AGENDA HIGHLIGHTS

- I-15 IRP: PHASE II FINAL DRAFT REPORT
- DRAFT OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN
- REPORT ON STATUS OF ACTIVITIES AND ACTION PLAN FOR IMPLEMENTATION OF SR 11 AND THE EAST OTAY MESA-OTAY II PORT OF ENTRY

PLEASE TURN OFF CELL PHONES DURING THE MEETING

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

MISSION STATEMENT

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

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

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

SANDAG offices are accessible by public transit. Phone 1-800-COMMUTE or see www.sdcommute.com for route information.
ITEM # | RECOMMENDATION
--- | ---
+1. APPROVAL OF MEETING MINUTES | APPROVE

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

CONSENT ITEM (#3)

+3. STATUS REPORT ON INTERNATIONAL BORDER SEWAGE ISSUES (Ron Saenz, SANDAG) | INFORMATION

The Borders Committee has requested periodic updates on border-related sewage issues. This report provides an update on these issues.

REPORT ITEMS (#4 through #6)

+4. INTERSTATE 15 (I-15) INTERREGIONAL PARTNERSHIP (IRP): PHASE II FINAL DRAFT REPORT (Jane Clough-Riquelme, SANDAG; Kevin Viera, WRCOG) | APPROVE

The Final Draft Report for Phase II of the I-15 IRP was presented to the Joint Policy Committee at its January 29, 2007, meeting. This report presents the results of a comprehensive effort to move forward on interregional strategies identified in Phase I of the IRP. It summarizes the results of transportation, economic development, and housing strategies pursued during Phase II, including the two-county employment cluster study and the cooperative county line study conducted by Caltrans. The Borders Committee is asked to approve this report, and forward it to the Board of Directors for final approval.
+5. DRAFT OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN (Elisa Arias and Ron Saenz, SANDAG; Luis Ruben Rodriguez, IMPlan)

   On March 6, 2007, the Committee on Binational Regional Opportunities (COBRO) held its regular meeting where the Draft Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan was presented to solicit input. This draft Plan describes the implementation status of Early Actions and proposes additional transportation, economic development, housing, and environmental conservation strategies. The Borders Committee will be asked to provide input and comments. The comment period ends on April 6, 2007.

+6. REPORT ON STATUS OF ACTIVITIES AND ACTION PLAN FOR IMPLEMENTATION OF STATE ROUTE 11 AND THE EAST OTAY MESA-OTAY II PORT OF ENTRY (Pedro Orso-Delgado, Caltrans District Director; Consul General Luis Cabrera, Consulate General of Mexico in San Diego; Lisa M. Dye, U.S. Federal Highway Administration)

   This report presents completed tasks and accomplishments, status of ongoing activities, and schedule for future project implementation of the East Otay Mesa-Otay II Port of Entry, State Route 11, and connecting roads in Mexico.

7. UPCOMING MEETINGS

   The next meeting of the Borders Committee is scheduled for Friday, April 27, 2007, at 12:30 p.m.

8. ADJOURNMENT

+ next to an item indicates an attachment
BORDERS COMMITTEE DISCUSSION AND ACTIONS
MEETING OF JANUARY 26, 2007

The meeting of the Borders Committee was called to order by Chair Patricia McCoy (South County) at 12:32 p.m. See the attached attendance sheet for Borders Committee member attendance.

Chair McCoy welcomed the new Committee Members in attendance. She noted Mayor Jim Desmond of the City of San Marcos (North County Inland) was unable to attend as he had just found out he had been elected. She introduced Councilmember Jack Feller, City of Oceanside (North County Coastal), Councilmember Crystal Crawford, City of Del Mar (North County Coastal), and Chairman Mark Romero (Mesa Grande), and Lee Acebedo (Jamul) of the Southern California Tribal Chairmen's Association (SCTCA).

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Pam Slater-Price (County of San Diego), and a second by Ed Gallo (North County Inland), the Borders Committee approved the minutes from the November 17, 2006, and December 8, 2006, meetings as amended.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chair McCoy clarified some points regarding crossing the border in conjunction with the work of the Borders Committee. She cited the two mobile seminars planned within the framework of the Otay Mesa - Mesa de Otay Binational Corridor Strategic Plan, which will be held February 27 and March 27, 2007. The mobile seminars will provide opportunities for planners and practitioners to share information and visit sites where planning efforts are taking place.

With the implementation of the Western Hemisphere Travel Initiative (WHTI), on January 23, 2007, all travelers arriving by air or sea to the U.S. will need to carry a valid passport, including all U.S. citizens returning to the United States. This requirement will also apply to those arriving to the land ports of entry beginning January 2008.
Luis Cabrera, Consul General of Mexico, commented that the measures pertain to arrival by air only. The requirement for the land ports has been postponed to June, 2009. Consul General Cabrera added that the official date continues to be January 2008, but Congress has agreed to postpone the enforcement of that measure until June 2009, if the Departments of State and Homeland Security are not ready on the official date.

Chair McCoy informed that passports may be obtained from the post office in approximately six weeks, and in two weeks with an additional $100 fee.

Angelika Villagrana (COBRO) stated there is real concern about how the changes will affect the border waits and casual travel. Travelers may have the possibility of obtaining something similar to a border card. She brought the recent US VISIT announcement on this issue and also some of the articles regarding Mexico’s concern for the casual travelers.

Chair McCoy stated as Angelika is with the San Diego Regional Chamber of Commerce, her comments are most valued as family and friends that that travel across the border require information regarding passports.

Angelika added that a group called “San Diego Alliance for Border Efficiency” will be dispersing information regarding the changes also.

Crystal Crawford reminded everyone of the conference to be held on February 8 and 9, entitled “Stewarding Sacred Lands”. The conference, sponsored by the Native American Land Conservancy along with the Sycuan Band of Indians, U.S. Fish and Wildlife, and others will take place at the Sycuan Resort. Ms. Crawford and Chair McCoy are planning on attending. Chair McCoy added that Jane Clough-Riquelme (SANDAG) will be attending also.

Angelika Villagrana announced that Executive Director Gary Gallegos (SANDAG) will receive the Regional Unity Award at the annual dinner of the San Diego Chamber of Commerce.

REPORTS (Items 3 - 6)

3. AMENDMENT TO THE BORDERS COMMITTEE MISSION STATEMENT TO INCLUDE GOVERNMENT-TO-GOVERNMENT RELATIONS WITH TRIBAL NATIONS (APPROVE)

The Borders Committee considers tribal government-to-government relations as part of its mission; however, the mission statement does not currently reflect this perspective. Hector Vanegas (SANDAG) asked the Borders Committee to approve a modification to its mission statement to include collaboration with tribal governments as it is stated in the description paragraph of Item No. 3 which reads: “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), as well as the government-to-government relations with tribal nations in San Diego County. The preparation and implementation of SANDAG Binational, Interregional, and Tribal Liaison Planning programs are under this review. It advises the SANDAG Board of Directors on major interregional
planning policy-level matters. Recommendations of the Committee are forwarded to the Board of Directors for action.”

**Action:** Upon a motion by Ed Gallo (North County Inland) and a second by Jack Feller (North County Coastal), the Borders Committee unanimously approved Item No. 3.

4. **PRELIMINARY FINDINGS OF THE STATE ROUTE 11 AND EAST OTAY MESA PORT OF ENTRY FINANCIAL FEASIBILITY STUDY (INFORMATION)**

Pedro Orso-Delgado (Caltrans) stressed the importance of a financial feasibility study to investigate the possibilities of attracting private investment or private partnerships for this project. He also discussed the positive feedback and support received from Customs and Border Protection, the State Department, the Mexican Embassy, and the White House Council on Homeland Security when he presented the feasibility study while attending a conference in Washington D.C.

Elisa Arias (SANDAG) explained that the pedestrian and vehicle waits at the border cost the California/Baja California economies losses in terms of jobs and output, and that these losses are projected to more than double in the next 10 years if there are no steps taken to improve transportation infrastructure and management at the border crossing.

SANDAG conducted a financial feasibility study assessment for both State Route (SR) 11 and the East Otay Mesa Port of Entry (POE). The primary objective of the study was to evaluate whether the SR 11 and the East Otay Mesa POE projects can pay for themselves either through tolls or fees. The tolls would provide a revenue stream that could be bonded against to provide the funds to build the border crossing much sooner than if we were to rely on traditional state funding.

Four integrated models were created to prepare the financial analysis. Caltrans and SANDAG set up an expert peer review panel consisting of representatives from 14 agencies that met three times between September and November 2006, to review the four models, verify the assumptions, and suggest revisions.

The preliminary conclusion of the analysis was that the SR 11 toll road and POE is potentially a good investment provided there are sufficient external resources to cover capital and operational and maintenance costs for the POE. And that both, the POE and SR 11 should be considered as an integrated project, as one cannot succeed without the other. Public participation will be necessary to attract sufficient project capital and finance the construction of management of the POE and a grant or other financing mechanism such as a low-interest loan would be needed in the early years also.

Next steps to further the assessment of the project’s financial feasibility include:

- Working with Congressional and State delegations to obtain approval to toll the new border crossing and SR 11.
- Coordinate a similar financial feasibility analysis for the Otay II POE in Tijuana and connecting roads with Mexico.
• Pursue funding from the Trade Corridors Improvement Fund.
• Work with the County of San Diego to explore dedication of right-of-way for SR 11 and the POE.
• Explore the potential of non-toll revenues to make up revenue short falls.
• Explore a shared approach with U.S. Customs and Border Protection to cover POE and operation and maintenance costs.

In order to advance the implementation of SR 11 and the East Otay Mesa POE, there must be a completion of the environmental clearance documents for the project. A feasibility study of the East Otay Mesa POE to confirm the functionality of the POE as required by the U.S. General Service Administration must be conducted. Also, a Presidential Permit from the federal government for the East Otay Mesa POE must be obtained.

Ben Hueso (City of San Diego) stated the County is working with the City on a planning process which would help in understanding the circulation and potential land uses in the area. He asked if legislation that allows for the development of a Border Development Zone, which is mainly a financing district for infrastructure in that area, had been investigated as a potential financing source for the terminal.

Ms. Arias responded that at this point, the study evaluates how much public participation would be needed to attract private capital and hasn’t explored where the participation can come from beyond the Proposition 1B bond.

Mr. Hueso encouraged examining legislation allowing the development of a Border Development Zone as the enormous amount of development in the periphery adjacent to the border crossing, along with the investment coming into the area will provide an enormous source of revenue to fund those improvements and help finance the infrastructure. This, combined with state and federal funds and the County’s efforts to create the right-of-way for the freeway, which would help make construction more affordable, is a great first step. Mr. Hueso encouraged everyone to move forward with the project and create a plan of action within the respective agencies to help support the project.

Mr. Monroe reminded the group of Kathleen Brown’s comments at the last SANDAG Retreat, in which she said that there is a lot of funding for public/private partnerships. Things like this are very doable, as the money is there. He also wanted clarification of the “capital grant.”

Ms. Arias said capital grants may include a variety of different traditional funding sources such as federal, state, local transportation funds, statewide infrastructure bond funds, and developer contributions.

Mr. Monroe stated that due to the debt service, there’s really no money left over from the anticipated tolls to pay for operations and maintenance.
Ms. Arias responded that that would be for the first 30 years. There are different ways it could be evaluated afterwards in terms of making that more feasible. But assuming that the project pays for all the staffing of the Port of Entry, that could not be accomplished under this mechanism for the first 30 years.

Mr. Monroe asked who set the limit for the first 30 years and if the SR 125 agreement was recently extended to 45 or 50 years.

Ms. Arias replied that for the first 30 years, the tolls could not cover the operation and maintenance.

Mr. Monroe agreed, due to the debt service, however, asked what would happen if it’s increased to 65 or 75 years.

Ms. Arias said that the assumption at this time is that tolling would last for a period of 60 years. Tolling will begin at the opening of the Port of Entry around 2015, and last for 60 years. And for the first 30 years, the project can not entirely pay for the staffing, operation, and maintenance of the Port of Entry; however, it could after the first 30 years.

Mr. Monroe asked what happens at 30 years.

Ms. Arias said that after the first 30 years, the tolling could pay for the staffing of the facility due to the accumulation of toll revenue.

Mr. Monroe asked if the principal would be paid down on the basic debt.

Ms. Arias replied yes.

Mr. Monroe asked there would be money for operation and maintenance if the period of time was extended on the basic debt.

Ms. Arias replied yes.

Supervisor Slater-Price (County of San Diego) added that there would be a total 60-year period of time for toll collections. During the first 30 years, the income would go to debt service and debt reduction. At the end of 30 years, the debt would be terminated. During the next 30 years, the revenues could go for operations and maintenance. She restated Mr. Monroe’s comment that the amount of the payments for the debt could be lowered so that during the entire 60 years of time some monies could be available for operations and maintenance.

Pedro Orso-Delgado said that after the meeting with Customs and Border Protection in Washington D.C., it was very clear to them that for us to be successful; they would need to contribute to the maintenance and operations of the facility. They know that and are willing to do that. It could be in the form of them fully staffing the facility for two shifts, or we pay for premium service to make sure that all of the booths would be open during peak hours.
Mr. Monroe suggested a project team be established to move the project forward so that the work could be accomplished sooner than 2015.

Mr. Orso-Delgado suggested returning to the Borders Committee to introduce the Project Manager of the Caltrans Border Team that’s working on the project. At the same time, the team will be presented along with the schedule, milestones, and an update on what is currently being done on the project in order to secure a Presidential Permit by the end of 2007.

Mr. Feller questioned the median amount of $27 million for operations and maintenance.

Ms. Arias agreed that it was a high number. She explained that the consultant derived the figure from the staffing needs that would be required to operate the facility at the premium level of service for 24 hours. She explained that the consultant also obtained the information by calculating approximately 10 percent of the capital cost.

Consul General Cabrera added that advancements on the feasibility studies have been made in Mexico also. A Technical Commission has been formed and frequent meetings have been held bringing authorities of both countries together in order to move forward at the authority level also.

Chair McCoy suggested regular updates be presented as the process advances.

Consul General Cabrera concurred.

Supervisor Slater-Price returned to the issue of the financing mechanisms available for a Border Zone. She explained the Border Zone funds would be a good base point to begin with, as it is a mechanism that’s been in place for a long time and then use the Proposition 1B funds appropriately with that funding source.

Supervisor Greg Cox (County of San Diego) said he appreciated the work that’s been done on SR 11 by SANDAG, the consultants, and Caltrans. A meeting regarding SR 905 was conducted with Councilman Hueso, Mayor Sanders, Mr. Orso-Delgado, and Mr. Gallegos to assess the situation. One of the lessons learned was the extreme importance of securing right-of-way from the beginning of the process. The County will be working with the property owners in the area to ensure appropriate dedications of right-of-way are obtained for a major arterial. He did not want to repeat the lessons from the first Otay Mesa border crossing with the federal government in which the major arterial was not adequate to meet the needs of the border crossing. He stated that he was not in favor of toll roads; however, if it is the only way the project can be accomplished, then probably it is a very viable alternative considering the need. Supervisor Cox reiterated that this is a very important project of national significance. Mayor Sanders will be contacting individuals from the Administration in Washington D.C., and meetings will be held with the San Diego Regional Chamber of Commerce and others, all of whom have valuable key contacts. This clearly has to be a collaborative effort with Mexico and Mayor Sanders, Supervisor Cox, Councilman Hueso are planning to create a support group to help SANDAG and Caltrans move forward with the project.
Crystal Crawford suggested that it would be very helpful to have the update from Caltrans on the schedule of specific tasks and deliverables in order to meet the goal of having the Presidential Permit for the border crossing by the end of 2007.

Phil Monroe commented on the importance of being good partners in the relationship. He reminded everyone that the land in Tijuana where SR 11 would cross the border had already been dedicated.

Consul General Cabrera responded about how important it was to proceed with having the binational technical commissions working on Otay II and Chaparral San Ysidro.

Mr. Orso-Delgado agreed with Consul Cabrera. He noted that the financial feasibility study was completed and Mexico was about to begin theirs, and that we were about to begin the functionality study.

Phil Monroe added that they’ve got the land.

Angelika asked if legislation was necessary in order to obtain the necessary approval.

Ms. Arias stated that SANDAG will be working with its legislative team and Caltrans, along with other stakeholders in order to obtain legislation at both state and federal levels.

Crystal Crawford said that it is already on the SANDAG legislative program and one of the items being worked on in legislative sessions.

Chair McCoy said in conclusion, she appreciated everyone’s work and collaborative efforts.

**Action:** This item was presented for information only.

5. **UPDATE ON TRIBAL REPRESENTATION ON SANDAG (INFORMATION)**

Jane Clough-Riquelme (SANDAG) stated SANDAG and the Southern California Tribal Chairmen’s Association (SCTCA) agreed to add the SCTCA to the SANDAG Board, Transportation, Regional Planning, and Public Safety Committees as advisory members in December 2006. A Memorandum of Understanding (MOU) was signed by the two agencies memorializing the agreement on January 26, 2007. Tribal leaders nominated by the SCTCA will represent the SCTCA as an intertribal council. Staff will brief the new members so they may participate in all the policy advisory committees beginning in February.

**Action:** This item was presented for information only.
Allison Harvey, Executive Director of the California Tribal Business Alliance (CTBA) spoke about various mechanisms in place to distribute gaming revenue to the state. She explained that of the five tribal members who make up the Board of the CTBA, three – included the Chair -- are located in San Diego. Those members are Pala, Pauma, and Viejas.

The CTBA was formed in 2004 by California Indian tribes interested in developing partnerships and coalitions with like-minded governments and with the business community, and civic organizations with the intent to build alliances based on mutual respect and cooperation.

There are several funding mechanisms in place to distribute gaming revenue to the state and local governments for mitigation of the impact of gaming facilities in the communities where the reservations are located. San Diego County has more tribes, reservations, casinos, and slot machines than any county in the country, yet San Diego receives the least amount of money from the State.

There are essentially two funds which are associated with compacts ratified at different time periods. One fund was set up to assist non-gaming tribes with revenue for running their government operations, while the other was set up to provide mitigation funds to local governments. One fund is called the “Special Distribution Fund,” which most tribes operate under. The “Special Distribution Fund” was intended to mitigate tribal casino impacts both with local governments and state agencies for proper gambling services. The “Special Distribution Fund” is a net win percentage fee on those slot machines that were already in operation prior to the signing of the 1999 compacts. Legislation for the fund was hurried and many issues were not addressed. Any new compacts that have been negotiated have no payments of “Special Distribution Funds.” And the major five compacts that are pending in the legislature for ratification do not pay with “Special Distribution Funds.”

The second fund, the “Revenue Sharing Trust Fund” was a unique feature in California compacts under which those tribes that were geographically situated and able to conduct a successful tribal casino would share revenue with those tribes that were not. The “Revenue Sharing Trust Fund” was paid as a per machine fee on any machine that was added subsequently. Any new casinos after those new compacts pay solely into the “Revenue Sharing Trust Fund.”

San Diego County has more casinos and slot machines than Riverside County, yet it received only $3 million last year compared to Riverside’s $14 million last year. It is hoped the new legislation will bring more money to the County of San Diego. Monies have been spent for public safety and roads, yet not much has been set aside for problem gambling services.

A bill will be introduced by Assemblyman Torrico. It seeks to equalize the payments so that they are not based on whether there are slot machines that were in operation prior to 1999. It will be based on how many slot machines are located within the county. Should this bill pass, San Diego County would receive approximately $500 per machine per year. Ultimately, San Diego County would receive approximately $7 million per year instead of the $3 million per year presently. The legislation may also have some reform provisions requiring the funds
be used to mitigate the impacts of tribal casinos. It also has the potential to allow counties that do not have casinos, but are patron-donor counties, to receive some funding for problem gambling services.

Mr. Monroe asked for clarification regarding the CTBA, as he was not familiar with them.

Ms. Harvey responded that the group was formed a little over two years ago. The tribes that are members of the CTBA are those that signed amended compacts with the state along with a tribe in northern California which is philosophically sympathetic.

Mr. Monroe asked which of the San Diego tribes are members of the CTBA.

Ms. Harvey answered Viejas, Pala, and Pauma. She explained that a part of the CTBA’s focus is on moving forward and working with California business groups. Their goal is to form relationships and alliances that move everyone forward together. Successful tribes are diversifying and have a broad array of businesses outside of casinos.

Supervisor Cox commented he was familiar with the original implementation of the “Special Distribution Fund.” He asked if the 13,745 machines belonged to all the casinos in San Diego County or just the ones that are still contributing to the “Special Distribution Fund.”

Ms. Harvey said that they accounted for all the casinos in San Diego County.

Supervisor Cox inquired about the group’s next steps and if it was correct that the group would like to forget about previous legislation and focus on the number of machines in each county and the equitable distribution predicated on that.

Ms. Harvey explained that when the “Special Distribution Fund” was created, it was never intended that the money would go back to just those tribes to mitigate just the impacts of those tribes that paid it. And in the 1999 compact, everyone paid, they just paid different funds. No particular tribe had a burden that was higher than other tribes’.

Supervisor Cox asked if past history had to be erased and a new way developed to collect funds and tighten down where and how those funds could be used.

Ms. Harvey said there won’t be a new way to collect them as the compacts are in place until 2020.

Supervisor Cox asked if there were any newer compacts going out

Ms. Harvey replied the present compacts do not provide for payment to the “Special Distribution Fund.” They provide for several different types of payments. They also require local government mitigation agreements in which the County would negotiate a comprehensive mitigation agreement with the tribe regarding issues viewed as impacts from the tribal casino and how the tribe can directly, in an enforceable agreement with the County, mitigate those impacts.
Supervisor Cox stated that only two Supervisors, Bill Horn and Diane Jacob have reservations and/or casinos in their districts. Some of the newer compacts negotiated in the County focus on the impacts specific to the area such as the roads providing access to the facilities and negotiating a fair contribution toward the reservation paying their share of what traffic improvement costs should be. He asked if that had an impact on what Ms. Harvey was suggesting in regard to these funds.

Ms. Harvey did not think it should. She thought the formula should remain a flat rate formula per slot machine whether, or not there were local agreements, and to try and figure out how to bifurcate it again would make it just too complicated.

Supervisor Slater-Price asked how the County of Riverside received so much money.

Ms. Harvey said she could not explain it. It shouldn’t have happened. She was Chief of Staff to Senator John Burton, who authored Proposition 1A. Senator Burton’s main concern was problem gambling services and they argued against it, but were unable get anyone’s attention.

Supervisor Slater-Price replied that it is water under the bridge. She then addressed the need to recognize the willingness of the tribes to participate in contributing money to the County of San Diego for the funding of such things as law enforcement, fire helicopters and equipment, road maintenance and special events. She said the tribes have been very generous and they have contributed over and above what they might be required to sign for in compacts.

Ms. Harvey said she appreciated those remarks, as that level of understanding does not exist in other counties. She remarked that San Diego is ahead of most counties with regard to their relationships with tribes as evidenced by SANDAG’s recent efforts to bring them into the planning process. The CTBA tribes are going to work with the communities to handle all the issues.

Supervisor Slater-Price concluded by saying that San Diego County began the first partnership with the tribes and formed a committee to meet with tribal leaders. A land use employee was then assigned as Tribal Liaison to work strictly on tribal issues. Data gathered through County, such as the Economic Impact of Tribal Development Study, was relied upon by SANDAG. As a result, a foundation was created for them then to join SANDAG. We chose to make it successful for everyone concerned.

Ms. Harvey commented that many people around the state are looking at SANDAG as an example. There has been legislation to do statewide what SANDAG is doing.

Chair McCoy suggested that more research be done by legislative staff at SANDAG regarding this issue and that it be forwarded to the Executive Committee at the appropriate time, as it is a very complicated issue.

Supervisor Cox inquired if there was a specific Bill at this point.
Ms. Harvey stated that the Bill introduction deadline is at the end of February. As the Bill being drafted at Legislative Council, it does not have a number yet. She informed the Committee that Assembly Member Alberto Torrico from San Jose is Chairman of the Committee that would hear the subject matter and introduce it. They have been working with the Speaker’s Office on it as well.

Action: Upon a motion by Greg Cox (County of San Diego) and a second by Ben Hueso (City of San Diego), the Borders Committee voted unanimously to refer this item to the Executive Committee after more research is done by legislative staff at SANDAG.

7. UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for Friday, February 23, 2007 at 12:30 p.m.

8. ADJOURNMENT

Chair McCoy adjourned the meeting at 1:57 p.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### BORDERS COMMITTEE MEETING
*January 26, 2007*  
*12:30 p.m. to 2:30 p.m.*

<table>
<thead>
<tr>
<th>GEOGRAPHICAL AREA</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ ALTERNATE</th>
<th>ATTENDING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>South County</strong></td>
<td>City of Imperial Beach</td>
<td>Patricia McCoy (Chair)</td>
<td>Member</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>City of Coronado</td>
<td>Phil Monroe</td>
<td>Alternate</td>
<td>✓</td>
</tr>
<tr>
<td><strong>Imperial County</strong></td>
<td>County of Imperial</td>
<td>Victor Carrillo (Vice Chair)</td>
<td>Member</td>
<td></td>
</tr>
<tr>
<td></td>
<td>City of Calexico</td>
<td>David Ouzan</td>
<td>Alternate</td>
<td></td>
</tr>
<tr>
<td><strong>North County Coastal</strong></td>
<td>City of Oceanside</td>
<td>Jack Feller</td>
<td>Member</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>City of Del Mar</td>
<td>Crystal Crawford</td>
<td>Alternate</td>
<td>✓</td>
</tr>
<tr>
<td><strong>North County Inland</strong></td>
<td>City of San Marcos</td>
<td>Jim Desmond</td>
<td>Member</td>
<td></td>
</tr>
<tr>
<td></td>
<td>City of Escondido</td>
<td>Ed Gallo</td>
<td>Alternate</td>
<td>✓</td>
</tr>
<tr>
<td><strong>East County</strong></td>
<td>City of La Mesa</td>
<td>David Allan</td>
<td>Member</td>
<td></td>
</tr>
<tr>
<td></td>
<td>City of El Mesa</td>
<td>Jillian Hanson-Cox</td>
<td>Alternate</td>
<td></td>
</tr>
<tr>
<td><strong>City of San Diego</strong></td>
<td>----</td>
<td>Ben Hueso</td>
<td>Member</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>----</td>
<td>Brian Maienschein</td>
<td>Alternate</td>
<td></td>
</tr>
<tr>
<td><strong>County of San Diego</strong></td>
<td>----</td>
<td>Greg Cox</td>
<td>Member</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>----</td>
<td>Pam Slater-Price</td>
<td>Alternate</td>
<td>✓</td>
</tr>
<tr>
<td><strong>ADVISORY/LIAISON MEMBERS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COBRO</td>
<td></td>
<td>Dr. Paul Ganster</td>
<td>Member</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cindy Gomppers-Graves</td>
<td>Alternate</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Angelika Villagrana</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>County of Riverside</td>
<td>City of Lake Elsinore</td>
<td>Thomas Buckley</td>
<td>Member</td>
<td></td>
</tr>
<tr>
<td>Republic of Mexico</td>
<td>Consul General of Mexico</td>
<td>Luis Cabrera C.</td>
<td>Member</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Deputy Consul</td>
<td>Ricardo Pineda</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Deputy Consul</td>
<td>Lydia Antonio</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southern California Tribal Chairmen's Association</td>
<td>Mesa Grande</td>
<td>Mark Romero</td>
<td>Member</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Pauma</td>
<td>Christopher Devers</td>
<td>Alternate</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jamul</td>
<td>Lee Acebedo</td>
<td>Alternate</td>
<td>✓</td>
</tr>
<tr>
<td>Caltrans</td>
<td></td>
<td>Pedro Orso-Delgado</td>
<td>Member</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bill Figge</td>
<td>Alternate</td>
<td>✓</td>
</tr>
<tr>
<td>San Diego County Water Authority</td>
<td></td>
<td>Howard Williams</td>
<td>Member</td>
<td>✓</td>
</tr>
<tr>
<td>County of Orange</td>
<td></td>
<td>Debbie Cook</td>
<td>Member</td>
<td>✓</td>
</tr>
</tbody>
</table>
STATUS REPORT ON INTERNATIONAL BORDER SEWAGE ISSUES

Introduction
The Borders Committee has requested that SANDAG staff provide periodic updates on border sewage issues. Pursuant to this request, staff has prepared this status report.

Discussion
Since the last update to the Committee on September 8, 2006, the International Boundary Water Commission (IBWC) authorized the release of a Request for Qualifications (RFQ) for design, construction, and operation of a proposed international secondary wastewater treatment project. The RFQ solicitation was issued by Bajagua Project, LLC, with the approval of the IBWC in November 2006. According to the RFQ, the contract would be awarded by May 2007 and operations of the project would begin by September 30, 2008. This target date was set through a Federal court order which requires that there be a secondary treatment plant operating at this time.

The South Bay International Wastewater Treatment Plant (SBIWTP), the existing federal plant operated by IBWC, is deficient because it only treats sewage to the advanced primary level. The federal Clean Water Act requires the plant to treat at the secondary level, which removes more solids and toxins than advanced primary level.

The Fiscal Year 2008 proposed Federal budget includes approximately $71.7 million for border sewage projects on the United States side of the border. If the Bajagua Project, LLC does not meet certain milestones by May 2, 2007, $66 million of that total would be allocated to improving treatment at the existing SBIWTP and proposed pump station. These milestones include: obtaining all rights necessary to purchase property needed for the project in Mexico; obtaining all rights-of-way; obtaining all permits necessary to construct the project in the U.S. and Mexico; obtaining permission from the Mexican government to send sewage back to Mexico for treatment; awarding, executing, and delivering a contract to construct the Bajagua Project, LLC facilities; and securing all debt and equity financing to execute the project.

According to IBWC staff, this funding would provide IBWC flexibility to bring the SBIWTP to secondary sewage treatment standards in case the Bajagua Project, LLC fails to meet the deadline to comply with Clean Water Act regulations. However, if all the above mentioned milestones are completed by the set deadline an advance payment of $3 million, which represents the proposed facility’s estimated one month operating cost, would be paid to Bajagua Project, LLC.
Recent announcements by the Bajagua Project, LLC indicate they have partially met some of these milestones. The Bajagua Project, LLC has received a letter of support from Mexico’s National Water Commission for the construction of a wastewater treatment plant in Tijuana and has secured an 80-acre parcel for the project located in the City of Tijuana near the confluence of the Alamar and Tijuana Rivers. An official business arrangement between Bajagua, LLC and Mexico’s National Water Commission will reportedly be completed in April 2007.

Also when last reported to the Borders Committee, Assemblymember Lori Saldaña had introduced Assembly Bill (AB) 966, which would have required the California Environmental Protection Agency, the State Water Resources Control Board the San Diego Regional Water Quality Control Board, and the Colorado River Basin Water Control Board, to the extent permitted by law, to take all necessary action to establish effective water quality control programs for the California-Baja California region. This bill was passed by the California State Legislature but failed because it did not secure Governor Schwarzenegger’s signature.

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

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Ron Saenz, (619) 699-1922, rsa@sandag.org
INTERSTATE 15 (I-15) INTERREGIONAL PARTNERSHIP (IRP): PHASE II
FINAL DRAFT REPORT

Introduction

SANDAG and the Western Riverside County Council of Governments (WRCOG) received a grant from Caltrans to pursue a second phase of the I-15 IRP. The emphasis for this phase was on implementing specific economic development, transportation, and housing and land use strategies that were identified in the first phase of the project. On January 29, 2007, the I-15 Interregional Partnership Joint Policy Committee received and accepted the Final Draft Report for this phase. The Borders Committee is asked to review and approve the I-15 IRP Phase II Final Draft Report and Appendices included in this agenda packet, and forward it to the Board of Directors for final approval.

Discussion

I-15 IRP

The I-15 IRP was formed in 2001 to address the imbalance of jobs and housing that has developed between the San Diego region and southwestern Riverside County in the past decade and the lengthy commute that has resulted. The I-15 IRP is a voluntary compact between local elected officials representing SANDAG and the WRCOG, Riverside County Transportation Commission (RCTC), and the Riverside Transit Agency (RTA). Caltrans and other affected governmental agencies and private sector organizations also participate in the partnership.

The primary goal of the I-15 IRP is to foster collaborative strategies in economic development, transportation, and housing that will improve the quality of life of residents in both counties. The partnership promotes a more sustainable land use pattern by providing appropriate employment closer to where people live and more affordable housing closer to employment in jobs-rich areas throughout the study corridor. By doing so, workers would have more opportunities to live closer to work, reducing the need for long distance interregional commuting.
Phase I

Phase I of the I-15 IRP was funded by a grant from the State Department of Housing and Community Development. The focus of the first phase, based on a three-year work plan was to: develop a policy structure and mechanism for technical support; explore existing conditions; understand the interregional commuter problem; identify current programs to resolve interregional issues; forecast commute conditions; develop strategies to better balance jobs and housing; and establish an implementation and monitoring process.

Phase II

Phase II, funded by a grant from Caltrans, sought to strengthen and expand the scope of the interregional institutional arrangement between SANDAG and WRCOG. The emphasis was to extend the interregional planning agenda into the area of economic development through the implementation of an employment cluster study, while at the same time working together to implement strategies in the areas of transportation and housing that were identified in the Phase I effort. The purpose of the agreement was to test the capabilities of the two regions to collaborate on major projects affecting both jurisdictions that are compatible with the principles and framework of SANDAG’s Regional Comprehensive Plan (RCP) and WRCOG’s Growth Visioning Plan.

The attached report documents the results of Phase II of the I-15 IRP. The background chapter provides an overview of Phase I, with particular emphasis on the policy structure, establishing existing conditions, and the development of the key strategies to be addressed in the interregional partnership, as well as the policy structure and objectives for Phase II. The subsequent chapters document the advances made in the implementation of the Phase I strategies, including economic development, transportation, and housing. The performance measures chapter establishes the baseline measures for monitoring future progress in meeting the goals of the partnership. The report concludes with recommendations for next steps to continue the I-15 IRP in the future.

Next Steps

Significant advances have been made during Phase II of the I-15 IRP that address issues of mutual concern between San Diego and southwestern Riverside counties. Phase II demonstrated the ability of the two regions to work together on collaborative strategies involving more coordination in existing programs and identified some longer term strategies such as those identified in the pursuit of a coordinated economic development program.

It is recommended that the collaboration between the two regions continue through various mechanisms, as discussed in the final draft report (pp.55-57). First, both SANDAG and WRCOG have incorporated certain tasks related to the interregional partnership into their proposed Overall Work Programs (OWP) to ensure that resources, however limited, are dedicated to the continuation of the partnership. It is also recommended that the Joint Policy Advisory Committee remain in place and convene at least twice a year to receive reports on advances made on the IRP strategies. This will ensure that progress is made within existing programs and projects, as well as provide the policy structure should specific new initiatives receive funding.
Second, agency staff will continue to coordinate efforts in existing programs that are relevant to the objectives of the I-15 IRP program. It will be important to continue to meet periodically at a staff level to clarify areas in which SANDAG and agencies in southwestern Riverside can collaborate on mutually beneficial programs already underway.

Third, SANDAG and WRCOG are developing grant proposals to support various aspects of the I-15 IRP, including developing an interregional transit service plan, economic development coordination, and promotion of workforce housing initiatives.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. I-15 Interregional Partnership (IRP) Phase II Final Draft Report
2. Appendix A - Cluster Analysis and Opportunities for Cooperative Economic Development
3. Appendix B - Caltrans Cooperative Interstate 15 County Line Study

Key Staff Contact: Jane Clough-Riquelme, (619) 699-1909, jcl@sandag.or
Attachments

I-15 IRP Phase II Final Draft Report
DRAFT OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN

Introduction

In June 2006, the Otay Mesa-Mesa de Otay Binational Corridor: Draft Early Action Plan was presented to the Committee on Binational Regional Opportunities (COBRO) and the Borders Committee for discussion. The Draft Early Action Plan also was released for public review and comment. Comments received were addressed and on September 5, 2006, COBRO recommended the Borders Committee approve the draft final Early Action Plan. The Borders Committee approved the Early Action Plan on September 8, 2006. Subsequently, on September 22, 2006, the SANDAG Board of Directors also approved the Otay Mesa-Mesa de Otay Binational Corridor Early Action Plan.

Since then, staff from Tijuana’s Municipal Planning Institute (IMPlan) and SANDAG, in collaboration with Caltrans District 11 and the Secretariat of Infrastructure and Urban Development (SIDUE), have been working with other stakeholders to initiate the implementation of the proposed early actions. In addition, several new transportation, economic development, housing, and environmental conservation strategies have been identified in the Draft Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan.

Discussion

The Draft Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan includes a summary of progress towards the implementation of early actions and outlines next steps. It also includes additional strategies to address issues identified by stakeholders in transportation, economic development, housing, and environmental conservation. New strategies for the binational study area proposed in the Draft Strategic Plan are outlined below:

- Evaluate economic benefits of the proposed East Otay Mesa-Otay II Port of Entry.
- Evaluate the potential for extension of the South Bay Bus Rapid Transit service to the proposed East Otay Mesa POE along State Route 11.
- Conduct an environmental baseline assessment to identify legal mechanisms for habitat conservation in Mexico and compile available data on biological resources associated with foreseeable impacts of the proposed State Route 11 and the East Otay Mesa Port of Entry.
- Implement the Advanced Passenger Information System (APIS) for crossborder bus operators as a pilot program at the San Diego-Tijuana land Ports of Entry.
• Support the implementation of technologies to measure crossborder wait times of northbound commercial vehicles at the Otay Mesa-Mesa de Otay Commercial Port of Entry.

• Collaborate with the San Diego County Regional Airport Authority in the upcoming market demand study of a crossborder terminal connection between Otay Mesa and Tijuana International Airport.

• Explore the consolidation of employment clusters through the establishment of business service centers such as science and technology parks.

• Collaborate with the City of San Diego on smart growth planning efforts in the Otay Mesa Community Plan update.

• Collaborate with IMPlan and the Urban Land Institute (ULI) on sharing resources, planning techniques, and strategies as they relate to Smart Growth planning.

• Explore opportunities to implement Smart Growth planning in the Mesa de Otay and Alamar River areas.

• Support the San Diego County Air Pollution Control District’s efforts to implement the SmartWay Transport project.

The Draft Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan was released for a 30-day public review and comment period on March 6, 2007. In addition, the Draft Strategic Plan is scheduled to be presented to the City of Tijuana’s Subcommittee on Binational Affairs on March 28, 2007.

Next Steps

After addressing comments received, the Final Strategic Plan is anticipated to be presented to COBRO in May 2007. Afterwards, both the Borders Committee and the SANDAG Board of Directors will be asked to approve the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan for planning purposes. The City of Tijuana’s and the State of Baja California’s approval processes also will be followed.

Implementation of selected actions included in the Strategic Plan will be pursued by IMPlan, SANDAG, and other stakeholders through activities in each agency’s annual work programs. Funding to advance additional strategies also will be sought.

Additionally, SANDAG proposes to hold meetings among appointed members of COBRO, the Borders Committee, and the City of Tijuana’s Subcommittee on Binational Affairs to follow-up on implementation status of the strategies included in the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan. These meetings would take place annually, or more frequently if needed. The first meeting is anticipated in summer 2008.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Elisa Arias, (619) 699-1936, ear@sandag.org
REPORT ON STATUS OF ACTIVITIES AND ACTION PLAN FOR IMPLEMENTATION OF STATE ROUTE 11 AND THE EAST OTAY MESA-OTAY II PORT OF ENTRY

Introduction
At the January 26, 2007, Borders Committee meeting, SANDAG and Caltrans staff presented the preliminary findings of the State Route (SR) 11 and Otay Mesa East Port of Entry (POE) Toll Feasibility study. The Borders Committee expressed interest in receiving an update on current planning activities, milestones, and schedule for implementation of the new border crossing and connecting roads on both sides of the border at a future meeting.

Discussion
As the project sponsor for the Otay Mesa East POE and SR 11, Caltrans District 11 has undertaken several planning tasks to advance this project. At the Borders Committee meeting, Caltrans staff will report on completed tasks and accomplishments, status of ongoing activities, and schedule for future project implementation.

Completed Tasks and Key Accomplishments:

- Secured funding for preliminary engineering and environmental studies.
- U.S. Customs and Border Protection included the proposed POE in its five-year Capital Improvement Plan.
- Gained key federal agency concurrence to work as part of the project development team through the Otay Mesa East Interagency Working Group, established in January 2006.
- Otay Mesa East Interagency Working Group established a forum for collaboration and coordination.
- Exchanged diplomatic notes with Mexico formally endorsing the concept of a new Border Crossing.
- Held meeting at request of the U.S. Environmental Protection Agency (EPA) with all stakeholders to explore “clean air” design concepts/opportunities at the new POE.
• Developed and gained consensus on the innovative two-tiered process for National Environmental Policy Act (NEPA) analysis for both projects – a draft annotated outline was circulated for review.
• Caltrans FTP Site established to share mapping/data among Working Group members.
• Substantial progress on engineering and environmental technical studies.
• Completion of Caltrans/SANDAG Financial Feasibility Study.

Ongoing Activities:
• Continuing engineering and environmental studies.
• Incorporation of agency comments on the Tier 1 environmental document annotated outline.
• Exploration of bi-national biological resource planning and mitigation.
• Consultant selection for the U.S. General Services Administration (GSA) Feasibility/Functionality Study.
• Conducting Value Analysis Study for the New Otay Mesa East POE and the California Highway Patrol (CHP) Commercial Vehicle Enforcement Facility.
• Drafting scope of work for companion financial feasibility study for the Mexican POE/connecting highway, to be coordinated with the U.S. study.
• Development of plan for enabling legislation for innovative finance options.

Future Project Schedule:

<table>
<thead>
<tr>
<th>Task</th>
<th>Lead Agency</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tier 1 Environmental Document</td>
<td>Caltrans</td>
<td>Present – Dec 2007</td>
</tr>
<tr>
<td>Explore Potential State Bond Trade Corridor Funding</td>
<td>Caltrans/SANDAG</td>
<td>Present – Spring 2008</td>
</tr>
<tr>
<td>Presidential Permit Application</td>
<td>Caltrans</td>
<td>Present – Spring 2008</td>
</tr>
<tr>
<td>Tier 2 (Project-Level) Environmental Documents</td>
<td>Caltrans</td>
<td>Jan 2007 – Dec 2009</td>
</tr>
<tr>
<td>Pursue Enabling Legislation</td>
<td>Caltrans/SANDAG</td>
<td>Present – Fall 2008</td>
</tr>
<tr>
<td>Solicit Investor Proposals/Secure Capital Funding</td>
<td>Caltrans/SANDAG</td>
<td>Fall 2008 – Spring 2009</td>
</tr>
<tr>
<td>Construction</td>
<td>Caltrans</td>
<td>2011 - 2013</td>
</tr>
</tbody>
</table>
In addition, the Consulate General of Mexico in San Diego will report on additional planning activities, including progress of the East Otay Mesa-Otay II POE Technical Commission, under the umbrella of the San Diego-Tijuana Border Liaison Mechanism. Staffs from the U.S. Federal Highway Administration and Mexico’s Secretariat of Transportation and Communications co-chair this Technical Commission.

**Next Steps**

Periodic reports on the progress of the East Otay Mesa-Otay II POE and connecting roads will be presented to the Borders Committee.

BOB LEITER  
Director of Land Use and Transportation Planning  

Key Staff Contact: Elisa Arias, (619) 699-1936, ear@sandag.org
March 23, 2007

Adele Fasano
San Diego Field Director
Customs and Border Protection
610 West Ash St.
Suite 1200
San Diego, CA 92101

Director Fasano:

The San Ysidro Chamber of Commerce (SYCC) vehemently opposes closure of the pedestrian bridge adjacent to the Port of Entry (POE) administration building without an alternative means of southbound pedestrian traffic south of the Camino de la Plaza Bridge.

San Ysidro Port of Entry Director Oscar Preciado announced on March 21, 2007 Customs and Border Protection’s (CBP) intention to close the pedestrian bridge adjacent to the Port of Entry administration building due to a security concern of bridge users monitoring CBP operations for illicit use.

The San Ysidro Chamber of Commerce sympathizes with the security concerns CBP expressed, but does not support the unilateral expulsion of businesses that have historically thrived on a location south of Camino de la Plaza. This will cause an adverse economic affect to an already economically challenged area by effectively cutting a large percent of immediate-area business’ foot traffic. The closing of this bridge would also direct a greater level of pedestrian traffic through an intersection feeding San Ysidro Boulevard’s southernmost entryway to I-5 – an already overburdened crossing. The MTS trolley system alone drops off over 10,700 people each day at the San Ysidro trolley station\(^1\). Arguably, the majority of those 10,700 are heading to Mexico. Traffic would be at a standstill, to say the very least – paralyzing streets in the heart of San Ysidro. This will unduly necessitate collateral changes to our city and state infrastructure at a time when funds are scarce and we are already preparing for changes needed for a future POE reconfiguration.

The San Ysidro Chamber of Commerce herein suggests that an acceptable, actually preferred, answer to both CBP and San Ysidro Community concerns is a southbound pedestrian US exit/Mexican entrance on the east side of the POE facilities. The San Ysidro Chamber of Commerce, as an active CBP partner, furthermore offers itself to spearhead coordination with the proper Mexican authorities to further the herein proposed project.

We respectfully request a meeting with you and appropriate CBP personnel to discuss this matter. We will also invite interested community stakeholders and elected officials as to bring forth the best and brightest ideas and suggestions in this regard. Our Executive Director Jason M-B Wells will contact you via telephone on Wednesday March 28 to inquire of your availability.

We most respectfully thank you in advance for your courtesy and cooperation in this regard.

Sincerely,

Thomas M. Currie
President of the Board

---

\(^1\) Comprehensive Operational Analysis, Final Report of MTS, September 2006

663 E. San Ysidro Blvd., San Ysidro, CA 92173 • Phone (619) 428-1281 • Fax (619) 428-1294
www.SanYsidroChamber.org • email: info@SanYsidroChamber.org
Planners work to forestall congestion on I-15
Riverside and San Diego counties take steps to prevent the bottlenecks that growth and a disparity between jobs and housing will cause.
By Dan Weikel, Times Staff Writer
March 12, 2007

Coursing through rugged hills and bedroom communities, Interstate 15 from southwestern Riverside County to northern San Diego County isn't a hard road to travel — at least not yet.

At the county line, the traffic flow is 135,000 vehicles a day, anemic for a major Southern California highway. Unless there is an accident or road construction, the highway is usually free-flowing.

But anxiety grows in both counties about the future of the 44-mile stretch from Lake Elsinore to Escondido. Commuters who shuttle between the cheaper housing in Riverside County and the more abundant job base in San Diego are beginning to report familiar signs — bottlenecks, worsening rush hours, workers leaving early to beat the stampede.

Indeed, regional planners say that by 2030 the corridor could become as bad as the Riverside Freeway, the infamous commuter route that causes more delays than any freeway in the state.

"The potential is certainly there for another 91," said Kevin Viera, a program manager for the Western Riverside Council of Governments. "We are starting to plan now and consider all the options. Hopefully, it won't get bad before we can do something about it."

The warning signs are everywhere. Northern San Diego County and southwestern Riverside County are some of the fastest-growing areas of the state.

Projections are that the area's population will almost double to 1.5 million people by 2030. The number of jobs is expected to double as well, to more than 500,000.

Already, congestion is beginning to snarl traffic through the Temecula area during the evening rush hour, and the number of vehicles is approaching more than 200,000 on some parts of the freeway, more than half the traffic load that squeezes through Orange County's El Toro Y each day.

Planners said they became alarmed about I-15 in 2001 when the number of workers commuting from Riverside County to San Diego County had doubled to about 30,000 in five years.

The surge resulted from a migration of people from northern San Diego County who bought relatively inexpensive housing in Temecula, Murrieta and Moreno Valley in Riverside County but kept their jobs in San Diego County.

"With all the cheap land in southwest Riverside County and all the homes being built, this thing caught everyone off guard," said Escondido City Councilman Ed Gallo, who is a member of the regional planning effort.

The trend has produced a jobs and housing imbalance between Riverside County with its lower-cost homes and northern San Diego County, which is job-rich.

Planners say that many communities in southwestern Riverside County will have less than one job for every household in the years ahead, while northern San Diego County cities will have 1.6 jobs per household.

This kind of uneven development pattern has plagued commuters throughout Southern California for decades. The most extreme example is shown by the Riverside Freeway, the main corridor between Riverside and Orange counties.
Every workday, almost 285,000 motorists, the vast majority from Riverside County, use the highway to reach jobs in Orange County. They clog the westbound lanes during the morning rush hour and the eastbound lanes in the evening, jamming the road up to 12 hours a day.

To avoid the mess, some commuters pay up to $9.25 for a one-way trip on the 10 miles of toll lanes that run down the middle of the freeway. And even those slow at times.

Caltrans studies show that one eight-mile stretch of the Riverside Freeway through Corona produces more total delay for motorists than any other state highway — the equivalent of 17,202 lost hours per day, or about two years.

In contrast, Interstate 15, which has six to eight lanes between Lake Elsinore and Escondido, is often a wide-open expanse of concrete where freeway speeds are easily maintained.

Lately, the road during the morning rush hour is a straight shot from Lake Elsinore to Escondido, where traffic can slow to a crawl just south of California 78 because of continuing road construction. Motorists say, however, that the evening commute back to Riverside County can get tedious.

Caltrans predicts that the I-15 corridor will exceed its capacity of 175,000 motorists a day between 2015 and 2030. The highway is eventually expected to have more than 250,000 motorists a day, almost as many as the Riverside Freeway now has.

Commuters agree with predictions that the highway could become like its northern neighbor.

"I believe it," said Timothy J. Davis, a surveyor from Moreno Valley who commutes to the San Diego offices of Nolte Associates Inc. three days a week. "I try to get out of San Diego before 3 p.m. After that, it gets bad. The crunch seems to get worse every day."

But Davis does not consider the traffic overwhelming yet. "If [planners] get proactive," he said, "they can probably contain the situation."

Planners hope to do just that with a preemptive strike. They have formed the I-15 Interregional Partnership to assess the traffic situation and find solutions to prevent congestion.

The coalition includes transportation agencies and regional planning organizations such as the Southern California Assn. of Governments, the San Diego Assn. of Governments and the Western Riverside Council of Governments.

They are studying an area that includes parts of Interstate 15, Interstate 215, California 74 and 79 in Riverside County as well as California 76 and 78 in San Diego County. It extends from Lake Elsinore to Escondido.

"We are trying to think way ahead," said Jane Clough-Riquelme, a regional planner for the San Diego Assn. of Governments. "We are looking at the broader region and the connections between people living and working in different areas."

Already, planners have developed a $3.85-billion dollar wish list of projects for the corridor. They include bypasses, major widenings of I-15 and I-215, reversible lanes, bus rapid transit systems and financial incentives to encourage commuters to carpool or form van pools.

Riverside and San Diego county officials hope to use state money and new transportation sales taxes to help pay for transportation improvements.

But there is more than just adding pavement. Planners on both sides of the county line are considering strategies to reduce the jobs and housing imbalance and keep people off I-15.
In Escondido, less expensive high-density housing is already being built along the route of the new Sprinter light rail line that runs to the coast.

Officials hope the developments will attract residents and keep San Diego area workers from moving to Riverside County.

"There are opportunities to provide people different alternatives and different choices," said Susan Baldwin, a regional planner at the San Diego Assn. of Governments.

"Transportation costs are rising. People will want to live closer to work."

In Riverside County's Moreno Valley, city officials hope to build the region's job base with a variety of retail and commercial projects, including a major distribution and corporate center near March Air Reserve Base. Planners say one project could create as many as 15,000 jobs.

But Ron Roberts, a Temecula city councilman and member of the Riverside County Transportation Commission, said building the job base in his city was more complicated than it sounded.

"It's hard to attract employers." Roberts said. "We don't have an airport. We can attract small firms, but not the larger companies. We don't have enough land for warehousing, and we'd like the cleaner businesses."

Roberts is concerned too that San Diego County is not yet on the same page as Riverside County in the planning process. He said Riverside County officials had placed a higher priority than San Diego County on widening I-15 from eight lanes to at least 12.

Gallo said San Diego County planners had been concentrating on developing a bus rapid transit system for Interstate 15 and had not ruled out widening the highway to prevent a bottleneck at the county line.

But Moreno Valley Mayor Charles White, a co-chairman of the planning partnership, said he was optimistic that both counties would resolve their differences.

"There are so many brains working on this," White said, "we should be able to come up with something."
I-15 IRP Phase II Final Draft Report

Borders Committee
March 23, 2007

I-15
Interregional Partnership

SANDAG

[Map of Southern California showing study area and corridor]

I-15 Interregional Partnership Study Area and Corridor

Study Area
Study Corridor

I-15
Interregional Partnership

SANDAG
Strategies Pursued in Phase II

- Economic Development
- Transportation
- Housing

Economic Development Strategy

- Establishment of the Economic Development Working Group (EDWG)
- Employment Cluster Study
Transportation Strategy

- Cooperative County Line Study
- Coordinated Transit Planning
- Discussions on Vanpool Coordination
- Commuter Rail Service Study

Housing Strategy

- Smart Growth Concept Map
- Scope of Work for Pilot Feasibility Study for Workforce Housing
- SPRINTER Working Group
- Coordination with Riverside on Smart Growth Planning
Next Steps

- Overall Coordination
  - Policy
  - Executive
  - Staff
- Economic Development
- Transportation
- Housing

Recommendation

The Borders Committee is asked to approve this report and forward it to the SANDAG Board of Directors for final approval.
Draft Otay Mesa - Mesa de Otay Binational Corridor Strategic Plan

March 2007

Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan

- Project Background
- Collaboration Process
- Strategic Planning Process: Early Actions and Proposed New Actions
- Next Steps
Transportation Early Actions

- East Otay Mesa - Otay II Port of Entry (POE) Technical Commission
- Otay Mesa-Mesa de Otay Commercial & Passenger POE: short-term operational and capital improvements
- City of San Diego's Otay Mesa Community Plan update: transportation implications of proposed land use changes
- Advanced planning for Otay Mesa segment of South Bay Bus Rapid Transit (BRT) service
- City of Tijuana and South San Diego County: planned transit routes serving POEs

Ports of Entry

[Map showing ports of entry and routes]
Economic Development Early Actions

- 2007 San Diego Regional Economic Prosperity Strategy
- City of San Diego’s Otay Mesa Community Plan update: future land demand for high value industrial clusters
- San Diego Dialogue’s Borderless Innovation Initiatives

2007 San Diego Regional Economic Prosperity Strategy

- Issues and Emerging Themes
  - Labor Force Preparation
  - Goods Movement Infrastructure
  - Economic Infrastructure and Land Use
City of San Diego's Otay Mesa Community Plan update

- Future land demand for high value industrial clusters
- Industrial land use supply and demand for next 20 years

San Diego Dialogue's Borderless Innovation Initiatives

- Crossborder Innovation and Competitiveness Center
- Crossborder Life Sciences Program
Housing Early Action

- City of San Diego's Otay Mesa Community Plan update: potential conversion of industrial land use to residential
  - 12,900 – 27,900 housing units
  - 2,000 – 2,900 industrial acres

Environmental Conservation Early Actions

- Develop a framework for a binational approach for habitat corridor conservation and watershed management for the Tijuana River Watershed
  - San Diego County's MSCP
  - A Binational Vision for the Tijuana River Watershed
  - Las Californias Binational Conservation Initiative
Environmental Conservation
Early Actions

- Alamar River Area: Expand environmental analysis to assess the habitat conditions and support plans for habitat restoration and rehabilitation along the Alamar River riparian corridor
Environmental Conservation
Early Actions

- Explore the feasibility of a binational land use/open space conservation study for the future POE

Environmental Conservation
Early Actions

- Support the San Diego Air Pollution Control District's (APCD) crossborder clean diesel demonstration project
Proposed New Strategies

- New East Otay Mesa-Otay II POE
  - Evaluate economic benefits
  - Evaluate potential for South Bay BRT extension on SR 11
  - Conduct environmental baseline assessment for habitat conservation in Mexico due to potential impacts of SR 11 and the POE

Proposed New Strategies

- Existing Otay Mesa-Mesa de Otay POE
  - Support implementation of technologies to measure commercial vehicle waits
  - Implement the Advanced Passenger Information System for crossborder bus operators
  - Support the implementation of APCD’s SmartWay Transport project
Proposed New Strategies

Community Planning

- Collaborate with the City of San Diego in the Otay Mesa Community Plan Update
  - Smart Growth planning
  - Public Facilities Financing Plan
- Explore Smart Growth opportunities in Mesa de Otay and Alamar River areas
- Collaboration with Urban Land Institute on Smart Growth planning

Proposed New Strategies

Community Planning (Cont.)

- Collaborate with the San Diego County Regional Airport Authority in the Crossborder Airport Terminal market demand study
- Explore consolidation of employment clusters
Strategic Plan Schedule

March 6, 2007  Presented Draft Strategic Plan to COBRO & released for public review and comment
March 23, 2007  Present Draft Strategic Plan to Borders Committee
March 28, 2007  Present Draft Strategic Plan to Tijuana’s Subcommittee on Binational Affairs
May-June 2007  Draft Final Strategic Plan to COBRO to recommend approval
May-June 2007  Draft Final Strategic Plan to Borders Committee for approval
Summer 2007  Final Strategic Plan to SANDAG Board for approval

Next Steps

- Continue to work with stakeholders in the implementation of proposed actions
- Hold periodic meetings to follow up on implementation status
- COBRO, Borders Committee and Tijuana’s Subcommittee on Binational Affairs
Draft Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan

Questions?
Comments?

Ootay Mesa – Mesa de Otay Binational Corridor
Draft Strategic Plan
March 2007

SANDAG
Interagency Group

Federal
- U.S. Customs and Border Protection
- Homeland Security
- U.S. Army Corps of Engineers
- U.S. Department of Transportation
- Federal Highway Administration
- NEPA Task Force
- U.S. Department of State
- GSA
- U.S. General Services Administration

State
- California Environmental Protection Agency
- Office of the Governor

Local
- The City of San Diego
- County of San Diego

Project Team

Interagency Work Group

- Inclusion of project in CBP's 5 year Capital Improvement Plan
- Diplomatic Note
- Financial Feasibility Study
- GSA's Feasibility Study
- Tiered Environmental Document
Project Team

Project Development Team
Preparing Environmental Document
• Proceed with Presidential Permit
• Identify a corridor for future State Route 11
• Identify area for East Otay Mesa POE
• Study the need and identify location of connection road between new POE and CVEF

East Otay Mesa-Otay II Port of Entry Technical Commission
• Under the umbrella of the Border Liaison Mechanism
• Coordinating activities for the new EOM POE
• Ensure timely implementation of tasks

Current Work

1. Environmental Document
   • Two Phases
2. GSA's feasibility study
   • Functionality of POE
3. Updating Presidential Permit
   • To be resubmitted with Phase 1 of Environmental Document
4. Financing strategies and legislation
   • Innovative financing
TIMELINE

- P.P. – Presidential Permit
- R/W – Right or Way Acquisition
- Phase 1 – Programmatic Environmental Document
- Phase 2 – Project Level Environmental Document

SR 11 and East Otay Mesa Port - Phase 1 EIR/EIS Schedule

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial Hy Mat Site Assessment Report</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental Constraints Mapping</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Technical Report</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Floodplain Evaluation Report</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cultural Resources Studies</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Services Administration</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expanded Feasibility Study (Otay Mesa and Otay Mesa East Border Station)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Department of State</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prepare Presidential Permit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase 1 EIR/EIS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Circulate Notice of Preparation/Notice of Intent (NOPNI)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prepare Draft Phase 1 EIR/EIS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Notice of Completion/Notice of Availability and Public Review of Draft Phase 1 EIR/EIS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Phase 1 EIR/EIS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>