Members
Patricia McCoy, Chair
Councilmember, Imperial Beach
(Representing South County)

Greg Cox, Vice Chair
Vice Chairman, County of San Diego

Jack Feller
Councilmember, Oceanside
(Representing North County Coastal)

Jim Desmond
Mayor, San Marcos
(Representing North County Inland)

David Allan
Councilmember, La Mesa
(Representing East County)

Victor Carrillo
Chairman, Imperial County
(Representing Imperial County)

Ben Hueso
Councilmember, City of San Diego

Alternates
Phil Monroe
Councilmember, Coronado
(Representing South County)

Pam Slater-Price
Supervisor, County of San Diego

Crystal Crawford
Councilmember, Del Mar
(Representing North County Coastal)

Ed Gallo
Councilmember, Escondido
(Representing North County Inland)

John Minto
Councilmember, Santee
(Representing East County)

David Ouzan
Councilmember, Calexico
(Representing Imperial County)

Brian Maienschein
Councilmember, City of San Diego

Advisory Members
Thomas Buckley
Councilmember, City of Lake Elsinore
(Representing Riverside County)

Debbie Cook
Councilmember,
City of Huntington Beach
(Representing Orange County)

Luis Cabrera C.
Consul General,
Consulate General of Mexico

Howard Williams
San Diego County Water Authority

Pedro Orso-Delgado
District 11 Director, Caltrans

Chris Devers (Pauma)
Southern California Tribal Chairmen’s Association

Gary L. Gallegos
Executive Director, SANDAG

AGENDA HIGHLIGHTS

• SAN YSIDRO PORT OF ENTRY EXPANSION PROJECT

• GOOD NEIGHBOR ENVIRONMENTAL BOARD’S (GNEB) TENTH REPORT: ENVIRONMENTAL PROTECTION AND BORDER SECURITY ON THE U.S.-MEXICO BORDER

• UPDATE ON THE CALIFORNIA BIODIVERSITY COUNCIL’S “BIODIVERSITY ALONG THE BORDER” COMMITTEE

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.

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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.

REPORT ITEMS (#3 through #7)

+3. | SAN YSIDRO PORT OF ENTRY EXPANSION PROJECT
(Daniel Voll, U.S. General Services Administration; Hector Vanegas, SANDAG)
INFORMATION

City of San Diego Councilmember Ben Hueso has requested that an update of the San Ysidro Port of Entry (POE) Expansion Project be presented to the Borders Committee. The San Ysidro border crossing is the busiest land port of entry in the world. It is reported that one of every ten persons entering the United States by any sea, air, or land port of entry do so through this border crossing.

+4. | GOOD NEIGHBOR ENVIRONMENTAL BOARD’S (GNEB) TENTH REPORT: ENVIRONMENTAL PROTECTION AND BORDER SECURITY ON THE U.S.-MEXICO BORDER
(Paul Ganster, Ph.D., Chair of the Good Neighbor Environmental Board and COBRO Chair; Ron Saenz, SANDAG)
INFORMATION

The Good Neighbor Environmental Board is an independent federal advisory committee. It advises the President and Congress of the United States on good neighbor practices along the U.S. border with Mexico. This presentation will describe the environmental impacts connected with efforts to secure the border.
<table>
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| +5.   | **UPDATE ON THE CALIFORNIA BIODIVERSITY COUNCIL’S (CBC) “BIODIVERSITY ALONG THE BORDER” COMMITTEE** (Janet Fairbanks, CBC Consultant; Keith Greer and Ron Saenz, SANDAG)  

The CBC recently formed two working groups to follow up on several issues identified during its meeting in September 2006. This report will discuss the progress made by the Las Californias Working Group and the Tijuana Estuary Issues Working Group and next steps. |
| 6.    | **SUSTAINABILITY INITIATIVE AMONG INDIGENOUS COMMUNITIES IN BAJA CALIFORNIA** (Horacio Gonzalez Moncada, Director, ADESU; Jane Clough-Riquelme, SANDAG)  

The Alianza para el Desarrollo Sustentable en las Comunidades Indígenas de Baja California (ADESU) is a project that unites indigenous communities, private and public sector organizations dedicated to pursuing economic development strategies that preserve the cultural heritage of Baja California tribal communities, while protecting their environmental assets. Horacio Gonzalez Moncada, Director of ADESU, will brief the Borders Committee on current initiatives in the areas of arctcraft and ecotourism. |
| 7.    | **REPORT ON THE SAN DIEGO – BAJA CALIFORNIA MISSION TO MEXICO CITY** (Luis Cabrera C., Consul General of Mexico; John McNece, Chair, Mexico Business Center of the San Diego Regional Chamber of Commerce; Hector Vanegas, SANDAG)  

Consul General Luis Cabrera and Mr. John McNece will report on the outcome of the joint San Diego - Baja California mission that visited Mexico City in April 2007 to address border infrastructure issues. |
| 8.    | **UPCOMING MEETINGS**  

The next meeting of the Borders Committee is scheduled for Friday, May 25, 2007, at 12:30 p.m. |
| 9.    | **ADJOURNMENT**  

+ next to an item indicates an attachment |
BORDERS COMMITTEE

April 27, 2007

AGENDA ITEM NO.: 1

Action Requested: APPROVE

BORDERS COMMITTEE DISCUSSION AND ACTIONS
MEETING OF MARCH 23, 2007

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

Chair McCoy welcomed Mr. Carrillo (County of Imperial). Mr. Carrillo commented that he appreciated the support from SANDAG members during his stay in the hospital.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Dave Allan (East County) and a second by Ed Gallo (North County Inland), the Borders Committee approved the minutes from the January 26, 2007, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Jason Wells, Executive Director of the San Ysidro Chamber of Commerce (SYCC), read a letter from the SYCC to Adele Fasano, San Diego Field Director of Customs and Border Protection (CBP) dated March 23, 2007, in which the SYCC stressed its opposition of a possible closure of the pedestrian bridge adjacent to the San Ysidro Port of Entry (POE) administration building.

Councilmember Phil Monroe (South County) asked if Mr. Wells had informed the Metropolitan Transit System (MTS).

Mr. Wells replied that due to the recent revelation, he had not done so.

Councilmember Monroe encouraged Mr. Wells to contact Mr. Paul Jablonski of MTS.

Greg Thompson, representing the U.S. Bureau of Land Management (BLM) gave an update on the Resource Management Plan. He stated that currently, the Draft Plan and Environmental Impact Statement for the 100,000 acres located in eastern San Diego County in the McCain Valley Area were out for public review. The first public meeting will be held on April 2nd at the Hilton in Mission Valley.
Chair McCoy commented that she is definitely interested in the issue regarding the McCain Valley.

Councilmember Ben Hueso (City of San Diego) asked for an update from Hector Vanegas, Borders Program Manager, on the Tijuana River Valley Watershed Management Program and the advancement of a study that will create a watershed management program for the Tijuana River Valley Watershed.

Mr. Vanegas stated that the information he was seeking would be presented in the Otay Mesa - Mesa de Otay Binational Corridor Strategic Plan item later during the meeting. He also announced that the April 3rd meeting of the Committee on Binational Regional Opportunities (COBRO) would also have an item regarding the Tijuana watershed.

Councilmember Hueso asked Mr. Vanegas to provide him information regarding the item to be presented at COBRO also.

CONSENT ITEM (#3)

3. STATUS REPORT ON INTERNATIONAL BORDER SEWAGE ISSUES (INFORMATION)

Action: This item was presented for information only.

REPORT ITEMS (#4 - #6)

4. INTERSTATE 15 (I-15) INTERREGIONAL PARTNERSHIP (IRP): PHASE II FINAL DRAFT REPORT (APPROVE)

Chair McCoy reminded the group that this report concludes Phase II of the initiatives which was funded by a grant from Caltrans.

Jane Clough-Riquelme, Associate Planner and Project Manager, stated the project sought to strengthen and expand the scope of the interregional institutional arrangement between SANDAG and the Western Riverside Council of Governments (WRCOG). The emphasis was to extend the regional 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 area of transportation and housing that were identified in the Phase I effort.

Ms. Clough-Riquelme cited some key accomplishments in the areas of economic development, transportation, and housing.

Economic Development:

- Establishment of the Economic Development Working Group which provided the foundation for long term economic development and collaborative strategies.
• Completion of a two-county employment cluster study which identified key industry clusters, provided recommendations on how to pursue collaborative economic development strategies and identified specific areas in which the two regions should coordinate infrastructure planning and public policy to support the growth of the common clusters.

Transportation:

• Caltrans Cooperative I-15 County Line Study which addressed solutions to existing and future transportation problems by analyzing a number of alternative improvements including general purpose HOV managed lanes and toll lanes to meet future demand. The study analyzed the transit travel forecasts identifying potential location and demands for park-and-ride facilities, and developed operational strategies to service the commuter travel demand between the Riverside and San Diego counties.
• Vanpool coordination.
• Rail planning which includes a study on high speed train service, commuter rail, and MAGLEV.

Housing:

• Development of the Smart Growth Concept Map which identified areas of housing close to the transit system. SANDAG is currently working through the Urban Land Institute (ULI) on establishing a Smart Growth Map for the cities of Riverside, Murrieta, and Temecula.
• Establishment of the SPRINTER Smart Growth Stakeholders Working Group to encourage more Smart Growth development at the SPRINTER stations.

Pending approval by the Boards of WRCOG and SANDAG, the I-15 IRP will proceed to Phase III. In Phase III, the planning structure will be maintained as follows:

• The two agencies will convene the Joint Policy Committee twice a year to receive updates on performance monitoring.
• The relevant agencies will convene executive staff twice a year to review coordination efforts in all three strategic areas.
• Staff from all agencies will continue to work on specific collaborative efforts, meeting periodically as specific projects require.

In Phase III, SANDAG and WRCOG will investigate collaborative regional economic development strategies based on the findings of the cluster study. SANDAG and the Riverside County Transportation Commission (RCTC) will convene transportation staff from participating agencies quarterly to review ongoing efforts and refine actions. SANDAG will continue to explore ways to create moderate-cost family housing near employment centers by pursuing funding for a pilot workforce housing study in northern San Diego County.
Also, SANDAG and WRCOG will continue to collaborate on Smart Growth development near transit.

Chair McCoy commented that this type of comprehensive approach was ideal and cited the article from the LA Times highlighting the I-15 IRP as an interregional approach to follow.

Councilmember Thomas Buckley (County of Riverside) said the report was excellent and would like to continue to move forward. He remarked that public transit, particularly bus riding, in California has always had a social stigma. He suggested a promotional campaign coupled with an improvement in the actual facilities in Phase III. A possible slogan could be “Have you ever ridden in a 38 seat limousine?” He also suggested mentioning potential funds from Riverside to assist with the area north of Escondido.

Councilmember Ed Gallo (North County Inland) reiterated that the group should read the LA Times article as it brought up the issues of Riverside’s lack of infrastructure and the ability to attract large employers. He suggested directing the efforts more toward transportation and transit as it may not be a reasonable expectation that the imbalance of jobs and housing can be solved at this time.

Bob Leiter, Director of Land Use and Transportation Planning, responded that progress has been made in developing a coordinated approach to improving the transportation system on the I-15 corridor. The RCTC is helping to make the I-15 improvements connect with the San Diego managed lane bus rapid transit (BRT) system. Meetings will be held with the cities of Temecula and Murrieta to discuss BRT and the possibility of successful implementation in southwest Riverside County.

Councilmember Gallo added that people are more apt to ride a train than a bus.

Councilmember Monroe stated that he would like to see results and specific actions that have happened that wouldn’t have happened if the strategy didn’t exist.

Marney Cox (SANDAG) commented that the potential to move forward in the area of economic development exists through the expansion of the winery industries in the Temecula area. It is essential to combine the talents of the various visitor bureaus and other business groups, hotels, and casinos to attract visitors, and then connect all of them through public transportation and bikeways. It is also necessary to take advantage of San Diego State University’s curriculum which provides an educated, skilled workforce to the wineries. It will, however, be a private venture as it moves forward.

Councilmember Crystal Crawford (North County Coastal) said that this project has provided an opportunity for better communication and collaboration between key individuals and long term relationships between SANDAG, and the counties of San Diego, Riverside, Orange, and Imperial. The studies have provided the data, information, and relationships necessary to proceed to the next step.
Supervisor Slater-Price (County of San Diego) stated that the Board of Supervisors has taken an affirmative step to allow wineries “by right” in the regions of the County. They have also put in place safeguards that will produce a quality type of winery business that will generate tourism. Although wineries are generally resident-friendly types of tourism, the County is also making certain to protect the rights of the residents as they do not want city-type impacts. In reference to the LA Times article and the comment that they are unable to attract large corporations, Supervisor Slater-Price suggested they convert the area near the March Air Force Reserve Base to a regional commercial airport.

Mr. Leiter commented that staff’s focus in Phase II was to move from concepts to specific actions, and added that some accomplishments in the area of transportation ranged from having the SANDAG RideLink program staff work with the Riverside counterpart to develop a better system of using vanpools and allocating vanpool resources to the riders on the I-15 corridor. Regarding transit, SANDAG worked with the Riverside Transit Agency to link transit planning together and develop specific recommendations and specific projects to use the I-15 corridor more effectively. Both SANDAG and the RCTC will reflect the coordinated Regional Transportation Plans in the 2007 Plan Update. SANDAG is presently working jointly with RCTC on a feasibility analysis regarding development of a commuter rail system in the I-15 corridor. In the area of housing, the work has moved from concept to reality through the Smart Growth Concept Map and the SPRINTER Working Group, which is now pursuing specific workforce housing projects.

Councilmember Jim Desmond (North County Inland) asked for more information on the SPRINTER Smart Growth Working Group with regard to housing strategies, and the possibility of receiving more support or information supporting transit-oriented and Smart Growth projects.

Susan Baldwin, Senior Planner, stated that the SPRINTER Smart Growth Working Group was formed out of a suggestion received from Supervisor Slater-Price. The group consists of planning and public works directors from the cities of Oceanside, Vista, San Marcos, Escondido, and the County of San Diego. The purpose of the group is to share information from a land use, transportation supportive, and infrastructure standpoint about what will occur around SPRINTER stations and how opportunities for Smart Growth, employment and housing will occur around those station sites. It also serves as a forum to share the challenges and successes so that development in those areas may be implemented in a more efficient manner.

Councilmember Desmond asked that he be included on the email list for the SPRINTER Smart Growth Working Group.

Ms. Baldwin added that there have been two meetings. The second meeting consisted of a tour of all the stations.
Kevin Viera (WRCOG) reported that his agency recently completed a feasibility study and analysis on Transit Oriented Developments (TOD) within the Riverside WRCOG region. Part of the study was a phone survey regarding TOD. The initial response was negative, however, once it was explained, the response rate changed dramatically. As a result, approximately 40 percent of those polled would consider living in a Transit Oriented Development in the next 10 years. This information was shared at the ULI meeting, which is a relationship that didn’t exist before.

**Action:** Upon a motion by Phil Monroe (South County) and a second by Ed Gallo (North County Inland), the Borders Committee approved Item 4.

**Chair McCoy took Item #6 out of order.**

6. REPORT ON STATUS OF ACTIVITIES AND ACTION PLAN FOR IMPLEMENTATION OF STATE ROUTE 11 AND THE EAST OTAY MESA – MESA II PORT OF ENTRY (INFORMATION)

Pedro Orso-Delgado, Caltrans District 11 Director, gave an overview of the project and cited accomplishments of the Interagency Group which were:

- Recognition by Customs and Border Protection of the new Port of Entry (POE) in their new Five-Year Capital Improvement Plan.
- The Diplomatic Note which was obtained and sent to the Mexican government.
- Financial feasibility report.

Future goals include:

- Presidential Permit submittal by the end of 2007.
- Identification of a corridor for State Route 11.
- CHP facility study.
- Begin construction in 2012.

Consul General Cabrera C. reiterated the importance of having a coordinated process between the two countries. The San Diego-Tijuana Border Liaison Mechanism formed technical commissions to work on border crossing projects. Each one of the technical commissions is co-chaired by a Mexican and U.S. agency. The commissions gather authorities from the different levels of governments on both sides of the border to discuss each particular project. Each commission works on a specific issue.

The commissions are: Technical Commission for El Chaparral-San Ysidro, chaired by Mexico’s Instituto de Administración y Avalúos de Bienes Nacionales (INDAABIN) and the U.S. General Services Administration (GSA); Technical Commission for East Otay Mesa-Otay II chaired by the Secretaría de Comunicaciones y Transportes (SCT) and the Federal Highway Administration (FHWA); Technical Commission for Tecate chaired by INDAABIN, GSA & Customs and Border Protection (CBP); and the Technical Commission for Algodones-Andrade in Mexicali/Calexico, chaired by INDAABIN and GSA.
During a recent meeting, Presidents Bush and Calderon agreed to explore possibilities to open new bridges and border crossings, as well as strategies to facilitate the flow of people and goods. President Calderon has also ordered the creation of a high level executive committee of Mexican authorities to speed up the process.

Lisa Dye, U.S. Federal Highway Administration, informed that the Border Liaison Mechanism has an established protocol to promote bilateral dialogue. The Mechanism is hosted by the Consuls General of the Sister Cities and allows local issues to be discussed locally, as opposed to being discussed exclusively in Washington D.C. or Mexico City.

The Technical Commission for the East Otay Mesa-Otay II POE is responsible for coordinating, planning, and implementation activities for the new Port of Entry and connecting transportation facilities on both sides of the border. The Technical Commission allows both U.S. and Mexican agencies to share progress, identify process and discuss potential roadblocks and provides a forum to ensure a collaborative and coordinated product, namely a new port of entry and connecting roadways at Otay Mesa East. The Technical Commission has generated a Draft Work Program and Master Calendar of completed and required future tasks.

Objectives of the Technical Commission are to:

- Identify or confirm the planning process to effectively implement the new POE and connecting roads.
- Prepare a Joint Working Program and Master Calendar of tasks to align implementation activities, including connecting roads and land acquisition on both sides of the border.
- Identify and confirm the lead agency responsible for each task.
- Facilitate the dissemination and exchange of information.
- Evaluate the feasibility of financing the POE and connecting roads through public private partnerships reviewing tolls, developer’s contributions, or other innovative funding mechanisms.
- Evaluate the feasibility of utilizing innovative crossborder strategies to mitigate the environmental impacts of the POE and the necessary transportation facilities.

Mr. Orso-Delgado remarked that it is important to remember that this is a binational project, and one side should not be too far ahead of the other and that he has been working with the Chief Counsel for the Council of Environmental Quality (CEQ), who is assisting in the coordination of the federal agencies.

Chair McCoy asked if this person was from the White House.

Mr. Orso-Delgado confirmed that yes, the Chief Counsel has a special interest in binational environmental mitigation and has been of great help to the project. He also suggested that updates be given on a regular basis to the Committee on the project.

Chair McCoy said that regular updates would be welcomed.
Supervisor Greg Cox (County of San Diego) commented on the problems of right-of-way in the area. He remarked that most of the project and SR 11 will be located in the unincorporated area and efforts are being made to ensure the reservation of as much right-of-way as possible.

Chair McCoy said that this project illustrates the collaborative efforts of benefit to both sides of the border.

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

5. **DRAFT OTAY MESA – MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN (DISCUSSION)**

Elisa Arias, Principal Planner, explained that in 2005, the Borders Committee identified the binational area of Otay Mesa – Mesa de Otay as an area of opportunity to implement effective planning. In 2006, the Draft Early Action Plan was presented and approved by the Borders Committee.

Ms. Arias reviewed the transportation, economic development, housing, and environmental Early Actions and provided a brief status report on progress made since summer 2006.

Councilmember Hueso commented that the number of housing units proposed in the community of Otay Mesa seems to be many; however, the area in Otay Mesa is very large. He asked if there was any emphasis placed on transportation, as there are two international airports located in the area.

Ms. Arias replied that yes, it had.

Councilmember Hueso stated that his interest is in moving forward with the issue of a Tijuana River Watershed management program and in seeing how both countries are working together.

Ms. Arias stated that regarding the two watersheds (Otay River and Tijuana River), IMPlan has identified actions to expand environmental analysis to assess habitat conditions and support plans for habitat restoration and rehabilitation along the Alamar River corridor. It includes a proposal to channelize the Alamar River with impervious materials that would allow filtration and recharging of the aquifer, providing a linear park and also increasing the supply of potable water and connection of residential zones to the local sewer system.

Ms. Arias also reported that the APCD obtained a grant from the EPA to implement a demonstration project to mitigate the air quality impacts of crossborder heavy duty diesel truck traffic. This project allows for the retrofitting of up to 50 Mexican trucks that operate within the San Diego/Tijuana border region.

Councilmember Gallo asked about the changes in diesel engines as reported by the California Area Resources Board in order to meet air quality standards.
Ms. Arias stated that this strategy is trying to accomplish some of those mandates. All trucks crossing into the U.S. must meet the requirements.

Councilmember Gallo asked if it was an environmental issue or just that a common basin is shared by both countries.

Ms. Arias replied that it seems to be a localized problem at the POE due to the idling by commercial vehicles in the immediate border area that creates the localized problem of carbon monoxide and particulate matter.

Supervisor Slater-Price asked about the progress of biodiesel availability in Mexico.

Ms. Arias said that she was not familiar with the efforts in Mexico to generate biodiesel and offered to investigate it.

Supervisor Slater-Price commented that she would appreciate it.

Ms. Arias informed that Mexico has made some agreements with the EPA to accelerate their timeline to provide cleaner diesel fuel.

Supervisor Slater-Price stated that biodiesel is very effective and utilizes cooking oils.

Councilmember Gallo explained that a company in Escondido is presently using biodiesel in their delivery trucks.

Ms. Arias continued with the proposed new strategies included in the draft Strategic Plan. The strategies can be grouped in three categories: new East Otay Mesa-Otay II Port of Entry, the existing Otay Mesa Port of Entry, and Community Planning.

Regarding the new POE, SANDAG and Caltrans are proposing the evaluation of the economic benefits of the new border crossing, including travel time savings, reliability, safety, vehicle operating costs, and vehicle emissions. Another strategy proposed is related to an environmental baseline assessment for habitat conservation in Mexico due to potential impacts of SR 11 and the new POE. It will look at binational mitigation as an innovative approach to preserving biological links in the San Diego/Tijuana region.

Regarding the existing POEs, one strategy is to support implementation of technologies to measure commercial vehicle wait times. Currently, SANDAG and Caltrans are conducting a study that will identify some technologies to measure the commercial vehicle waits. Another strategy is to support implementation of the APCD’s “Smart Way Transport Project,” which is specifically designed to demonstrate clean freight strategies on crossborder commercial truck traffic.

Another new strategy is the implementation by U.S. Customs and Border Protection (CBP) of the Advanced Passenger Information System for crossborder bus operators. It would expedite buses both at San Ysidro and Otay Mesa through the provision of the Advanced Bus Manifest. This would provide the CBP advanced notice of the passengers and the driver on the bus.
In the area of community planning, the City of San Diego has identified three potential Smart Growth areas in the Otay Mesa Community Planning Area. The City will investigate the possible formation of an Infrastructure Financing District in the border development zone to provide a potential financing mechanism for highways, transit, and other improvements.

IMPlan has also proposed exploring Smart Growth opportunities in both the Mesa de Otay and Alamar River areas in Tijuana, and will be collaborating with the Urban Land Institute (ULI) on Smart Growth on both sides of the border. The San Diego/Tijuana chapter of the ULI is interested in setting up a crossborder committee that would assist with collaboration. IMPlan has also proposed the establishment of business service centers such as science and technology parks in the Tijuana study area.

Regarding the crossborder airport terminal, the San Diego County Regional Airport Authority authorized staff to move forward with the market demand study, and the Mexican government has sent a letter of support expressing interest. SANDAG will be collaborating with the Airport Authority, land use agencies, and the South County Economic Development Council in the next phase of the study.

The Draft Strategic Plan has been presented to COBRO and has been released for public review and comment. It will be presented to the Tijuana Subcommittee on Binational Affairs next week. The comment period closes on April 6 and it is anticipated that the SANDAG Board will take action on the Plan sometime in the summer after review by both COBRO and Borders Committees.

Councilmember Minto ((East County) asked if there was a possibility of creating temporary or overnight parking at the border for those that used mass transportation.

Ms. Arias asked if he was referring to the Flex Car concept.

Councilmember Minto replied that he was not familiar with Flex Car. He was wondering about something similar to the Park and Ride system.

Angelika Villagrana (COBRO) stated that the Strategic Plan provides an excellent roadmap that can be used for planning purposes. She suggested the Plan be distributed to planning directors. She also announced the Second Mobile Seminar to be organized by COBRO next Tuesday, where they will be traveling to Mexico to view the study area.

Councilmember Monroe asked to view slide number 13. He asked if the purple color represented Brown Field, the blue color represented industrial land and the color green represented residential land.

Ms. Arias responded that it represents industrial and commercial uses, and that slide number 13 is based on the current Plan.

Councilmember Monroe then commented on the airport compatibility zone in connection to Brown Field and conflicts that may arise in the proposed development of the area.
Ms. Arias said that the Airport Authority has released a Draft Plan for Brown Field, but the Plan hasn’t been completed yet.

Councilmember Monroe clarified that in the area of the airport, structures are limited to one story only.

Theresa Millette, City of San Diego Senior Planner, informed that she is assigned to the Otay Mesa Community Planning Area. She clarified that the property on the map in the City of San Diego is designated for industrial use. The purple color indicates developed industrial lands. The lighter green color represents vacant industrial lands, and the medium green color is what is termed as “interim” or “underutilized” industrial properties.

Councilmember Monroe asked if they were planning to change these properties to residential.

Ms. Millette replied that an update process is presently being conducted with several land use scenarios with a range of land use designations.

Debbie Cook (County of Orange) wished to comment on biodiesel. She pointed out that in 2005, the U.S. produced 75 million barrels of biodiesel for the entire year. The Chevron oil refinery in El Segundo processes 250,000 barrels of oil every single day.

Mr. Buckley asked if tolls were being investigated as a potential method of financing for both the old and new border crossings.

Ms. Arias responded that they are being considered for the new East Otay Mesa-Otay II Port of Entry only.

Mr. Buckley asked if imposing a toll would be considered for the old existing crossing.

Ms. Arias replied that it is not being considered.

Councilmember Crawford asked for clarification of slide number 13 and the conversion to residential zoning.

Ms. Millette replied that there are three draft scenarios presently out for public discussion and there is a varying degree of change in land use designations. Some that convert quite a bit of properties from industrial to either residential or a mixed-use type of land use designation.

Councilmember Crawford said that while on a tour of the area, one of the concerns by many was the number of housing units combined with truck traffic and the two airports in the area and the public health issues that would arise. She asked if Ms. Millette was hearing comments related to this at the workshops.

Ms. Millette replied that yes, she had heard the comments.
Chair McCoy commented that there is also the possibility of the Bayfront power plant being relocated to the area also, which would be particularly injurious to the elderly and young.

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

7. **UPCOMING MEETINGS**

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

9. **ADJOURNMENT**

Chair McCoy adjourned the meeting at 2:31 p.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE

**BORDERS COMMITTEE MEETING**  
March 23, 2007  
12:30 p.m. to 2:30 p.m.

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<td>Howard Williams</td>
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SAN YSIDRO PORT OF ENTRY EXPANSION PROJECT

City of San Diego Councilmember Ben Hueso has requested that an update of the San Ysidro Port of Entry (POE) Expansion Project be presented to the Borders Committee. Daniel Voll, U.S. General Services Administration, will make a presentation to the Borders Committee on this matter. Attached is a report from U.S. General Services Administration, entitled: San Ysidro Port of Entry: Fact Sheet: Reconfiguration and Expansion of the Existing Port of Entry, April 2007.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. San Ysidro Port of Entry: Fact Sheet

Key Staff Contact: Hector Vanegas, (619) 699-1972, hva@sandag.org
San Ysidro Port of Entry
Fact Sheet: Reconfiguration and Expansion of the Existing Port of Entry
April 2007

Goals of the Project
The San Ysidro Port of Entry (POE) is the busiest land port in the hemisphere. The existing outdated 30-year-old facility can no longer support CBP facilitation and enforcement missions. The POE will be replaced by a “Port of the Future” incorporating the latest in security and antiterrorism enhancements to improve passenger and vehicular processing, increase operational efficiency, provide greater officer and public safety, decrease operations and maintenance costs, and improve interdiction.

Regional Needs
The POE currently processes an average of 50,000 northbound vehicles and 25,000 northbound pedestrians per day. The San Diego Association of Governments (SANDAG) predicts an increase in vehicle traffic at San Ysidro of up to 70% by 2030. SANDAG’s recent study of the economic impacts of border waits indicates a substantial cost to the region as a result of increasing wait times at the border. Given the delays at current traffic volumes, capacity of the POE must be increased to accommodate ongoing regional growth.

Project Scope
This project consists of the demolition and new construction of most of the POE, including primary and secondary inspection areas, administration building, pedestrian building, and other support structures. In addition, a new southbound roadway with inspection facilities will be constructed to connect with Mexico’s El Chaparral facility.

Project Status
Master planning is proceeding and includes analysis of site layouts, property acquisition, and construction phasing. Development of this project was originally planned in two phases, with Phase I including all site acquisition, plus design and construction of the northbound infrastructure and buildings: Phase II was to include the design and construction of facilities to support southbound inspections, including the roadway connection to El Chaparral. However, the project team is now analyzing possible project phasing plans in order to reduce the annual financial outlays for this project. Project likely to be delivered in three to four phases.

Environmental Studies
GSA/CBP are collaborating with Caltrans/FHWA on an EIS/EIR for the project. Completion of the environmental document is expected in Spring 2008.

Funding
The project is estimated to cost approximately $520 million. Funding in the amount of $34 million was approved in FY2004 for site acquisition and design; additional funding of approximately $38 million is included in the proposed federal budget for FY2008.

Schedule
Complete Master Planning – Spring 2007
Complete EIR/EIS – Spring 2008
Begin Construction of Phase I – Spring 2009
Complete Construction of Final Phase – Fall 2014

Partners
U.S. Customs and Border Protection (CBP), U.S. General Services Administration (GSA), Federal Highway Administration (FHWA), California Department of Transportation (Caltrans), San Diego Association of Governments (SANDAG), City of San Diego.
GOOD NEIGHBOR ENVIRONMENTAL BOARD’S (GNEB) TENTH REPORT: ENVIRONMENTAL PROTECTION AND BORDER SECURITY ON THE U.S. – MEXICO BORDER

Introduction

The Good Neighbor Environmental Board (GNEB) is an independent federal advisory committee. Its mission is to advise the President and Congress of the United States on good neighbor practices along the U.S. border with Mexico. Its recommendations are focused on environmental infrastructure needs within the U.S. states contiguous to Mexico.

The GNEB operates under the Federal Advisory Committee Act (FACA) and meets three times per year at locations along the U.S.-Mexico border. GNEB submits its advice to the President and Congress in the form of reports containing recommendations for action. This year, GNEB prepared its the tenth report which focuses on border security and environmental protection.

Discussion

The GNEB concentrated primarily on two types of border security activities. The first type relates to the potential environmental impacts of undocumented human crossings, such as undocumented migrants and drug traffickers, and the security work that is carried out to prevent these crossings.

In some cases, stepped-up border security activities may undo the careful stewardship implemented by state and federal land management agencies for decades. At the same time, when large numbers of undocumented migrants are able to cross the border, there also may be environmental impacts. The GNEB’s report makes recommendations that balance the need for security on the border with the protection of environmental resources.

To achieve this, federal policymakers were advised by the GNEB to concentrate on the following two areas: 1) stronger communication and collaboration between security agencies and environmental protection agencies, including land management agencies; and 2) more strategic mixing of technology, infrastructure, and personnel to reflect differing security and environmental needs for different sections of the border region.
The second type of border security activity addressed in this report relates to the crossborder shipment of hazardous materials and hazardous waste. Topics covered include the inspection, enforcement, tracking, and emergency preparedness activities at ports of entry and beyond that are part of this process. Conveyance methods include materials carried by truck and railroad but not cross-border pipelines of natural gas, petroleum, and petroleum products.

To address the challenges associated with hazardous materials crossings, while also continuing to protect the environment, the following are recommended: 1) at ports of entry: promote enhanced inspection, cooperation, and replication of best practices; and 2) beyond ports of entry: enable more robust hazardous materials tracking and fully support emergency responders through increased training, improved equipment, and greater ease of movement when responding to crossborder emergencies.

SANDAG staff will continue to schedule presentations of GNEB’s annual report to the Borders Committee.

BOB LEITER
Director of Land Use and Transportation Planning


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

(March 13, 2007 – For Immediate Release)

An independent Presidential advisory board has delivered its latest annual report to the U.S. Council on Environmental Quality (CEQ) on environmental conditions along the U.S.-Mexico border, calling for a variety of approaches to carrying out homeland security work that won't damage the environment.

“Both a healthy environment and strong security are very important in the border region,” says Paul Ganster, Chair of the Good Neighbor Environmental Board. “We believe that a win-win scenario is possible, and our report recommends ways to make that happen.”

The nearly 2,000-mile long U.S.-Mexico border contains vast rural stretches where large numbers of undocumented migrants and drug smugglers attempt to cross. Much of this rural land is owned by the public and home to sensitive ecosystems and wildlife migration corridors.

Recognizing its fragility and value, the board’s report recommends several tactics to help protect the rural environment while security work is under way:

- Build stronger partnerships between security agencies and environmental agencies, especially public land management agencies; and

- Employ a mix of technology and personnel to be successful in both types of work. One example is to use vehicle barriers and sensor technology that also keep fragile habitat intact and allow for species migration.

Besides these more remote areas, the U.S.-Mexico border region also contains heavily-populated urban areas with multi-lane border crossings, such as those found around San Diego and El Paso. To provide safety and security at these busy border crossings, as well as environmental protection from risks of hazardous materials shipping through these entry points, the board’s report calls for the following:
Increase the number of hazardous materials inspectors at urban crossings, and establish specific locations and hours during which vehicles carrying hazardous materials are permitted to cross; and

- Remove barriers that prevent emergency responders from being more effective. One example is to resolve insurance issues that prevent them from crossing the border with their equipment to assist each other.

The Good Neighbor Environmental Board advises the President and Congress on protecting the environment along the U.S. border with Mexico. The new report, its tenth, is titled “Environmental Protection and Border Security on the U.S.-Mexico Border.”

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The Good Neighbor Environmental Board was created in 1992 under the Federal Advisory Committee Act and is managed by the U.S. Environmental Protection Agency. Its membership organizations include nine federal agencies; state, local and tribal governments; non-governmental organizations; businesses; and academic institutions. Its voice is independent, and its annual reports are issued after reaching consensus among the membership.

To view the bilingual report online, go to the Board’s website at [www.epa.gov/ocem/gneb/gneb10threport/English-GNEB-10th-Report.pdf](http://www.epa.gov/ocem/gneb/gneb10threport/English-GNEB-10th-Report.pdf). To order a free copy of the report, contact the National Service Center for Environmental Publications at 1-800-490-9198, and request a copy of the report by its publication number: EPA 130-R-07-003.

For questions about the report’s contents, please contact Chair Paul Ganster at [pganster@mail.sdsu.edu](mailto:pganster@mail.sdsu.edu) or 1-619-594-5423. For questions about the Board, contact Designated Federal Officer Elaine Koerner at [koerner.elaine@epa.gov](mailto:koerner.elaine@epa.gov) or 1-202-233-0069.
UPDATE ON THE CALIFORNIA BIODIVERSITY COUNCIL’S (CBC) 
“BIODIVERSITY ALONG THE BORDER” COMMITTEE

Introduction

Since the last update to the Borders Committee on November 17, 2006, the California Biodiversity Council’s (CBC) newly created “Biodiversity along the Border” Committee held two meetings in January and February 2007. At these meetings, the Committee created two working groups: the Tijuana Estuary Issues Working Group and the Las Californias Working Group. This report summarizes the progress made by these two Working Groups and outlines next steps.

On January 30, 2007, the “Biodiversity along the Border” Committee discussed its purpose and function and established the working groups mentioned above. This meeting included participants from both sides of the border.

At the February 27, 2007, meeting, it was also agreed that the Tijuana Estuary Issues Working Group would focus on conservation easements and issues related to the Tijuana River Valley management, while the Las Californias Working Group would focus on exploring the implementation of actions outlined in the Las Californias Binational Conservation Initiative report.

Discussion

Tijuana Estuary Issues Working Group

During the January 30 and February 27, 2007, Tijuana Estuary Issues Working Group meetings, each member agency committed to completing the following tasks:

- Develop a proposal(s) to fund new sediment basins in canyons that drain into the estuary
- Develop a neighborhood sewer project(s) in Los Laureles Canyon
- Preservation of land through dedicated conservation easements
- Prevention and/or management of tires and trash washing into the estuary
In upcoming months, the Tijuana Estuary Issues Working Group plans to synthesize the information from the above tasks into a scope of work and budget for potential grant opportunities. The identification of granting agencies that could provide funding for the identified projects and the identification of appropriate agencies to serve as grant applicators and recipients also will need to be completed.

**Las Californias Working Group**

During the first Las Californias Working Group meeting, each member agency committed to completing the following assessment of the Las Californias Binational Conservation Initiative and related issues:

- Review the Las Californias Binational Conservation Initiative
- Identify opportunities for linkages with existing programs and projects
- Identify potential sources of funding for the program
- Evaluate barriers to effective cooperation, as well as opportunities
- Create an action plan that includes leaders and timelines
- State and Federal agencies committed to investigating existing barriers for contributing state financial and technical assistance in Mexico

Following up on these items at the second meeting, the California Department of Fish and Game representative stated the agency’s willingness to consider cooperative conservation work along the border with other interested agencies. The Department is willing to engage the Wildlife Conservation Board, the state agency that manages conservation funds, about potential purchases or easements of key private parcels. At the federal level, the United States Fish and Wildlife Service reported that it is possible to use mitigation funds in Mexico for impacts that occur in California. However, the agency would still need to investigate the guarantee of long-term protection of mitigated lands.

**Next Steps**

The goal of the Biodiversity along the Border Committee is to develop recommendations for consideration by the CBC and its Mexican partners by the end of the summer. The CBC may discuss future actions at their fall 2007 meeting.

SANDAG will continue to collaborate with the Biodiversity along the Border Committee on two proposed strategies identified in the Draft Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan. For the first proposed strategy, SANDAG will continue pursuing collaboration with the Tijuana Estuary Issues Working Group on the environmental strategy to develop a framework for a binational approach for watershed management, with specific focus on activities to promote water quality improvement and habitat conservation in the portion of the watershed surrounding the Tijuana Estuary.
Collaboration will continue with the Las Californias Working Group on the second proposed strategy to develop an environmental baseline assessment to explore possible binational mitigation in connection with foreseeable impacts from the proposed State Route 11 and East Otay Mesa Port of Entry.

Progress reports on the upcoming activities of the “Biodiversity along the Border” Committee will be presented to the Borders Committee periodically.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. “Biodiversity along the Border” Committee’s List of Participants

Key Staff Contacts: Keith Greer, (619) 699-7390, kgr@sandag.org and Ron Saenz, (619) 699-1922, rsa@sandag.org
California Biodiversity Council’s “Biodiversity along the Border” Committee

List of Participants

Tijuana Estuary Issues Working Group

Ricardo Martinez, California Environmental Protection Agency
Karen Bane, State Coastal Conservancy
Don Brubaker, United States Fish and Wildlife Service
Manuel Colima, Comisión Nacional de Agua
Janet Fairbanks, California Biodiversity Council
Doug Gibson, Regional Water Quality Control Board
Mike Hance, U.S. Customs and Border Protection
Maeve Hanley, County of San Diego
Scott Harvey, Integrated Waste Management Board
Doug Liden, U.S. Environmental Protection Agency
Mike McCoy, Tijuana National Estuarine Research Reserve
Patrick McDonough, County of San Diego
Fred McLean, City of Imperial Beach City Council
Ann McEnany, International Community Foundation
Lauren McNees, California Biodiversity Council
Kevin O’Connor, City of San Diego
Clay Phillips, Tijuana River National Estuarine Reserve
Bruce Posthumus, San Diego Regional Water Quality Control Board
Eric Reichard, U.S. Geological Survey
Oscar Romo, CA Dept. of Parks & Recreation/Tijuana National Estuarine Research Reserve
Martin Suro, U.S. Customs and Border Protection
James Swanson, U.S. Customs and Border Protection
Rick Van Schoik, Southwest Center for Environmental Research and Policy
Arturo Vazquez, San Diego Association of Governments
Las Californias Working Group

Lydia Antonio, Consul General of Mexico, Office in San Diego
Janaye Byergo, Bureau of Land Management
Mike Chapel, U.S. Forest Service
Luana Coger, Natural Resources Conservation Service
Crystal Crawford, San Diego Association of Governments
Mary Cruz Granillo, Secretaria de Fomento Agropecuario, B.C.
Juan Cruz Domínguez, Comisión Nacional Forestal
Gonzalo De Leon Giron, Area Natural Protegida Parque Constitución de 1857, Baja California
Esperanza Díaz Lozano, City of Ensenada
Roman Fernandez, Consulado de México en San Diego
Todd Ferrara, California Resources Agency
Pete Gomben, U.S. Forest Service
Keith Greer, San Diego Association of Governments
Patricia McCoy, San Diego Association of Governments
Mike Mulligan, California Department of Fish and Game
Fernando Ochoa, Pronatura Noroeste
Therese O’Roarke, U.S. Fish and Wildlife Service
Mike Mulligan, California Department of Fish and Game
Ron Saenz, San Diego Association of Governments
Ramón Tadeo Real Valdez, Secretaria de Fomento Agropecuario, B.C.
Tom Oberbauer, County of San Diego
Gloria Silva, US Forest Service
Daniel Sosa, Comisión Nacional de Agua
Jerre Stallcup, Conservation Biology Institute
José Francisco Tellez Gomez, Comisión Nacional de Agua
James Thiede, U.S. Consulate in Tijuana
Greg Thomsen, Bureau of Land Management
Miguel Vargas, Pronatura Noroeste
Christina Villeda Facio, Secretaría de Medio Ambiente y Recursos Naturales
Kathy Viatella, The Nature Conservancy
Manual Zamora Moreno, City of Mexicali
Tijuana Tourism Market Place- Tianguis Turístico Tijuana
Program
Saturday May 19 2007
Tijuana Cultural Center

09:00 – 09:15 Departure from Santa Fe Amtrak Station Downtown San Diego to Tijuana
(United States Travel Agencies)

09:30 – 12:45 Sightseeing City Tour
- Downtown Historic District & Ave. Revolución Shopping District
- Zona Río Commercial, Financial and Medical District
- Tijuana Restaurant District
- Tijuana Country Club & Chapultepec Residential Area
- US Consulate and Caliente Racetrack
- LA Cetto Winery (installations tour & wine tasting)
- Tijuana Cultural Center (C ECUT) one of the most important cultural centers in
  the country, that contains an omnimax Theater and the museum of The
  California's.
  (Travel Agencies)

10:00 – 10:15 Departure from Santa Fe Amtrak Station Downtown San Diego and San Ysidro
Mexicoach station to Tijuana (California Chambers of Commerce)

10:30 – 12:00 Tijuana-Rosarito Corridor Tour- housing & development Tour presentation
(California Chambers of Commerce)
"Baja's Real Estate BOOM!!!" by CANACO and APIT
We offer 4 options, limited space available, directorgral@canacotijuana.com
#1 Visit to Puesta del Sol (Fracc. Playas de Tijuana www.puestadelsol.com)
#2 Trump Towers (world level www.trump-baja.com)
#3 The Park at Malibu (resort at Baja California www.theparkatmalibu.com)
#4 La Cuspide (oceanview homes) www.lacuspideresidencial.com

12:00 – 12:50 Registration at the Tijuana Cultural Center (All)

13:00 – 13:15 Ribbon Cutting Ceremony "Tijuana Tourism Market Place 2007"
Exhibit Booths Tour with Mariachi music

13:15 – 17:00 - Expo (Best hotels, restaurants and tourist services)
- Business Roundtable
- "How to invest in México" and "Business Opportunities"
  Presentation by elected officials and Chambers of Commerce
  from the cities of Tijuana, Colima, Monterrey, Guadalajara, Guanajuato,
  Mexico City and Hermosillo.
- Mixer

17:30 – 21:00 Cocktail & Bingo Night at Caliente Race Track
**APPLICATION FOR FULL PACKAGE**

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Accommodations at the Grand Hotel Tijuana on May 19th and breakfast on May 20th $101.81 dollars double/ $89.31 single per night, includes tax. Toll free from USA: 1 866 472 6385, or www.grandhoteltij.com.mx

Package: $ 69.00 (transportation San Diego-Tijuana-Rosarito-San Diego; Tour and Information of the corridor Tijuana-Rosarito, lunch on May 19th at the tour & 20th, presentation "How to invest in México" and "Business Opportunities") for more information please review program. Payment of the package should be made to AVIVA TRAVEL 1223 Third Ave. Suite F Chula Vista CA 91910 (619) 691-6200 (619) 421-9824 bianca@avivatravel.com in San Diego by check, Visa or MasterCard as soon as possible in order to confirm activities and food requirements.

- [ ] Will attend Saturday May 19th Please select one of the following four options to visit.
  - #1 Visit to Puesta del Sol (Fracc. Playas de Tijuana www.puestadelssol.com)
  - #2 Trump Towers (world level www.trump-baja.com)
  - #3 The Park at Malibu (Resort in Baja California www.theparkatmalibu.com)
  - #4 La Cuspide (oceanview homes) www.lacuspideresidencial.com

- [ ] Will attend Sunday May 20th

- [ ] NO, I will not be needing accommodations to stay overnight to attend the “TIJUANA TOURISM MARKET-PLACE 2007” on May 19, 2007.

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Name ______________________ Signature ______________________

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Please confirm your attendance with:

**Tijuana Chamber of Commerce Contact ph 1 (866) 892-4949**
Av. Javier Villaurrutia num. 1271 Zona Rio
presidente@canacotijuana.com, director@canacotijuana.com, canacotijuana@com, www.canacotijuana.com

**H. XVIII Administration of the City of Tijuana, Binational Affairs Office**
401 B Street Suite 800 San Diego CA 92101 (619) 699 1996 abu@sandag.org
San Ysidro Port of Entry
Reconfiguration and Expansion Project

Presentation Overview

• Current Port Statistics
• Future Port Trends
• Achieving Multiple Needs
• Site Schemes
• Proposed Implementation
• Schedule
• Next Steps
Current Port Statistics / Related Impacts

• Busiest land port in the U.S.
• Inbound traffic: 50,000 vehicles and 22,000 pedestrians per day
• 10% of all entries into the U.S. take place at San Ysidro
• Substantial percentage of CBP’s national apprehensions and seizures
• Outdated and aging facility which is difficult to operate and maintain
• Wait times cause estimated annual losses to the region of over $2 billion

Future Port Trends

• Vehicle traffic through San Ysidro will increase up to 70% by 2030
• Forecast annual growth rate for City of Tijuana is approximately 4%
• Evolution of San Diego-Tijuana binational community
• Continued implementation of DHS inspection programs and technologies
• Ongoing threats to homeland security
San Ysidro Expansion Project
Achieving Multiple Needs

• National Needs: Secure the border and facilitate crossings (CBP)
• Regional Needs: Increase capacity and decrease wait times (travelers)
• Community Needs: Enhance POE surroundings and promote private sector development (neighbors)

San Ysidro Port of Entry
Reconfiguration & Expansion Project

• Project Goal: To increase the capacity and efficiency of vehicular and pedestrian traffic flowing through the Port while improving safety and security for the traveling public and federal inspection personnel
• Project Philosophy: Incorporate innovative design methodologies to create a border crossing that meets the functional requirements of the inspection agencies, is architecturally significant and technologically advanced, and enhances the surrounding community
• Major Client: Department of Homeland Security, Customs & Border Protection (CBP)
San Ysidro – Site Schemes

Option 1: Island Scheme
**Option 2: East Bump Scheme**

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**Option 3: Double Bump Scheme**

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**Proposed Implementation**

- Project cost is over $500 million
- Phased implementation is required to enable project funding through the Federal Buildings Fund
  - Phase 1: Northbound Capacity – Increase throughput and reduce wait times
  - Phase 2: Northbound Buildings – Improve CBP facilities
  - Phase 3: Southbound Facility – Connect southbound roadway to Mexico’s El Chaparral facility

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**Proposed Phasing (Option 3)**
San Ysidro Port of Entry Expansion
Proposed Schedule

Environmental Studies
March 2003 – March 2008

Site Planning & Acquisition
October 2004 – March 2009

Construction (Three Phases)
June 2009 – March 2014

(All dates contingent upon approval of project funding)

Next Steps

Expansion project:
• Complete development of phasing and funding cycles
• Continue with master planning
• Engage support of outside stakeholders
• Community approval of project
• Mexico commitment

Near-term Port projects:
• Relocate CBP employee parking
• Continue work on stacked booth prototype
• Egress lane expansion
San Ysidro Port of Entry
Reconfiguration and Expansion Project
Good Neighbor Environmental Board
Tenth Report to the President
and
Congress of the United States

*Environmental Protection*
and *Border Security*
on the *U.S.-Mexico Border*

Presentation to Borders Committee,
San Diego Association of Governments
April 27, 2007

What is the Good Neighbor Environmental Board?

- Independent advisory group, managed by EPA
- Advises President and Congress about environmental quality along U.S. border with Mexico
- 25 member organizations, 3 meetings/year
- Conveys advice via annual reports and comment letters
- California members: **Patti Krebs**, IEA; **Rosario Marin**, Secretary of CA State Consumer Services Agency; **Mike Dorsey**, San Diego County Dept. of Environmental Health; **Paul Ganster**, SDSU
10th Report

- Context
- Rural areas and urban areas
  - Challenges
  - Next steps
  - Successful projects and partnerships
1. Context and Backdrop

- Events of 9/11/2001 had major ramifications for security, environment
- Security concerns are now front and center for many federal agencies
  - New institutions, added responsibilities for existing institutions
  - Major impacts on environmental protection and land management agencies and activities

Context and Backdrop (continued)

- Changes in environmental review process (Real I.D. Act, 2005), increased deployment of National Guard
- Unintended environmental consequences
- Overall challenge: how to balance border security activities and environmental quality
2. Undocumented Human Crossings in Rural Stretches

- 1990s saw increased undocumented migration and increased enforcement
- Mixed environmental results:
  - Negative results: trash from crossers, vehicle tire ruts, erosion from security work and undocumented crossers
  - Positive results: new barriers provided more protection for some sensitive ecosystems
Undocumented Human Crossings
(continued)

• **Challenge 1:** Roads and trails destroy habitat and cause erosion

• **Next Steps:**
  – Mix technology and infrastructure to reduce enforcement footprint
  – DHS needs to identify and protect sensitive areas
  – Improve interagency communication
  – Create federal office with expertise on security impacts on environment

Undocumented Human Crossings
(continued)

• **Challenge 2:** Undocumented migrants and smugglers leave trash and solid waste

• **Next steps:**
  – Provide federal government support to tribes, private landowners, rural communities, land management agencies for mitigation
Undocumented Human Crossings
(continued)

• **Challenge 3**: Impenetrable fences may pose problems for wildlife and sensitive areas

• **Next Steps**:
  – Convene national conference on fencing/barrier technology
  – Fully use existing expertise to review border security infrastructure construction for potential environmental impacts
Undocumented Human Crossings
(continued)

• **Challenge 4**: Limited opportunities for collaboration across security and land management agencies

• **Next Steps**:
  – Establish interagency task force to develop strategies
  – Place federal liaison personnel in border states to strengthen cross-agency cooperation

Undocumented Human Crossings
(continued)

• **Successful Projects and Partnerships**
  – U.S./Mexico Critical Infrastructure Protection (CIP) Framework
  – USDA Douglas-Agua Prieta stormwater partnership
  – Colorado River invasive salt cedar removal project
  – Tohono O’odham Nation partnership with DHS
3. Hazardous Materials Shipments Through Urban Crossings

- Flow of hazardous materials (hazmat) through ports of entry is necessary for trade and prosperity
- Tracking of hazmat in border region and across ports of entry is inadequate
- Hazmat presents security and environmental risks
- Emergency response at and near border often is insufficient
Hazardous Materials Crossings

(continued)

- **Challenge 1**: Limited training for hazmat inspection & ports of entry work, combined with lack of tracking and chemical storage data

- **Next Steps**:
  - Increase hazmat inspectors at urban crossings
  - Provide U.S. federal support for Mexican hazmat responders
  - Extend best practices border wide
  - Implement technology and systems

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Hazardous Materials Crossings

(continued)

- **Challenge 2**: Emergency responders and their equipment lack ability to easily cross border

- **Next Steps**:
  - Resolve liability issues for cross-border emergency responders
  - Coordinate U.S. and Mexican federal customs to facilitate flow of emergency equipment
• **Challenge 3**: Technology, equipment, and personnel for emergency response often inadequate

• **Next Step:**
  – Provide training, equipment, and personnel support on both sides of the border

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• **Challenge 4**: Overarching strategic plan needed to coordinate security and environment personnel at urban crossings

• **Next Steps:**
  – Strengthen communication and collaboration
  – Consider specific border settings when planning emergency response scenarios
  – Support cross-border cooperation
Hazardous Materials Crossings
(continued)

- **Challenge 5**: Tribal funding for emergency response and hazmat data is insufficient

- **Next Steps**
  - Earmarked federal funding specifically for border tribes
  - Increase border tribal participation in emergency response exercises

Hazardous Materials Crossings
(continued)

- **Successful Projects and Partnerships**
  - Border 2012 emergency response plans
  - **Baja California Emergency Management Institute**
  - Arizona/Mexico Emergency Management Committee
11th Report of GNEB

• Natural hazards in the border region
  – Flooding, hurricanes, storm events
  – Earthquakes
  – Wildfires
• Impacts on human populations and natural systems
• Preparedness, response, recovery

For More Information
http://www.epa.gov/ocem/gneb/

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For thousands of years the **native people** of Baja California, have been living in a sustainable way.
Through generations the *kumiai, paipai, kiliwa* and *cucapah* have developed a dynamic interaction with the environment.

Fotografía de Inventario de pequeños humedales de Baja California, www.proesteros.cicese.mx

- Dramatic changes in that relationship in recent years.
- Causing many members of the tribes to migrate to cities in Baja California as well in California
- Consequence: loss of their culture and traditional way of life
Most of the indigenous communities have significant natural and cultural resources that could be used in a sustainable way and become a source of income.
Alliance for sustainable development in the indigenous communities of Baja California (ADESU) is a project that unites indigenous communities, private and public sector organizations of Mexico and the US, and individuals to work for cultural and natural heritage conservation through sustainable development in Baja California's native lands.

Current participants include:

- Kumiai indigenous communities:
  - San Antonio Necua and San José de la Zorra
- Native Artisans of Baja California (Cucapah, Kumiai, Kiliwa and Paipai)
- Terra Peninsular,
- The Native Cultures Institute of Baja California (CUNA)
- Interamerican Foundation
- Volunteers from Mexico and the US
Training for Artisans
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For more information:

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