>
<td>Initiated in Phase 1</td>
</tr>
</tbody>
</table>
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

ENVIRONMENTAL CONSERVATION

**ISSUE**— Address conservation of urban river corridors (e.g., Alamar River and Otay River Watershed), water quality, and air 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**— Mexico’s National Water Commission (Comisión Nacional del Agua or CANAGUA), Mexico’s Secretariat for the Environment and Natural Resources (Secretaría de Medio Ambiente y Recursos Naturales or SEMARNAT), and IMPlan

( ———— )
ISSUE— Address conservation of sensitive habitat corridors

EARLY ACTION— 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 proposed connection from the Port of Entry to the Tijuana-Tecate Toll Road (Route 2D). In Mexico, the feasibility of a land use and environmental impact study also will be explored.

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— Explore possibilities for cooperative agreements between private, public, and community sector, 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 Air Pollution Control District in binational clean air efforts

EARLY ACTION— Support the San Diego Air Pollution Control District’s crossborder clean air demonstration projects.

LEAD/PARTICIPATING AGENCIES— San Diego 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, SANDAG
MAY 18, 2006, CLOSURE OF SOUTHBOUND VEHICLE LANES OF INTERSTATE 5 IN THE AREA OF THE SAN YSIDRO BORDER CROSSING

Introduction

A shooting incident took place on southbound Interstate 5 (I-5), just north of the San Ysidro Port of Entry (POE), on Thursday, May 18, 2006, at around 3:30 p.m. As a result of this incident, the southbound lanes into Mexico at that POE were closed for almost nine hours. Traffic congestion near the border reached up to five miles on I-5 and I-805, as well as on the eastbound lanes of SR 905. During that time, the Otay Mesa and Tecate POEs were the only access point from the San Diego region into Mexico. Federal, state, and local authorities involved in this incident began coordinating the evacuation of the affected vehicles and people on the freeways several hours after the incident.

Discussion

San Ysidro-Puerta Mexico and Otay Mesa-Mesa de Otay POEs are the main land border crossings between San Diego and Tijuana. Every day over 65,000 passenger vehicles, almost 400 buses, and 2,000 trucks cross northbound through these border points, and a similar number travel southbound. The magnitude of this border’s cross-border travel reflects the interdependence of our regional border community.

The U.S. General Services Administration (GSA) is currently evaluating the remodeling of the San Ysidro POE to improve operations and help expedite the flow of people and vehicles, which is expected to double by 2020 (based on 1995 figures). Some of the alternatives under evaluation would reroute southbound traffic into Tijuana through the Virginia Avenue—El Chaparral area, just west of the current crossing.

The closure of May 18, 2006, incident resulted in the closure of the San Ysidro POE, which is the main land border crossing that connects the San Diego-Tijuana region. The enormous traffic congestion created due to this closure revealed the need for a contingency plan to deal with emergencies and closures at the international border. The Committee will be asked to discuss possible actions and alternatives to avoid a similar situation from occurring in the future.

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