BORDERS COMMITTEE AGENDA

Friday, October 24, 2008
12:30 to 2:30 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

- SAN DIEGO-IMPERIAL COUNTY I-8 CORRIDOR STRATEGIC PLAN
- WORK ELEMENTS AND CALENDAR OF MEETINGS FOR FISCAL YEAR 2009
- RECOMMENDATIONS FROM THE 2008 BINATIONAL SEMINAR

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MISSION STATEMENT

The Borders Committee provides oversight for planning activities that impact the borders of the San Diego region (Orange, Riverside and Imperial Counties, and the Republic of Mexico) 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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<td>APPROVAL OF THE JULY 25, 2008, MEETING MINUTES</td>
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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 ITEMS (#3 through #4)**

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<td>REPORT ON THE TRIPLE BORDER FENCE (Ron Saenz, SANDAG)</td>
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Based on comments made on the triple border fence during the public comment period at the July 25, 2008, meeting, the Committee directed staff to research this topic and return to the Committee with information regarding this project.

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<td>+4.</td>
<td>INFORMATION</td>
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<td>UPDATE ON TRANSPORTATION BORDER CONGESTION RELIEF PROGRAM (Mark Baza, Caltrans and Christina Casgar, SANDAG)</td>
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As reported at the July Borders Committee meeting, in June 2008, Caltrans, District 11, submitted applications for four border projects in San Diego and Imperial Counties as candidates for the Transportation Border Congestion Relief Program (TBCR) sponsored by the U.S. Department of Transportation (DOT). The attached report describes the outcome of the project selection process.
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<td>SAN DIEGO-IMPERIAL COUNTY INTERSTATE 8 (I-8) CORRIDOR STRATEGIC PLAN JOINT POLICY ADVISORY GROUP CHARTER AMENDMENT (Chair Patricia McCoy)</td>
<td>DISCUSSION/APPROVE</td>
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The Borders Committee is asked to authorize the San Diego-Imperial County I-8 Corridor Strategic Plan Joint Policy Advisory Group to appoint the Southern California Tribal Chairmen’s Association (SCTCA) designated representative to participate as a non-voting member of this Advisory Group. This Group was formed to review and provide policy input on the development of the I-8 Corridor Strategic Plan.

| +6.    | UPDATE ON SAN DIEGO-IMPERIAL COUNTY INTERSTATE 8 (I-8) CORRIDOR STRATEGIC PLAN (Rosa Lopez, IVAG and Warren Whiteaker, PMC) | DISCUSSION |

The Imperial Valley Association of Governments (IVAG), in partnership with Caltrans, District 11, and SANDAG, has been working on developing the I-8 Corridor Strategic Plan. A progress report on advances made on this study will be provided in preparation for the October 31, 2008, Joint Policy Advisory Working Group meeting.

| +7.    | BORDERS COMMITTEE WORK ELEMENTS AND CALENDAR OF MEETINGS FOR FISCAL YEAR 2009 (Hector Vanegas, SANDAG) | DISCUSSION |

This report outlines the work elements and tasks included in the FY 2009 Overall Work Program that are related to the responsibilities of the Borders Committee, as well as a draft calendar of meetings for the rest of this fiscal year.
ITEM #  RECOMMENDATION

+8. RECOMMENDATIONS FROM THE 2008 BINATIONAL SEMINAR "SMART GROWTH AND SUSTAINABILITY ON THE BORDER: OPPORTUNITIES FOR COLLABORATION AMONG STRATEGIC PARTNERS"
(Deputy Mayor Crystal Crawford, City of Del Mar; Angelika Villagrana, San Diego Regional Chamber of Commerce; and Hector Vanegas, SANDAG)

Since 1997, SANDAG has organized an annual event to address binational topics. This year the event focused on Smart Growth and Sustainability on the border. This report will present highlights and recommendations from the 2008 binational seminar. The Committee on Binational Regional Opportunities (COBRO) recommends that the Borders Committee accept these recommendations and forward them to the Board of Directors.

9. UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for Friday, November 21, 2008, at 12:30 p.m.

10. ADJOURNMENT

+ next to an item indicates an attachment
BORDERS COMMITTEE DISCUSSION AND ACTIONS
MEETING OF JULY 25, 2008

The meeting of the Borders Committee was called to order by Chair Patricia McCoy (South County) at 12:39 p.m. See the attached attendance sheet for Borders Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Deputy Mayor Crystal Crawford (North County Coastal) and a second by Mayor Jim Desmond (North County Inland), the Borders Committee unanimously approved the minutes from the June 13, 2008, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Pedro Rios, Director of the U.S./Mexico Border Program of the American Friends Service Committee, expressed concern over Blackwater’s training facility in Otay Mesa and the possibility that it might benefit from prospective government contracts to train or become private border security guards and develop its perspective networks with Latin American countries. He urged the Borders Committee to further investigate this matter and make it part of the agenda to ensure San Diego communities remain informed. He was also dismayed and outraged over construction of the 3.5 mile triple fence along the border and its effects on sensitive habitat and social impacts to Mexican communities. He urged the Borders Committee to do everything in its power to call for a halt to any further fencing along the border.

Enrique Morones, San Diego resident representing the Anti-Triple Fence Coalition, stated that there have been at least two to three deaths per day since construction began on the border fence. Construction of the triple fence is an affront to the principles of democratic governance. The Department of Homeland Security has waived laws to expedite construction, condemned over 150 acres of land without adequate compensation of the county and state, and avoided consultation that would be expected for any construction project of this magnitude. Construction costs of over $70 million make this one of the largest public works projects in recent San Diego County history. He informed over half a billion dollars has been invested in preserving the Tijuana Estuary and expressed concern about the current project’s impact on the estuary since there is no process for review of design plans.
Rosemary Johnston, San Diego resident representing the Anti-Triple Fence Coalition, stated local elected officials in Texas are uniting in opposition to Department of Homeland Security (DHS) border fence construction. They are challenging DHS compensation for condemned land; demanding that DHS officials consult with local agencies to address the long-term environmental consequences; answer questions about who will be responsible for the long-term costs related to massive construction and destruction; and, demanding that when contracts are offered, local businesses receive priority consideration.

Dan Watman, San Diego resident representing the Anti-Triple Fence Coalition, said San Diegans deserve a similar response from their elected officials like those in Texas. The federal government is pursuing massive public works projects that are dramatically altering the San Diego/Tijuana border and saddling San Diegans with an eyesore and environmental menace that San Diego government officials will have to contend with for decades to come. He implored the Borders Committee to appoint an emergency taskforce to investigate the conduct of DHS regarding the pursuit of rapid border fence construction. He urged the taskforce be comprised of local, environmental, and human rights leaders familiar with the border area. He then passed out information to everyone regarding the half billion dollars spent over the last 25 years to preserve the Estuary entitled “Total Tijuana River Valley Area Expenditures”.

Chair McCoy referred the requests to staff as per the policies of the Borders Committee and its purview. She expressed her desire for input at the next meeting.

Chair McCoy also informed on the passing of Tribal Chairman Bill Mesa of the Jamul Indian Village and expressed the Committee’s condolences to his family, the Jamul Indian Village, and the Tribal Community.

Chair McCoy commended Borders staff on their efforts that led to the 2008 ULI San Diego/Tijuana Smart Growth Award Blue Print for Excellence for Otay Binational Corridor Strategic Plan; Federal Highway Administration/Federal Transit Administration 2008 Transportation Planning Excellence Award for Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan; and, WTS 2008 Transportation Innovation Award for Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan.

**CHAIR’S REPORT (#3)**

3. **UPCOMING INTERSTATE 15 (I-15) INTERREGIONAL PARTNERSHIPS (IRP) JOINT POLICY MEETING (INFORMATION)**

Chair McCoy announced the I-15 IRP Joint Policy meeting will be held September 17, 2008, at the Escondido Chamber of Commerce. The purpose of the I-15 IRP is to foster collaborative strategies in transportation, economic development, and housing that will improve the quality of life for residents in both counties by reducing the impacts from interregional commuting. The results of the commuter survey conducted by West Riverside COG will be presented at the meeting.

**Action:** This item was presented for information only.
REPORT ITEMS (#4 through #8)

4. SOUTH ORANGE COUNTY MAJOR INVESTMENT STUDY UPDATE (DISCUSSION)

Mayor Dave Drucker (City of Del Mar), serving as the SANDAG representative to the South Orange County Major Investment Study, introduced Councilmember Diane Harkey from the City of Dana Point and Orange County Transit Authority (OCTA) staff member Charles Larwood.

Mr. Larwood, Project Manager for the South Orange County Major Investment Study, explained the study’s purpose is to determine the strategies necessary to meet South Orange County’s transportation needs in 2030. The study is comprised of three phases and guided by three committees, the Policy Advisory Committee, Technical Advisory Committee, and Stakeholders Working Group. Continuation of the study was recommended in order to explore alternative strategies which include constructing new arterial roadways; extending existing carpool lanes; reducing tolls by half in order to get additional traffic off the congested freeways; adding truck climbing lanes; adding capacity in existing medians of the toll ways; widening existing arterials; enhancing the bus transit fixed-route system; developing community-based shuttles; and, double tracking the LOSSAN Corridor, south of Laguna Niguel. The Technical Advisory Committee recommendation was accepted by the Policy Advisory Committee and is expected to progress through the OCTA committee system for a final decision by the Board. In regards to the Orange County/San Diego border, their strategy includes extending the carpool lane from Dana Point to the border and the completion of the Foothill-South toll road.

Councilmember Phil Monroe (South County) commented on the opposition regarding the Foothill-South toll road and inquired about the recent progress being made.

Mr. Larwood said he was unsure of the opposition, as the Board supports it very strongly. They were asked to look at a “with” and “without” situation and let the transportation corridor agencies complete their process.

Councilmember Monroe asked for the cost of what was presented.

Mr. Larwood replied the entire strategy would cost approximately $12 billion. The rail corridor improvements would cost approximately $2 billion, and the freeway and arterial improvements would be supported by the Measure M Tax Initiative.

Councilmember Monroe remarked he was surprised at how low the price was.

Mayor Drucker commented the Policy Advisory Committee is an important link and very supportive of the Foothill-South toll.

Deputy Mayor Crawford asked where Rancho Mission Viejo was located.

Mr. Larwood responded it will be located in the undeveloped area east of Dana Point.

Deputy Mayor Crawford asked if the Donna O’Neil Preserve was located in that area.
Mr. Larwood indicated parts of the preserve were in the general area.

Deputy Mayor Crawford stated she assumed Rancho Mission Viejo would be located outside the preserve as parts of the region are not subject to habitat preservation.

Mr. Larwood clarified Rancho Mission Viejo was originally owned by the O’Neil family and there are several large pieces of habitat conservation area with many environmental concerns.

Deputy Mayor Crawford asked where the proposed rail tunnel would be located.

Mr. Larwood said the tunnel would start just north of San Onofre Creek, pass under the freeway, and emerge at Avenida Pico and San Clemente where the future relocation of the train station is anticipated along with two possible alignments in San Juan Capistrano.

Deputy Mayor Crawford asked if the intent was to move it out to the freeway in order to avoid the coastal areas.

Mr. Larwood stated she was correct.

Deputy Mayor Crawford inquired how this major investment study feeds into their future planning and if they are already using this information in their Regional Transportation Plan updates.

Mr. Larwood informed they are currently using the study when determining whether projects or elements should be classified as “constrained” or “unconstrained” and will continue to use it and update it as it moves through the Long Range Transportation Plan, Regional Transportation Plan, and STIP process.

Mayor Desmond questioned the reasoning behind lowering the tolls.

Mr. Larwood stated as part of the study, stakeholders suggested buying out the toll road; however, upon further review it was found that it would be too costly. They then explored lowering the toll, as the system performs well and to keep the TCA whole. In order to move traffic off the freeways and provide additional capacity on the toll roads, four-lane facilities throughout the Foothill, Eastern, and San Joaquin toll roads are currently planned.

Mayor Desmond asked if the additional volume would supposedly pay for it.

Mr. Larwood replied it is balanced out; they recently performed some preliminary toll revenue analysis to see if it makes sense before moving further. Right now, however, it performed very well.

Chair McCoy asked when the Department of Commerce is going to hold its “cancelled” hearing.
Mr. Larwood responded he had not heard anything new. Apparently they’ve kept the comment period open and he would pass any information along as soon he hears something.

Action: This item was presented for discussion only.

5. REPORT ON INTERSTATE 8 (I-8) INTERREGIONAL PARTNERSHIP (IRP) WITH IMPERIAL COUNTY (DISCUSSION)

Rosa Lopez, representing the Imperial Valley Association of Governments (IVAG), informed the study will evaluate the interregional traffic on I-8 between San Diego and Imperial Counties and address the transportation, economic, environmental, and quality of life needs of both regions. She introduced Warren Whittaker from PMC to update the Committee on the project.

Mr. Whittaker explained the study will look at transportation-related issues which are key producers or attractors for trips, along with the jobs/housing balance, and minimizing and balancing the impacts on environment. He reviewed the five draft goals and associated objectives related to the San Diego-Imperial County I-8 Corridor Strategic Plan. He also informed that initial findings from the Interregional Public Survey will be presented in October. Finally, he reported some preliminary findings included in the working draft of the Existing Conditions of the San Diego-Imperial County I-8 Corridor Strategic Plan.

Chairman Chris Devers of the Southern California Tribal Chairmen’s Association (Pauma) asked which tribal gaming facilities included in the study.

Mr. Whittaker responded the information was taken from the 2007 RTP and SCAG document which identified the facilities along the corridor, and is listed in the “Existing Conditions” packet in Table 12.

Chairman Devers asked how many casinos were included.

Mr. Whittaker said he thought it was about six.

Deputy Mayor Crawford stated the information was in Table 9.

Councilmember Ed Gallo (North County Inland) asked about the dramatic decrease in employment.

Supervisor Victor Carrillo (Imperial County) explained there has been a change over the last eight years in farming practices and operations. Many Imperial Valley farming operations moved to Arizona and Mexico due to California’s EPA requirements. Products in the field which were labor intensive have changed to less labor intensive, and the average age of a farm worker is now 55 years of age with others being encouraged to go into other professions. Also, there has always been a 14 – 16 percent unemployment rate due to the seasonal work.
Councilmember Gallo commented on the I-15 IRP housing and work balance issue and remarked that it looks like there is plenty of time to balance the issue and make it work for both counties.

Supervisor Carrillo stated housing is available, and at one time it was thought that affordable housing in Imperial County would attract more San Diegans. However, the housing slump and foreclosures have affected housing permits and meetings have been held at the federal, county, and city levels to develop a strategy to address the problem.

Councilmember Gallo remarked it doesn’t sound as if it will be an issue in the future.

Councilmember Monroe asked to recognize District 11 Director Pedro Orso-Delgado (Caltrans) for his vision and the positive results from the I-15 Corridor Study.

Deputy Mayor Crawford commented she was looking forward to the next stage of this study as it provides the possibility to be in front of the issues and develop ways in which San Diego County and Imperial County can collaborate on other opportunities such as the Imperial County Airport and the Silicon Border Manufacturing Complex in Mexicali. She asked for an update on the project in Mexicali.

Supervisor Carrillo informed that the project is ongoing, with operations to begin in Mexico between 2012 and 2014. Challenges include coordinated planning between Caltrans, SANDAG, IVAG, and the U.S. General Services Administration (GSA). Due to the location of the Silicon Border and the high priority given to the San Diego ports of entry, a port of entry for the area is expected 10 – 15 years from now.

Mr. Orso-Delgado said Supervisor Carrillo was correct.

Deputy Mayor Crawford asked if the information derived from the study will be helpful to SANDAG and IVAG in planning the upgrades to the ports of entry.

Keith Lew, Project Executive, GSA, responded absolutely.

Supervisor Carrillo commented unless the Silicon Border project is going to leapfrog and bump the existing Calexico port of entry project further down on the radar screen.

Mr. Orso-Delgado informed that the Silicon Border project was once ranked high; however, its importance has dwindled on the U.S. side of the border. Instead, there is a lot of interest in the expansion of Calexico East. Information from this study will be used in the Border Master Plan also in order to rank different projects.

Executive Director Gary Gallegos (SANDAG) said a way to work your way up on a priority list is not by asking for money; but, instead asking permission to demonstrate how the projects can pay for themselves as in the case of tolling SR 11 and the new border crossing.

Supervisor Carrillo added it’s just a matter of incorporating tolling into the American culture. The public/private partnership philosophy is already prevailing in Mexico with their toll roads as long as they provide access to an alternative free road for the destination.
Deputy Mayor Crawford commented on the benefits the document would provide to future planning.

Mr. Gallegos remarked in regards to the Border Master Plan which SANDAG, Caltrans, and Imperial County are collaborating on, the key was to develop objective criteria with measurable performance in order to pass the logics test in terms of where the real priorities should be. This is also the reason why projects are so well received and do well; because they are good solid projects that are ready and have all the necessary components.

Supervisor Carrillo reported the model used for SANDAG that segued into the IVAG study has been highly touted, respected, utilized, and shared among counties in Texas, New Mexico, and Arizona. It has also been recognized by Customs and Border Protection and the GSA in Washington D.C.

Chair McCoy informed an alternate for the I-8 Corridor Strategic Plan Joint Policy Advisory Group was needed and asked if there were any volunteers.

Supervisor Carrillo inquired about the meetings.

Mr. Whittaker said there would be a minimum of three meetings; August 1, October 24, and, then one in January.

Supervisor Carrillo volunteered to act as alternate.

Action: This item was presented for discussion only.

6. UPDATE ON THE SAN YSIDRO PORT OF ENTRY (POE) RECONFIGURATION AND EXPANSION PROJECT (DISCUSSION)

Keith Lew, Project Executive, GSA informed the overall funding strategy has been approved by Congress and provided further details regarding the three phases of the San Ysidro Land Port of Entry project. The issuance of the Record of Decision is anticipated in fall 2009 for Phase I, which consists mainly of northbound throughput traffic lanes and circulation. Phase II, the construction of the Customs and Border Protection (CBP) administration buildings, has been targeted for FY 2011. Finally, Phase III, targeted for FY 2012, involves the construction of southbound lanes to align with the new connection in Mexico at El Chaparral and allows for expansion of additional northbound inspection lanes should it be necessary. Mr. Lew then introduced the design architect and main facilitator in the planning of the project, Mallory Cousenberry, from RossDrulisCusenbery Architecture Inc. (RDC).

Mr. Cousenberry reported the Master Plan went through an extended comment period and comments received have been addressed in the Revised Master Plan. Some of the main points were: adjusting the southbound outbound lanes to maximize commercial land retention; relocating the central plant; and, including the possibility of northbound and southbound pedestrians on the east side of the port. They are presently studying the development of a community connector which connects the east with the west side of the community on the north side of the site, near Camino de la Plaza; the walking distance
within the available range of locations for the pedestrian bridge; developing a strategy not to preclude expansion of northbound lanes in the future; and, drawing a clear line distinguishing the elements that are within the Port project and what is not.

Councilmember Ben Hueso (City of San Diego) requested clarification regarding pedestrian right-of-ways, walkways, and distances. Also, he asked for additional information on the eastern portion of the Port, and their plan to accommodate taxis, jitneys, and the Greyhound bus station.

Mr. Cousenberry informed their goal was to consolidate the port, yet provide a pedestrian path in such a way that it could be deemed as part of the community as much as it is part of the port. The new pedestrian walkway provides a smoother travel because it is a straight walk which passes above the freeway. The community components include relocated parking, potential commercial areas, and intermodal stations.

He also identified elements which are part of the master planning vision for the site and distinguished between elements which are actually being funded by the port project versus those that would need to be funded by or picked up through other means.

Mr. Gallegos asked if the community portion of the plan was part of the port project.

Mr. Cousenberry said it is part of the Port Master Plan, but not currently funded under the Port.

Hector Vanegas, Borders Committee Coordinator, stated there are issues remaining related to improving conditions for pedestrians and public transportation users in the area. The location and design of the new pedestrian bridge will worsen the current conditions for pedestrians making their travel longer and forcing pedestrians to cross very busy intersections. The Instituto de Administración y Avalúos de Bienes Nacionales (INDAABIN), Mexico’s counterpart agency to U.S. GSA, stated the option for a southbound pedestrian access on the eastern portion of the port does not look very positive to Mexico, due to the many constraints in the area. Improvements to the port of entry will affect the operation of the multimodal station and other public transportation providers such as long-haul carriers, jitney, taxis, etc. The loss of Camiones Way represents the loss of a very valuable area used by transit, private vehicles, and pedestrians entering Mexico. It has been requested that GSA continue addressing these issues now that GSA is proceeding into the design phase. SANDAG, the City of San Diego, County of San Diego, Caltrans, and Metropolitan Transit System (MTS) have sent a letter to Congressman Bob Filner, seeking his support in allowing improvements to the project proposed by GSA in the adjacent area.

Chair McCoy introduced Humberto Peraza, District Chief of Staff for Representative Filner, and Mike Daney and Sharon Cooney from MTS.

Councilmember Hueso asked if there was still a chance some of the issues can still be addressed?
Mr. Cousenberry replied they know these are critical issues. He pointed out that as a Master Plan, these are very broad sketches of general locations where project elements will be located. There is a lot of detail that gets added in as they proceed with design, which at that point, they will look deeper into transit opportunities.

Councilmember Hueso asked if they had met with local MTS staff to talk about transportation issues.

Mr. Cousenberry replied they had conversations with MTS, but have not begun working sessions.

Councilmember Hueso asked if they would be able to accommodate any of their concerns which need to be addressed.

Mr. Cousenberry stated they will do their best.

Councilmember Hueso asked if they had spoken with Greyhound regarding the possibilities of relocation or impacts to their facility.

Mr. Cousenberry said a Sites Coordinator has been in contact with Greyhound. The property where Greyhound is located is not owned by Greyhound. They do, however, understand what the needs are. The conversation has not gone further than that.

Councilmember Hueso asked if there will be an opportunity to relocate Greyhound to a suitable location so there is access to busing.

Mr. Cousenberry responded they are going to do their best to accommodate Greyhound and all the other displaced agencies within the limits of their authorization. The extent of their authorization provides for compensation to the property owners for fair market value and relocation costs.

Councilmember Hueso commented this is still a work in progress.

Mr. Cousenberry replied he was correct.

Councilmember Hueso said he wanted to encourage the flyover deck on the bridge as it would bring the project and neighboring community together.

Mr. Cousenberry said as a follow-up, the thought to the extent that elements identified as valuable but that fall outside the scope of our directive are key approaches to not preclude them from happening or at a master planning stage to identify places where they could effectively happen though we may not actually be positioning them for this as part of the project. For instance, for Greyhound to identify that there are a number of suitable locations for a relocated facility that would in some ways potentially accommodate the needs even better than they may currently with better access and visibility and then that’s the purpose of our Master Plan is to show where those could happen.

Councilmember Monroe asked for more detail regarding their discussions with MTS.
Mr. Cousenberry stated they have had contact with MTS over the last four years in general; however, more detailed discussions with MTS regarding plans for the east side of the port have been conducted within the last month and a half.

Councilmember Monroe commented he was impressed with the treatment for the pedestrians and asked if they have had contact with Mexico and whether Mr. Vanegas’ statement was a surprise.

Mr. Cousenberry responded it’s an ongoing work in progress with a lot of dialogue separate from their direct work. Their approach is to proceed with the assumptions on the U.S. side.

Councilmember Monroe expressed concern about the unresolved issues and asked what the process was to reengage should certain portions of the project go off track.

Mr. Cousenberry responded what Mr. Vanegas said was not a surprise. He advised representatives from Mayor Sander’s Office of the dilemma at the Community Representative Committee meeting and they have agreed to bring this to his attention, and to the attention of the Mayor of Tijuana.

Councilmember Monroe asked if the new Trolley station and bus and taxi area near the station will be preserved.

Mr. Cousenberry reported currently the bulk of taxis are actually on Camino de la Plaza. In the creation of changing this right-of-way, as part of the study for southbound pedestrian movement, they are considering a possibility to allow for an extension of the trolley line which means that an additional car could fit because right now the constraint for the number of cars that run is the end of the line.

Councilmember Monroe asked if the bus circle will remain.

Mr. Cousenberry said yes, they are reviewing strategies which give a lot of breathing room between the building and the turnaround so there are adequate widths for the numbers of people that come through.

Councilmember Monroe remarked his concerns were lessened.

Bob Leiter, Director of Land Use and Transportation Planning (SANDAG), stated, in regards to the length of the pedestrian bridge, a good analogy would be this facility has the characteristics of a major international airport in terms of the volume of activity and large amount of pedestrian movement. Airports have moving sidewalks or peoplemovers to address these kinds of distances and this of volume of activity in order to make the pedestrian movements viable and promote a greater use of public transit across the border. He asked if they had explored the feasibility of either moving sidewalks or peoplemovers for this pedestrian bridge.
Mr. Cousenberry said they had not included peoplemovers in the current design based on the available funding. What they have tried to do is to maximize the passive approach by having the ramp’s slopes minimal, as opposed to relying on stairs. There is also the issue of maintenance that would be required to implement peoplemovers. But at the same time, in the current layouts, they are not precluded, so if there was a need to go in that direction, it wouldn’t change the way anything is configured; it would just need to be added to the layout.

Consul Lydia Antonio (Republic of Mexico) informed Mexican authorities are analyzing the proposal regarding east/southbound pedestrian passage into Mexico. It needs to go through a series of analyses of economic, environmental, and social impacts and it is anticipated that a response will be given by the end of this year. She informed on the counter proposal presented at the Border Liaison Mechanism meeting of a light train carrying pedestrians from Tijuana into the U.S. They are reviewing all the options at this time.

Mr. Orsó-Delgado clarified that the U.S. government issued a Diplomatic Note to the Mexican government, acting as an official communiqué which binds both countries.

Mr. Gallegos said he wanted to encourage them to build in some of the mitigations so that it becomes an asset to the community versus another negative impact to the community.

Chair McCoy commented the practicality of what happens to simple human beings trying to get back and forth is the crux of what really needs to be addressed.

Jason Wells, San Ysidro Smart Border Coalition, conveyed that the community has been speaking with the municipality of Tijuana and the State of Baja California, both of whom have expressed support for a pedestrian southbound crossing on the east side. They are in the process of developing a conceptual idea that would take the southbound pedestrians adjacent to the current northbound crossing. This would minimize site acquisition on both sides of the border and give the opportunity to tie the crossing into existing pedestrian bridges that lead to Mexico’s transportation system. He was hopeful that the mayors of Tijuana and San Diego would officially support the southbound crossing, thus helping the diplomatic process.

Vice Chair Cox remarked on the long distance pedestrians are expected to walk and stated provisions are needed to accommodate the public, particularly those with disabilities.

Chair McCoy suggested reiterating the concerns by updating and resending the letter.

Mr. Gallegos said it will be done.

**Action:** This item was presented for discussion only.
7. TRANSPORTATION BORDER CONGESTION RELIEF PROGRAM (INFORMATION)

Mr. Orso-Delgado informed that the federal government’s program to help international border states implement innovative solutions to reduce border traffic, travel delays, and facilitate trade goods. Working in conjunction with SANDAG and IVAG, four projects, the Otay Mesa East Port of Entry, San Ysidro Port of Entry, Calexico East Port of Entry, and the interchange between SR 905 and SR 125 were submitted to the Department of Transportation for consideration.

Chair McCoy requested an update on the progress of the San Ysidro Port of Entry application.

Mr. Orso-Delgado replied that he would provide one in the future.

Action: This item was presented for information only.

8. UPDATE ON THE FEDERAL TRANSIT ADMINISTRATION (FTA) TRIBAL TRANSIT GRANT (INFORMATION)

Boxie Phoenix (Barona), Co-Chair of the Tribal Transportation Working Group, reported that the Working Group developed recommendations on how to improve existing routes in the north and east counties and directed the Reservation Transportation Authority (RTA) to apply to a new transit grants program. The FTA Tribal Transit Grant Program awarded a grant in the amount of $425,000, and the SCTCA Board recommended grant monies focus on activities dealing with the creating an express portion to the NCTD 388, connecting Pala to the Escondido transit center via I-15. Mr. Phoenix expressed his desire to meet with the North County Transit Board to discuss the possibility of the tribal express route and informed that the SCTCA directed the RTA to apply for a second year of funding.

Chair McCoy commented on the great interest in this project and positive outcome of the collaborative efforts. She said Mr. Gallo was interested in some collaborative effort and she also would be glad to facilitate.

Councilmember Monroe asked if the grant monies received would cover route expenses.

Jane Clough-Riquelme, Tribal Liaison (SANDAG), stated there will be money left over that will enable them to proceed with other items requested.

Councilmember Monroe asked for further confirmation that the funds would be sufficient for the express route.

Ms. Clough-Riquelme informed they have been meeting with MTS and North County Transit District (NCTD) staff to update the figures as the original proposal was submitted a year ago by the RTA.

Mr. Gallegos added it is important to meet with NCTD as the details need to be totally understood.
Chair McCoy asked if there was anything else that could be done to facilitate this.

Ms. Clough-Riquelme responded the RTA will meet with NCTD to continue negotiating a viable proposal.

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

Chair McCoy reminded Committee members that last February there was a presentation from the Orange County Water District regarding the groundwater replenishment system. Mike Markus, General Manager, and Steve Sheldon, District President, invited the Committee to tour the facility. Staff indicated the tour would take two to three hours, and travel would take four hours. She said staff has offered to coordinate the trip; however, due to the Brown Act, it is not possible to have a quorum. She asked for those interested to raise their hands. The individuals interested in taking the tour were: Chair McCoy, Vice Chair Cox, Consul Antonio, Deputy Mayor Crawford, and Mayor Desmond. Staff will contact those which expressed an interest in order to identify a tour date.

She also announced that even though there is a date for the September meeting, it may be cancelled. Staff will keep the Committee apprised.

9. **UPCOMING MEETINGS**

   The next meeting of the Borders Committee is scheduled for Friday, September 26, 2008, at 12:30 p.m.

10. **ADJOURNMENT**

    Chair McCoy adjourned the meeting at 2:48 p.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### BORDERS COMMITTEE MEETING
### JULY 25, 2008
### 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>
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<tr>
<td>South County</td>
<td>City of Imperial Beach</td>
<td>Patricia McCoy</td>
<td>Member</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>(Chair)</td>
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<tr>
<td></td>
<td>City of Coronado</td>
<td>Phil Monroe</td>
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<tr>
<td>Imperial County</td>
<td>County of Imperial</td>
<td>Victor Carrillo</td>
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<tr>
<td></td>
<td>City of Calexico</td>
<td>David Ouzan</td>
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<tr>
<td>North County Coastal</td>
<td>City of Del Mar</td>
<td>Crystal Crawford</td>
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<td>North County Inland</td>
<td>City of San Marcos</td>
<td>Jim Desmond</td>
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<td></td>
<td>City of Escondido</td>
<td>Ed Gallo</td>
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<td>East County</td>
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<td>John Minto</td>
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<td>City of La Mesa</td>
<td>David Allan</td>
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<td>City of San Diego</td>
<td>----</td>
<td>Ben Hueso</td>
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<td></td>
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<td>Tony Young</td>
<td>2nd Alternate</td>
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<tr>
<td>County of San Diego</td>
<td>----</td>
<td>Greg Cox (Vice Chair)</td>
<td>Member</td>
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<tr>
<td></td>
<td>----</td>
<td>Pam Slater-Price</td>
<td>Alternate</td>
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### ADVISORY/ LIAISON MEMBERS

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<td>----</td>
<td>Dr. Paul Ganster</td>
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<td>Tony Young</td>
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<tr>
<td>----</td>
<td>Greg Cox (Vice Chair)</td>
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<td>✓</td>
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<td>----</td>
<td>Pam Slater-Price</td>
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<tr>
<td>----</td>
<td>Cindy Gomppers-Graves</td>
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<tr>
<td>----</td>
<td>Angelika Villagran</td>
<td>Alternate</td>
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<td>Organization</td>
<td>Position</td>
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<tr>
<td>County of Riverside</td>
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<td>Thomas Buckley</td>
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<td>Member</td>
<td>Remedios Gomez-Arna</td>
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<td>Deputy Consul General of Mexico</td>
<td>Alternate</td>
<td>Ricardo Pineda</td>
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<td>Consul</td>
<td>Alternate</td>
<td>Lydia Antonio</td>
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<td>Southern California Tribal</td>
<td>Member</td>
<td>Chris Devers</td>
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<td>Chairmen’s Association</td>
<td>Member</td>
<td>Mark Romero</td>
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<tr>
<td>Caltrans</td>
<td>Member</td>
<td>Pedro Orso-Delgado</td>
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<tr>
<td>---</td>
<td>Alternate</td>
<td>Bill Figge</td>
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<tr>
<td>San Diego County Water Authority</td>
<td>Member</td>
<td>Howard Williams</td>
<td></td>
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<tr>
<td>County of Orange</td>
<td>Member</td>
<td>Debbie Cook</td>
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Report on the Triple Border Fence

Introduction

At the July 25, 2008, Borders Committee meeting, during the public comment period, individuals representing the Anti-Triple Fence Coalition outlined their positions against construction of the triple border fence. The Coalition raised issues of fiscal discipline and environmental stewardship. In addition, the Anti-Triple Fence Coalition cited how local officials in Texas have united to demand compensation from the federal government for condemned land and costs associated with its impacts. The Coalition asked the Borders Committee to appoint an emergency task force to investigate the conduct of U.S. Department of Homeland Security (DHS) regarding the border fence construction. As a result of these public comments, the Committee requested that staff research this topic and return to the Committee with information regarding this project.

Discussion

The Illegal Immigration Reform and Immigration Responsibility Act was passed in 1996. That same year an amendment, introduced by Congressman Duncan Hunter (52nd Congressional District of California), to authorize the construction of a 14-mile long triple-layered fence along the U.S.-Mexico border near San Diego was enacted by Congress. By 2004, nine of the 14 miles had been built when construction was stopped due to environmental concerns that it could adversely impact the Tijuana River Estuary.

Subsequently, in 2005, Congress passed the Real ID Act that allowed the Secretary of Homeland Security to waive all legal requirements determined necessary to ensure expeditious construction of authorized barriers and roads. Although the Secretary's waiver means that DHS no longer has any specific legal obligations under the laws that are included in the waiver, the Secretary committed DHS to continue responsible environmental stewardship of valuable natural and cultural resources.

Most of the laws waived by the Secretary were environmental and conservation laws. However, DHS has indicated that it is continuing to work in a collaborative manner with local government, state and federal land managers, and the interested public to identify environmentally sensitive resources and develop appropriate best management practices (BMPs) to avoid or minimize adverse impacts resulting from the construction of tactical infrastructure that would complete the rest of the 14-mile triple fence along the Tijuana River National Estuarine Research Reserve.
Local agencies continue to engage DHS on specific environmental impact issues. For example, the San Diego Regional Water Quality Control Board and the County of San Diego provided comments to the recently completed Environmental Stewardship Plan for The Construction, Operation, and Maintenance of Tactical Infrastructure (U.S. Border Patrol San Diego Sector, California).

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Ron Saenz, (619) 699-1922; rsa@sandag.org
UPDATE ON TRANSPORTATION BORDER CONGESTION RELIEF PROGRAM  

**Introduction**

On June 30, 2008, Caltrans, District 11, submitted applications for four border projects in San Diego and Imperial Counties to participate in the U.S. Department of Transportation (DOT) Transportation Border Congestion Relief Program (TBCR). The U.S. DOT identified the Otay Mesa East Port of Entry (POE) and State Route 11 (SR 11) as one of the three selected projects for the TBCR Program. This report describes the selection process and the incentives offered by U.S. DOT as a result of the successful application.

**Discussion**

The U.S. DOT intended to select at least two surface transportation projects on the U.S. international borders, which can help improve border travel times through use of nontraditional transportation project finance, delivery, and operation mechanisms. A total of three projects were selected nationally. One is located on the U.S.-Canada border, the second is located on the U.S.-Mexico border in Texas, and the third is the Otay Mesa East POE and SR 11 project.

The Otay Mesa East POE and SR 11 project seeks to relieve traffic congestion at the San Ysidro and Otay Mesa regional border crossings, reduce wait times at border inspection stations, and improve efficient cross-border movement of goods and services. This project would construct a new land POE complete with state-of-the-art technology for security and enforcement, and furnishings primarily through tolls or user fees. Governor Schwarzenegger recently signed state legislation (SB 1486) that authorizes SANDAG to set, levy, and collect tolls or user fees for the Otay Mesa East POE and SR 11 project.

The U.S. DOT is offering access to a senior-level Federal border congestion team to advance project planning and implementation. Projects would receive priority access to discretionary programs, including innovative financing.
Next Steps

Caltrans, District 11, and SANDAG staff have begun coordination with U.S. DOT staff. Staff will continue to keep the Borders Committee informed on project implementation using TBCR Program assistance.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Christina Casgar, (619) 699-1982; cca@sandag.org
SAN DIEGO-IMPERIAL COUNTY INTERSTATE 8 (I-8) CORRIDOR STRATEGIC PLAN JOINT POLICY ADVISORY GROUP CHARTER AMENDMENT

Introduction

At its May 23, 2008, meeting, the Borders Committee approved the San Diego-Imperial County I-8 Corridor Strategic Plan Joint Policy Advisory Group Charter. This group will provide policy direction in the development of the Strategic Plan.

The Borders Committee appointed three members and one alternate to serve on this Joint Policy Advisory Group. Councilmember Dave Allan, City of La Mesa; Councilmember John Minto, City of Santee; and Mayor Pro Tem Patricia McCoy, City of Imperial Beach, were appointed as members as well as Supervisor Victor Carrillo, Imperial County, who was appointed as the alternate member.

Discussion

A diverse group of stakeholders were invited in July of 2008 to participate in the San Diego-Imperial County I-8 Corridor Strategic Plan Technical Advisory Group. A tribal government representative who agreed to participate in the Technical Advisory Group also expressed interest in his nation’s participating in the Joint Policy Advisory Group. Based on this request, the Policy Advisory Group at its August 2008 meeting requested staff to amend the Joint Policy Advisory Group Charter and present it to the Borders Committee for its approval. The Borders Committee is asked to authorize the San Diego-Imperial County I-8 Corridor Strategic Plan Joint Policy Advisory Group to appoint the Southern California Tribal Chairmen’s Association (SCTCA) designated representative to participate as a non-voting member of this Advisory Group. The proposed Charter amendment, shown in Attachment 1, would allow the Advisory Group’s voting members to approve adding advisory membership including a tribal government.

Next steps

The Joint Policy Advisory Group is expected to meet two additional times during the development of the Strategic Plan. SANDAG staff will continue to seek policy guidance from the Borders Committee and Joint Policy Advisory Group at key project milestones.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment:  1. San Diego-Imperial County Interstate 8 (I-8) Corridor Strategic Plan Joint Policy Advisory Group Charter

Key Staff Contact: Ron Saenz, (619) 699-1922; rsa@sandag.org
CHARTER
San Diego-Imperial County I-8 Corridor Strategic Plan
Joint Policy Advisory Group

PURPOSE
The primary goal of the San Diego-Imperial County Interstate 8 (I-8) Corridor Strategic Plan Joint Policy Advisory Group is to review and provide policy input on the development of the I-8 Corridor Strategic Plan. The Strategic Plan will identify issues, establish goals and objectives, and develop interregional strategies in the areas of transportation, housing, and employment to ensure adequate levels of service on the I-8 corridor. It also will identify employment opportunities in Imperial County, and integrate smart growth principles into planned land use/transportation projects that benefit the quality of life in the San Diego/Imperial County regions.

LINE OF REPORTING
The I-8 Corridor Strategic Plan Joint Advisory Group will report its recommendations to both the SANDAG Borders Committee and the Imperial Valley Association of Governments (IVAG) Regional Council.

RESPONSIBILITIES
The responsibilities of the Advisory Group include reviewing and providing policy-level feedback on the goals and objectives for this Strategic Plan, a survey of interregional commuters and a comprehensive listing and report of existing conditions based on data from the survey, as well as land use, population, and economic data. The Advisory Group will provide input to staff on how these studies could be used to develop collaborative interregional strategies for infrastructure planning and public policy.

MEMBERSHIP
The voting membership of the Advisory Group is composed of no more than three elected officials from the San Diego region and three from the Imperial County region. The elected officials and any alternates from San Diego County will be selected by SANDAG Borders Committee. IVAG shall select the elected officials and any alternates from Imperial County. The Southern California Tribal Chairmen’s Association (SCTCA), as an intertribal council shall appoint a non-voting representative to serve on the Advisory Group upon approval by the voting membership. Changes to the voting membership shall be approved by the SANDAG Borders Committee and/or IVAG as appropriate. Additional non-voting members may be added to the Advisory Group upon approval by the voting membership. The Brown Act shall apply to the Advisory Group and a quorum of at least four voting members shall be required for actions or recommendations.

MEETING TIME AND LOCATION
The Advisory Group will meet periodically to discuss progress and receive full status reports on the development of the strategies; to receive the draft reports on each component and provide feedback for the final draft; and to make a recommendation regarding the final draft. The meetings will be jointly noticed by SANDAG and IVAG and alternate between locations in Imperial County and San Diego County.
DURATION OF EXISTENCE
The Advisory Group will continue to exist through the completion of the I-8 Corridor Strategic Plan and the completion of the final report in February 2009.
UPDATE ON SAN DIEGO-IMPERIAL COUNTY INTERSTATE 8 (I-8) CORRIDOR STRATEGIC PLAN

File Number 3003200

Introduction

The Imperial Valley Association of Governments (IVAG), in cooperation with SANDAG, and Caltrans, District 11, began work on the development of the San Diego-Imperial County I-8 Corridor Strategic Plan. This study seeks to identify issues, establish goals and objectives, and develop interregional strategies in the areas of transportation, housing, and employment to ensure adequate levels of service on the I-8 corridor. Since last reported to the Border Committee at its July 25, 2008, meeting, the Joint Technical Advisory Group met three times and the Joint Policy Advisory Group met once.

Discussion

IVAG staff and its consultant will give a presentation that will focus on the preliminary results from the interregional public survey conducted during the months of August and September 2008. This survey profiled residents and commuters to better understand the factors and decisions of residents that may contribute to traffic congestion and increased interregional commuting along the I-8 corridor. The survey approach was divided into two distinct parts based on 1) targeting people who currently use the I-8 corridor; and 2) the larger community of potential future I-8 commuters.

Approximately 400 telephone interviews with Imperial Valley residents were successfully completed. In addition, there were 5,000 postcards distributed at the westbound I-8 United States Border Patrol inspection facility in Campo. A total of 530 I-8 travelers responded by participating in an automated telephone survey.

Based on findings from the analysis of existing conditions and initial interregional survey results the consultant will present preliminary strategies developed by the Joint Technical Advisory Group to address transportation, housing, and economic development issues. The Committee will be asked for its input.
Next Steps

The Joint Technical Advisory Group is scheduled to continue meeting monthly through the project’s completion in February 2009. The next meeting of the Joint Policy Advisory Group is scheduled on October 31, 2008, at 10:00 a.m., in the Imperial Valley.

Staff will continue to seek input from the Committee as progress is made on this study.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact:  Ron Saenz, (619) 699-1922; rsa@sandag.org
BORDERS COMMITTEE WORK ELEMENTS AND CALENDAR OF MEETINGS FOR FISCAL YEAR 2009

Introduction

This report presents a calendar of meetings that outlines the work elements and tasks included in the Fiscal Year 2009 Overall Work Program that are related to the responsibilities of the Borders Committee. The proposed calendar of meetings is organized by themes: binational, interregional, and tribal. Staff will present this report and request that the Borders Committee discuss and provide input regarding these activities.

Discussion

The Fiscal Year 2009 Borders Committee calendar of meetings organizes future meeting agendas into three themes (binational, interregional, and tribal) in order to encourage proper representation by stakeholders. Regularly scheduled committee meetings as well as off-site and special meetings are listed chronologically by month with a list of proposed meeting topics, activities, and actionable items. The Southern California Tribal Chairmen’s Association (SCTCA) Board will review this schedule and will report separately on its specific recommendations for tribal policy issues to be considered by SANDAG’s Policy Advisory Committees, including the Borders Committee. Changes and additional recommendations of the SCTCA pertaining to the Borders Committee will be incorporated into the matrix and presented at a future meeting.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. Borders Committee Calendar of Meetings for Fiscal Year 2009

Key Staff Contact: Hector Vanegas, (619) 699-1972; hva@sandag.org
<table>
<thead>
<tr>
<th>MONTH</th>
<th>THEME</th>
<th>TENTATIVE TOPICS / ITEMS</th>
<th>ACTION</th>
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<tbody>
<tr>
<td>October 24, 2008</td>
<td>Agenda</td>
<td>Borders Committee Work Elements and Calendar of Meetings for Fiscal Year 2009</td>
<td>Discuss/Accept</td>
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<tr>
<td></td>
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<td>Recommendations from the 2008 Binational Seminar</td>
<td>Recommend</td>
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<td>Report on the Triple Border Fence</td>
<td>Information</td>
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<td></td>
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<td>San Diego-Imperial County I-8 Corridor Strategic Plan Joint Policy Advisory Group Charter Amendment</td>
<td>Approve</td>
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<td>San Diego-Imperial County I-8 Corridor Strategic Plan Update</td>
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<td>Transportation Border Congestion Relief Program</td>
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<tr>
<td>October 31, 2008 (*)</td>
<td>Interregional</td>
<td><strong>San Diego-Imperial County I-8 Strategic Plan Joint Policy Advisory Group Meeting</strong></td>
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<tr>
<td>November 21, 2008</td>
<td>Binational</td>
<td><strong>Agenda</strong></td>
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<td>Status Report on International Border Sewage Issues</td>
<td>Information</td>
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<td></td>
<td></td>
<td>South Orange County Major Investment Study Update</td>
<td>Information</td>
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<td>City of Tijuana Municipal Planning Institute's Invitation to SANDAG to become its Permanent Advisory Board Member</td>
<td>Recommend</td>
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<td>INDAABIN's Reconfiguration of Mexico's Puerta Mexico/El Chaparral Port of Entry</td>
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<td>Status Report on Otay Mesa East-Otay II POE and connecting roads</td>
<td>Discussion</td>
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<td>Perspective on Border Issues from El Colegio de la Frontera Norte</td>
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<td>Report on Natural Disasters and the Environment Along the U.S. - Mexico Border</td>
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<td>(Tentative) Update on planning activities related to the reconfiguration and expansion of the San Ysidro Port of Entry</td>
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<td>December 12, 2008</td>
<td>Meeting Cancelled</td>
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| January 9, 2009 | Binational - Interregional | Agenda:  
  - Updates on GSA's San Ysidro Port of Entry Reconfiguration and Expansion Project  
  - Mexico's proposed sea port at Punta Colonet  
  - Draft San Diego - Imperial County I-8 Strategic Plan | Information     |
|            |                        |                                                                                       | Discussion/     |
|            |                        |                                                                                       | Possible Action |
| February 6, 2009 | Interregional       | SD-Imperial County I-8 Strategic Plan Joint Policy Advisory Group Meeting               |                |
| February 27, 2009 | Interregional       | Agenda:  
  - (Tentative) Joint Meeting with Imperial Valley Association of Governments  
  - Tribal Issues related to the San Diego - Imperial County area  
  - California - Baja California Border Master Plan  
  - San Diego Regional EDC and Imperial Valley EDC's Mega-Region Initiative | Discussion     |
| March 27, 2009 | Binational             | Agenda:  
  - Status Report on Otay Mesa East-Otay II POE and connecting roads  
  - Presentation of Scope of Work and Project Schedule for San Diego and Imperial Valley Gateway Freight forecast  
  - SANDAG's Input for the XXVII Border Governors Conference  
  - Status Report on International Border Sewage Issues  
  - Update on Selected Strategies from the Otay Mesa - Mesa de Otay Binational Corridor Strategic Plan  
  - Recommendation for 2009 SANDAG's Binational Annual Event  
  - Progress Report on Recommendations from the 2008 Binational Seminar | Discussion     |
<p>|            |                        |                                                                                       | Information     |</p>
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<tr>
<td></td>
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<td>- Status Report on San Diego and Imperial Valley Gateway Study</td>
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<td>- I-15 Interregional Vanpool and Buspool Study</td>
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<td>- Strategic Transportation Implementation Plan for the I-15 Interregional corridor</td>
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<td>- I-15 IRP Housing Program</td>
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<td>- Input for the I-15 Interregional Partnership Joint Policy Committee</td>
<td>Discussion</td>
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<td>- Update on the I-15 IRP Economic Development Strategic Plan</td>
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<td>May 1, 2009</td>
<td>Interregional</td>
<td>I-15 IRP Joint Policy Meeting</td>
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<td>May 22, 2009</td>
<td>Tribal</td>
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<td>- Final Report: Tribal TDM Outreach Program</td>
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<td>Tribal Principles for the next Transportation Bill</td>
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<td>June 26, 2009</td>
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<td>- (Tentative) Joint Meeting of the Borders Committee, COBRO, and the City of Tijuana</td>
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<td>- Progress Report on the Implementation of Strategies Included in the Otay Mesa -</td>
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RECOMMENDATIONS FROM THE 2008 BINATIONAL SEMINAR
“SMART GROWTH AND SUSTAINABILITY ON THE BORDER: OPPORTUNITIES FOR COLLABORATION AMONG STRATEGIC PARTNERS”

Introduction

SANDAG’s annual binational event was held on June 3, 2008, at Caltrans, District 11, with support from the Consulate General of Mexico in San Diego, the City of Tijuana, Tijuana’s Municipal Planning Institute (IMPlan), and the Urban Land Institute (ULI). The seminar “Smart Growth and Sustainability on the Border: Opportunities for Collaboration with Strategic Partners,” drew the participation of over 120 stakeholders from both sides of the border, including representatives from the planning institutes and agencies of Tijuana, Tecate, Ensenada, Mexicali, and the San Diego region, which provided a wide range of opinions.

At the September 2, 2008, meeting of the Committee on Binational Regional Opportunities (COBRO), the Committee reviewed the proceedings (Attachment 1) and conclusions of the Binational Seminar and refined recommendations based on the outcomes generated from the event.

Discussion

This year’s annual event consisted of a binational seminar held on June 3, 2008, at Caltrans, District 11, facilities. The seminar gave stakeholders from both sides of the border an opportunity to connect with one another and discuss transportation, economic development, housing, and environmental issues within the study area of the binational corridor of Otay Mesa and Mesa de Otay.

Recommendation

COBRO recommends that the Borders Committee accept the following recommendations from the 2008 Binational Seminar and recommend approval by the Board of Directors, with the direction for staff to explore resources in the FY 2010 Overall Work Program/ Budget for their implementation.

1) Explore the feasibility of developing a map of the regional transportation infrastructure of the San Diego Region and the Municipality of Tijuana through 2010; 2) Explore the feasibility of developing mapping of existing and planned water, sewer, energy, natural gas, and electrical infrastructure in the San Diego/Tijuana region; 3) Evaluate coordination with the appropriate agencies on both sides of the border to investigate and gather existing baseline data on greenhouse gas (GHG) emissions in the San Diego/Tijuana Region and corresponding target reductions. If baseline data on GHG emissions can be gathered by sector, create a graphic of the San Diego/Tijuana Region carbon footprint. (Sectors may be defined as transportation, electricity, industrial, natural gas end uses, agriculture, and other waste); 4) Proceed with the appropriate arrangements for SANDAG to accept IMPlan’s invitation to become its permanent advisory member on its Advisory Board; 5) When the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan is next updated, include a new action to incorporate coordination of Smart Growth and Climate Change planning efforts between the San Diego Region and Baja California; and 6) Explore opportunities for COBRO members to invite practitioners to discuss best practices at borders around the world to evaluate San Diego/Tijuana border crossings.
Specifically, the 2008 SANDAG binational annual event focused on the housing strategy adopted in the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan that calls for “collaboration between SANDAG, IMPlan, and ULI to explore opportunities on sharing resources, planning techniques, and strategies as they relate to Smart Growth Planning in Tijuana.”

The program included presentations on regional sustainable planning in Tijuana, the Smart Growth Experience in the San Diego region, as well as emerging issues and next steps in the San Diego region.

In addition to the presentations, a panel of experts held a roundtable discussion on challenges and opportunities for smart growth development on the border. The panelists were Bill Anderson, Director of City Planning and Community Investment of the City of San Diego; Lawrence A. Herzog (Ph.D.), Professor of City Planning, School of Public Affairs, San Diego State University; Mary Ladiana, Development Planning Manager of the City of Chula Vista; Scott Donaghe, Senior Planner for the City of Chula Vista; Teddy Cruz, Associate Professor in public culture and urbanism in the Visual Arts Department at UC San Diego and representative of the Urban Land Institute; Luis Correa, business consultant in strategic planning and business development in Tijuana, Board Member of the Tijuana Economic Development Council (CDT); Carlos García, urbanist from the Autonomous University of Baja California (UABC); and Salvador Gómez-Rocha from Mexico’s Secretariat of Social Development (SEDESOL).

At the Joint Meeting of the Borders Committee, COBRO, and the City of Tijuana City Council, held on June 13, 2008, Deputy Mayor Crystal Crawford, City of Del Mar, reported the following preliminary conclusions from the binational seminar:

- Evaluate possibilities for the creation of a crossborder planning-infrastructure entity.
- Address the need for financing border infrastructure to support smart growth and sustainable development.
- Support strategic political leadership to transform institutions geared towards international cooperation (water, sewer, energy, planning).
- Integrate crossborder transportation network plans.
- Evaluate other cities best practices on smart growth and sustainable development (e.g., Bilbao, Curitiba, Bogota, etc.).

Other important issues and topics addressed during the program were:

- The need for more dialogue on biodiversity-environmental topics.
- To complement binational regional efforts IMPlan invited SANDAG to become member of its new Advisory Board.
- Continue monitoring and supporting the creation of the Comisión de Conurbación Tijuana-Tecate-Rosarito (Tijuana-Tecate-Rosarito Metropolitan Commission).
- Follow up on the Triángulo de Desarrollo (Development Triangle) formed by the cities of Tecate, Tijuana, Playas de Rosarito, and Ensenada, with participation of planning agencies and private developers.
- Learn about the new development in Tijuana at Valle de las Palmas.
COBRO’s recommendations are based on these outcomes, and the intent is not only an attempt to gather important information on our binational region but also to serve as a planning exercise that could potentially help pave the way for a more formal binational planning collaboration.

It also is important to take note of the following parallel complementary events that could support some of these recommendations:

- In August 2008, El Colegio de la Frontera Norte (COLEF) hosted a seminar celebrating the La Paz Agreement’s 25th Anniversary. This Agreement was signed by Presidents Ronald Reagan of the United States and Roberto de la Madrid of Mexico in La Paz, Baja California Sur. It established important agreements for the protection, improvement and conservation of the environment and the problems which affect it. A panel of speakers gave an overview of this landmark binational agreement and mentioned that plans to amend it would include a trilateral agreement between Canada, United States, and Mexico to tackle GHG emissions.

- At the Border Governors Conference held in August 2008, the Secretary of Mexico’s Secretariat of the Environment and Natural Resources (SEMARNAT) proposed that cross-border air pollution districts be created to better manage transboundary air quality issues.

- The State of Baja California is developing a statewide Global Climate Change plan in collaboration with researchers from COLEF. IMPlan has included language in its Tijuana Municipal Urban Development Plan (2008-2030) that calls for a program to monitor air emissions.

**Next steps**

Pending approval of these recommendations, staff will explore resources for implementation of these activities in conjunction with preparation of the FY 2010 Budget/Overall Work Program, and will evaluate how they could be integrated into a follow up Binational Seminar.

BOB LEITER  
Director of Land Use and Transportation Planning

Attachment: 1. Proceedings from the June 3, 2008, Binational Seminar

Key Staff Contact: Hector Vanegas, (619) 699-1972; hva@sandag.org
SMART GROWTH AND SUSTAINABILITY ON THE BORDER:
OPPORTUNITIES FOR COLLABORATION
WITH STRATEGIC PARTNERS

CALTRANS, DISTRICT 11
4050 TAYLOR STREET
SAN DIEGO, CA 92110
8:30 A.M. - 12:00 P.M.

BINATIONAL SEMINAR
JUNE 3, 2008

The binational seminar, “Smart Growth and Sustainability on the Border: Opportunities for Collaboration with Strategic Partners,” was moderated by Honorable Crystal Crawford, Deputy Mayor, City of Del Mar.

1. REGISTRATION AND NETWORKING

2. WELCOME AND INTRODUCTORY REMARKS

Deputy Mayor Crystal Crawford, City of Del Mar, welcomed attendees, presented the history leading up to this meeting and recognized various dignitaries, stakeholders, and other attendees from the various regions. Deputy Mayor Crawford mentioned that this year’s binational event was the result of a culmination of efforts that SANDAG started in 2004 to work towards an effective binational planning strategy. The Binational Event in 2005 evaluated binational planning issues in the Otay Mesa Binational Corridor at two binational workshops. In 2006, two binational mobile seminars were conducted in South County and Tijuana. These events were the springboard for the development of the Otay Mesa - Mesa de Otay Binational Corridor Strategic Plan that was approved in 2007 by the SANDAG Board of Directors and the Tijuana City Council. The completion of the Strategic Plan is not only a milestone in our region’s efforts to collaborate with our neighbors, but also serves as a roadmap for other binational planning efforts.

Vice-Chair of the Borders Committee, San Diego County Supervisor Greg Cox, welcomed attendees. Supervisor Cox pointed out that this is an exciting time due to opportunities in the job market and economic development in the region. He highlighted recent border area progress such as the recent opening of State Route (SR) 125, the announcement of completion of SR-905; Senator Ducheny's efforts to secure funding for major transportation projects in the region, including the proposed SR-11 and the Otay Mesa East Port of Entry; and, the Tijuana International Airport crossborder air passenger terminal in Otay Mesa.

Hon. Remedios Gomez-Arnau, Consul General of Mexico in San Diego, spoke of collaboration among all parties in the future planning of the binational region. She ensured the support of the Mexican Consulate in all border region endeavors.
3. SETTING THE STAGE FOR A DISCUSSION ON SMART GROWTH AND SUSTAINABILITY IN THE BORDER AREA

Gary Gallegos, Executive Director of SANDAG, spoke about the interconnectedness of the two regions and how this seminar would give everyone a better perspective on mutually beneficial steps toward strengthening the region. SANDAG, along with our neighbors south of the border have come to a common realization that our regions are interconnected. This realization has been an evolution that started in the 1970’s when SANDAG invited Mexico to be represented on our Board of Directors. Mr. Gallegos mentioned that, unfortunately, sometimes we forget about these connections in our day-to-day activities. This seminar is an opportunity to pause and evaluate the potential steps we can take to bridge our two regions by identifying planning opportunities that are mutually beneficial.

Pedro Orso-Delgado, District Director of Caltrans, stressed the importance of collaboration between the two sides of the border and mentioned the Tecate Port of Entry as an example of a project that did not work well due to coordination problems with Mexico. Mr. Orso-Delgado mentioned the opportunity of improving our border crossing infrastructure with the construction of a new Port of Entry at Otay Mesa East and updated the group on the progress of the Presidential permit and the importance of continuous dialogue among all parties involved. He praised Mexican officials for securing the land for the border crossing as it is crucial to making a compatible crossing.

4. OVERVIEW OF REGIONAL SUSTAINABLE PLANNING ACTIVITIES IN TIJUANA

Luis Duarte, Director of IMPlan, spoke about the City of Tijuana’s updated Municipal Plan which includes strategic plans for transportation, infrastructure, public works, housing, ecological areas, etc. He said communication is crucial to the coordination efforts of the border area.

The presentation began with a description of the newly created Mexican Association of Municipal Planning Institutes, which currently has 45 members. In addition, it also provided a description of Tijuana’s IMPlan governing body, which was reorganized in February 2008 to incorporate a new citizens’ advisory board which includes government agencies, the mayor, and city council members. Included in their new regional and binational vision, IMPlan’s Board of Directors also has representatives from the cities of Playas de Rosarito and Tecate. They have also extended an invitation to SANDAG to serve as a representative of the San Diego region.
In regards to smart growth, Mr. Duarte described the different economic, cultural, environmental and social issues that impact the growth of Tijuana. By focusing on three different areas: the coastal zone, the border zone, and the valley zone, these issues will be more easily addressed and will allow Tijuana to work more closely with the neighboring municipalities of Playas de Rosarito, Tecate, and the urban area of Ensenada. Mr. Duarte mentioned that currently, these cities are working together on a project known as the Development Triangle, which entails working with developers and other private sector entities on smart growth and sustainability issues.

The presentation also included the description of the planning process in Tijuana, which includes the preparation and update of plans such as the Municipal Development Plan (PMD), the Municipal Urban Development Plan 2008-2030, the Program for the Urban Population Center of Tijuana, specific urban development plans, and community plans.

The PMD is the guideline document for the 2008-2010 period for the current city administration. This PMD includes a chapter on the Urban and Regional Development Plan, that calls for strategic sustainable planning to “create planning instruments” with the participation from the community, and specifically, for the first time, it calls to strengthen the binational planning efforts with the San Diego region.

Some challenges in the binational planning process mentioned by Mr. Duarte are the need to follow up on decisions related to urban planning, specifically those included in the Otay Mesa - Mesa de Otay Binational Corridor Strategic Plan, monitoring agreements from binational groups and committees, and making improvements to our regional border crossing infrastructure that support the region’s urban, economic and social development. The Municipal Urban Development Plan is another tool for planning activities in Tijuana. The update of this plan will include important issues, such as the plan to reorganize Tijuana’s transit system and the implementation of a new mass transit system. Other activities related to this plan are the transportation infrastructure program for 2008-2010, the creation of a right-of-way unit within the city administration, and a program for land use and destination of right-of-way declaratory.

Other topics and issues mentioned related to the environment, such as the new smog check program, a program for protected areas, a reforestation program, and issues related to residual waters reuse, waste management, and recycling. Housing challenges including conversion units, re-densification, and control of irregular settlements were also mentioned.

Before concluding his presentation, Mr. Duarte mentioned that with the expected 3.4 million people that will be added to Tijuana’s 1.7 million by 2030, the need for binational planning collaboration with their neighbors including the San Diego region is crucial.

(The PowerPoint presentation is posted on SANDAG’s Web site at www.sandag.org)
Carolina Gregor, Senior Planner at SANDAG, presented the Smart Growth Experience in the San Diego region, which included information on the Regional Comprehensive Plan (RCP), the transportation connection as the foundation of the plan, the Smart Growth Concept Map, the Smart Growth Tool Box, San Diego’s most recent binational and interregional planning efforts, and challenges and opportunities to infrastructure needs necessary for smart growth. The presentation showed the progression of 25 years worth of development through satellite images of transportation and development patterns from the early 1980s through 2006. Growth trends were also presented including data that shows that while San Diego grew by about 1.2 percent per year over the last ten years, the surrounding areas grew even faster like Tijuana which grew at 4 percent and Tecate by 3 percent. Ms. Gregor mentioned that the RCP provides the framework for comprehensive planning in San Diego’s region, and is based on three principles of smart growth and sustainability: 1) a better connection between transportation and land use plans; 2) the use of transportation and land use plans to guide environmental and infrastructure decisions; and 3) to focus on the provision of incentives and collaboration to implement regional goals.

Transportation was presented as a critical component of the RCP, as it plans to maximize the efficiency of the existing transportation network by building upon the existing transportation facilities, also providing a variety of transportation choices for people traveling within the region. A map showed the 2030 highway network projects, including improvements to I-5 and I-805, which connect to the San Ysidro Port of Entry, completion of SR-905 and the proposed SR-11 and the new Otay Mesa East Port of Entry. Another illustration showed the transit network, which included a new type of transit called, Bus Rapid Transit (BRT), a high-frequency bus service that will take advantage of managed lanes on key freeways, like the I-5 and I-805. The South Bay BRT will provide service between the Otay Mesa border crossing and downtown San Diego by 2012.

The Smart Growth Concept Map was developed as a key step in the implementation of the RCP, as it serves as the foundation for identifying where smart growth is planned, where infrastructure investments should occur, and where the region should focus its financial incentives to promote smart growth.

Smart Growth in San Diego refers to more compact, higher density development in key areas throughout the region that are walkable and near public transit. These smart growth areas are planned to result in more housing choices and more transportation choices for those who live and work in these areas while helping reduce overall land consumption and pressure to develop our rural areas. The RCP recognizes that smart growth is not a “one-size-fits-all” solution. The RCP identifies seven smart growth place types, ranging in intensity from the Metropolitan Center, which is characterized by Downtown San Diego, to rural villages in the unincorporated areas of the County. In addition, each of these place types have specific levels of transportation networks and transit services associated with them in order to provide more transportation choices.
One of the most highlighted planning tools was the development of visual simulations. In order to help show how communities can be transformed by applying smart growth principles, SANDAG hired a consultant to develop visual simulations for eight areas within the region. Also, Ms. Gregor highlighted one of the financing tools, the TransNet Smart Growth Incentive Program. TransNet is a ½-cent sales tax that will generate transportation funding over 40 years. Two percent of that funding will be dedicated to smart growth projects. These funds will be used for either capital improvements or for planning grants in the smart growth areas.

Ms. Gregor also highlighted two important multi-agency planning efforts. The first was the Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan, which addresses transportation, economic development, housing, and environmental conservation issues and was the first binational planning document to be approved in both San Diego and Tijuana. The second planning effort mentioned was the I-15 Interregional Planning Program (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 resulting traffic congestion on the I-15 corridor.

To conclude her presentation, Ms. Gregor mentioned the importance of finding opportunities that merge Smart Growth and sustainable development practices together to proactively address climate change. She also stressed the importance of communication, sharing databases, and planning information.

(The PowerPoint presentation is posted on SANDAG’s Web site at www.sandag.org)

6. SUSTAINABLE DEVELOPMENT: EMERGING ISSUES AND NEXT STEPS IN THE SAN DIEGO REGION

Rob Rundle, Principal Planner at SANDAG, provided an overview of how SANDAG is addressing greenhouse gas issues in our regional planning activities and provided some background on the recently adopted 2030 RTP, and California climate change initiatives that will impact planning processes. He also described a new partnership between SANDAG and the California Energy Commission (CEC) to address climate change issues, to develop a regional strategy and a Regional Climate Action Plan to address Greenhouse Gas (GHG) emissions and provide recommendations to reduce emissions.

The presentation began with a chart that shows statewide GHG emissions, by sector, based on 2004 data. The chart showed that the transportation sector is the largest contributor of GHG emissions, at 40 percent. Of the transportation related GHG emissions, the largest portion comes from cars and light trucks along with another large portion coming from heavy duty trucks and buses.

Rundle explained that population and employment are two major factors in determining future transportation needs. By 2030, SANDAG projects a population growth of another million people needing almost 340,000 new housing units. At the same time, jobs will grow by another half million. This means that we need to plan for this growth to minimize the adverse impacts on our regional mobility and to retain our quality of life.
Recognizing that we cannot continue to widen the highways to accommodate this growth, the RTP looks at four interrelated components: 1) Land Use; 2) System Management; 3) Demand Management; and 4) System Development.

Mr. Rundle explained some of the many ongoing efforts to address climate change in the state, including, AB 32, The California Global Warming Solutions Act of 2006 that calls for a reduction of GHG emissions to 1990 levels by 2020. Also, in 2005, the governor of California signed Executive Order S-3-05 which identifies targets for reducing GHG emissions to 2000 levels by 2010; to 1990 levels by 2020; and to reduce by 80 percent below 1990 levels by 2050.

Contrasting to this, the Environmental Impact Report (EIR) for the recently adopted Regional Transportation Plan (RTP) identified that the plan would increase GHG emission from existing levels by 30 percent. This increase does not recognize that there will most likely be improvements in fuel efficiency and more alternative fuel vehicles on the road, but does demonstrate what a huge challenge we are facing.

(The PowerPoint presentation is posted on SANDAG’s Web site at www.sandag.org)
of the Berlin Wall. The United States was a leader in the reorganization of the new global order. Now the border has become a very controlled area where there are many anti-immigrant groups that promote a militarized border. In addition, we have a new law that American citizens must carry a passport to cross the border into Mexico and to return to their country. We have a border from the 19th century, not one from the 21st century.

**Luis Correa** spoke of City of Tijuana’s Strategic Plan and the importance of securing a financial procurement strategy in order to ensure proper funding.

**Mary Ladiana** spoke about the great opportunities that will come from the implementation of the General Plan of Chula Vista. She highlighted the unification of ideas as one of the major challenges that the City of Chula Vista faces due to the fact that the city’s eastern communities are very different than those in the west. We must get ready to create a political plan for the whole city of Chula Vista. On the other hand, it is also very important that the community understands the concept and significance of smart growth and what it means for the future of the region.

**Scott Donaghe** commented on the plans for implementation of smart growth principles that the City of Chula Vista has for the Otay Ranch area.

**Bill Anderson** reported on the City of San Diego’s recently updated General Plan and progress toward updating the Otay Mesa Community Plan. He spoke of the importance of creating infrastructure focused on promoting long-term efficiency and productivity linking transportation, housing, jobs and other forms of passenger travel.

**Carlos Garcia** referred to the cultural interaction in our region, where Tijuana seems to be more and more like San Diego and San Diego seems to be more and more like Tijuana, but he also pointed out that it seems that we are split with two completely different visions. He spoke of some of the analysis that he has done on Mexico’s policies on urban planning. Those policies are not going to coincide with those of the United States. The United States and Mexico are not synchronized when it comes to these topics. The challenge is to clearly understand each others visions and to look for aspects of these visions that we can implement together. He also added that modernization does not allow for industrialization, but also for the transformation of process with capacity of self-criticism. We are only changing the way we work, but we have to change our institutions as well.

**Salvador Gomez-Rocha** talked about the key factor in smart growth along the border being the role of the federal government. Politics and the protection of the border in the short term are defined by their actions. Security on the border has become the most obvious element. He said that he does not think that the actions of the federal government will change in the short term, but what will definitely change in the short term is technology. Although, the SENTRI program promotes the use of technology, he proposes that we do not add any more SENTRI lanes and that we promote mass transit in order to reduce private vehicles crossing the border to reduce GHG emissions. In Mexico, SEDESOL is the agency that represents the consolidation of metropolitan areas, by dedicating special funds for development. Tijuana could benefit a lot from consolidation (conurbación) with the cities of Rosarito, Tecate, and Ensenada to create a metropolitan region. We note that some regions want conurbación and face a lot of challenges. As for the concepts of smart growth, it
shows that the “tolerant” regions that are more receptive to adapt smart growth and where they accept diversity are more competitive. With tolerance they can be more competitive.

Teddy Cruz stated that one has to remember that climate change must not be thought about only from an ecological point of view, but from the perspective of a social and cultural crisis, where we must talk about the democratization of social participation. Why isn’t there a coherent vision for the most important border in the world? We need a government entity that can motivate smart growth. He also added that we have to pay attention to the fact that mixed use is not only about people and business; it is also about, the socio-economic interchange by area.

Ms. Crawford asked the panelists to share their views on how to create a coherent vision for a super region.

Mr. Correa said that a transportation network needed to be created.

Mr. Anderson agreed and added that it is necessary to establish institutions and international cooperation in order to combine broad-term transportation with mobility and land use.

Mr. Herzog commented that there are two different visions and plans for the border due to the organization of the region. It is necessary to identify and create a crossborder plan. The key planning mechanisms are the ports of entry; therefore, the creation of a crossborder infrastructure authority for the borders is needed.

Mr. Cruz spoke of the opportunity to create political leadership which is more coherent regarding an integrated vision and strong collaboration of binational institutions along with universities on the issue of economic sustainability. He also suggested the idea of persuading maquiladoras to give back to communities.

Mr. Gomez-Rocha noted the impacts of overpopulation in the region and suggested new studies be performed in order to pressure both governments into resolving the issue of density.

Ms. Crawford then asked the panelists to present their views on sewer and water infrastructure.

Mr. Garcia commented on the complicated nature of the issue and favored importing water over desalinization.

Ms. Ladiana noted the need to determine federal, state, and local responsibilities in this area as infrastructure can make or break a project and present major stumbling blocks.

Mr. Cruz suggested rethinking the vision and exploring other countries’ ideas and mechanisms for managing the issues.
**Mr. Herzog** proposed redesigning San Ysidro to be a zone of opportunity, as presently, it is fragmented.

**Mr. Anderson** said the area will change dramatically.

**Mr. Correa** remarked that water is not being addressed sufficiently and it is essential that sufficient funding and infrastructure be created at this time.

**Crystal Crawford** showed appreciation for the ideas put forth by the panelists in order to better the border crossing. How does one create this vision that we all want for our region in the future? How do we increase density while paying attention to the subject of housing? How do we create a transportation network? It will require a lot of money and political will, but I believe that it is the only way to make it better.

Discussion Highlights

- Establish an area on the SANDAG Web site for everyone’s comments
- Create a Border Planning Authority
- Need for infrastructure financing
- Need for strategic political leadership to transform institutions geared toward international cooperation (water, planning, energy, etc.)
- Create a Crossborder Infrastructure Authority
- Need to integrate public transportation
- Need to examine best practices from other cities around the world (Bilbao, Bogota, Curitiba)
- Conduct another summit

9. OPEN DISCUSSION

The following comments were made by Salvador Gómez Rocha in response to written comments and questions from the public:

1. How do we insert the Smart Growth Concept into our communities? Why is it culturally difficult to make the transition from single family zoning to multi-family zoning? There needs to be cultural change.

The idea of a compact city can be spread through the urban planning concepts (specifically participative planning), incorporating concepts of maximizing use of scarce resources like land and investing in the expansion and maintenance of infrastructure. The idea is to achieve the maximum number of beneficiaries with the smallest use of resources, have efficiency and efficacy in urbanization and in its future management.
Housing in Mexico is associated with ownership and value of use, in a patrimonial sense. The single family housing unit has its own land and construction is clearly defined and independent of the other properties. Multi-family housing has characteristics of a combination of construction and common areas, is seen as more strict in its conversion, but has less value of use.

In this context, a cultural change is needed to generate a dynamic real estate market, where we can utilize property as financial support to buy another better property; to do this a change in the idea of ownership to an idea of investment in social mobility is needed.

2. What are the key foundation areas of planning? Nobody is talking about sewer and water?

When it comes to water, in Mexico, the discussion is focused around the use of water especially in areas of urban expansion and losing the water cycle and the reproduction of that cycle when it is for urban use. In this sense, promoting the rational use of water by refilling aquifers, using rainwater, and for the urgent need to treat residual water to guarantee sustainability for future generations is important.

3. I propose that you translate Smart Growth as “Desarollo Congruente”

The proposal to use congruent development solve the limited resources problem with economic development (to provide a solution with minimum employed resources in investment and maintenance), however, it will be very difficult to recognize what is needed.

The idea of Compact Cities is a solution that opposes the current tendency of excessive sprawl from the urban zones on cheap land without services and without resolving the high cost of extending infrastructure and transportation networks.

4. In the Crossborder transportation conversation we don't talk enough about transit. Why doesn't SANDAG and IMPlan plan jointly?

Planning together is a possibility. It would support the development of the Border Metropolitan Zones Plan (Planes de las Zonas Metropolitanas Fronterizas). Traffic and products crossing the border is the main aspect that characterizes these plans.

5. In agreement with the European Transnational Cooperation Agreement, the phases for transborder integration are: exchange of information, consultation, cooperation, harmonization and integration. What phase are we at in this region?

An agreement of transnational cooperation, in this case can be the interchange of urban development information. The priorities that need attention (problems, programs, and projects) are those that require a joint participation or coordination. The current phase in this region is the development of a binational conference in order to discover the points that both sides have in common.
6. Safety in Tijuana is the elephant in the room. What will sustainability of the border look like, taking into account safety issues?

The safety problem in Tijuana is the result of the sum of many different things out of control, like migration, floating populations, lack of opportunities, a marked contrast in investment, unemployment and delinquency, to mention some of the most relevant.

From the urban development sector, the proposal must be developed in a way to try to create cities that are safer in order to balance opportunities in the functionality of the urban structure and particularly to expand the supply of well located land with access to public services.

At the same time, it is possible to use methodologies that from the urban development standpoint contribute to having a safer city like Space Syntax and Safer Cities.

7. A coordinated crossborder public transportation system works in Europe – why isn’t it working here? How can we move it forward?

The condition in the border zones of Mexico and the United States are completely different than in border areas in Europe. In Europe there are no walls, there is free transit of people and merchandise, and there are no conflicts between local and national competitors, amongst other reasons.

For an international coordination of a public transit system across the border there would have to be an agreement between both countries. The effort would need to be coordinated between both governments. Simultaneously, we could identify the characteristics of how it works now, in future binational events, from a more technical point of view related to the whole road structure and its necessary modifications for the integration of transit.

8. A binational planning group is not only a good idea, but needed. A federal agency to manage this will not happen in our lifetime so why not create a state organization?

As a state/local organization we already have the Institute of Municipal Planning of Tijuana (Instituto de Planeación Municipal de Tijuana – IMPlan) and some time we will have the Metropolitan Zone Plan (Plan de la Zona Metropolitana). We may integrate a Metropolitan Council (Consejo Metropolitano), in which SEDESOL would participate which would function in a similar way as IMPlan, but with metropolitan character. It will be this organization that will establish the binational coordination in urban planning matters from the Mexican side.

9. We need a more clear definition of Smart Growth, we need to think of ourselves as a unified region in order to better manage natural resources and achieve binational planning.

As for a more clear definition of Smart Growth we can add that from the point of view of the urban economy, the incorporation of new area to urbanization should only happen in a planned way and subsequently to the urban spaces only present in cities. At the same time, it is important to transmit in a clear way to society that the compact city is more sustainable in environmental, social, and economic terms, in contrast to a sprawling city.
It is right that one must see it only as a region, with all the difficulties that it represents. Nonetheless, the environmental matter is a point that is shared, not only between states, but between both countries.

As for a binational planning zone and the adequate management of natural resources, in the metropolitan zone plan, there will be special emphasis on the way we use resources and the detection of risks. This must serve as the basis in which we coordinate actions.

10. San Diego and Tijuana should lobby Sacramento to get high speed rail built to connect all of out Southern California and Tijuana and to reduce car traffic at the border.

To achieve a common position and pressure with respect to the convenience of construction of a high velocity train that connects California with Tijuana, Mexican counterparts must also agree.

11. It would be great to have more conferences that address border issues.

10. SEMINAR CONCLUSIONS

Deputy Mayor Crystal Crawford summarized the discussions of the panel and offered the following preliminary conclusions from the binational seminar:

- Evaluate possibilities for the creation of a crossborder planning-infrastructure entity.
- Address the need for financing border infrastructure to support smart growth and sustainable development.
- Support strategic political leadership to transform institutions geared towards international cooperation (water, sewer, energy, planning).
- Integrate crossborder transportation network plans.
- Evaluate other cities best practices on smart growth and sustainable development (e.g., Bilbao, Curitiba, Bogota, etc.)

Before concluding her remarks, Deputy Mayor Crawford mentioned other relevant topics that also were addressed during the event and would require following up, such as the need for more dialogue on biodiversity-environmental topics, follow up on IMPlan invitation for SANDAG to become member of its new Advisory Board, monitor and support the creation of the Comisión de Conurbación Tijuana-Tecate-Rosarito, follow up the Triángulo de Desarrollo (Development Triangle) formed by the cities of Tecate, Tijuana, Playas de Rosarito, and Ensenada, with participation of planning agencies and private developers, and the new urban development in Tijuana at Valle de las Palmas

11. END OF SEMINAR
San Diego-Imperial County I-8 Corridor Strategic Plan

Borders Committee
October 24, 2008

Project Overview

- Strategic Plan Elements:
  - Goals and Objectives
  - Existing Conditions
  - Interregional Public Survey
  - Early Actions and Interregional Strategies
Interregional Public Survey

- Imperial Valley Resident Telephone Survey
  - 401 completed surveys
- I-8 Traveler Automated Telephone Survey
  - 486 completed surveys

Residential Survey – Key Findings

- Most satisfied with quality of life
  - Access to nearby jobs received low marks
  - Job opportunity was also the primary reason why a resident would consider moving out of the county

Policy Issues:
- Traffic not perceived as critical problem
- Residents are concerned about job opportunities
Residential Survey – Key Findings

• Current commute to work:
  – 83% drive alone; 11% carpool/vanpool; 2% bus
  – Half work for government, education, or healthcare

• Future commute:
  – Less than 50% would carpool (49%), vanpool (42%), or take public transit (41%)
  – 77% would be likely to work from home if employer gave option

Policy Issues:
• Interest and opportunity for more ridesharing/alternatives to driving alone

I-8 Traveler Survey – Key Findings

• Current travel:
  – 70% live in San Diego County; 23% in Imperial County
  – Two-thirds were on the road for work or business
  – 58% rarely or never ride to work with someone else, 22% ride with other people most of the time
  – 20% work for a government agency; 13% in construction; and 12% in healthcare

• Future commutes:
  – Less than 50% would be willing to carpool (49%), vanpool (43%), or take public transit (46%)

Policy Issues:
• Higher existing ridesharing; interest in ridesharing
• Opportunity to influence travel
I-8 Traveler Survey – Key Findings

• Three-fourths would not likely move closer to work for a 25% more expensive house
• 77% would not take a closer job that pays 10% less
• 65% would not move closer to work even if gas prices exceeded $6 a gallon

Policy Issues:
• Super-commuters not very interested in job-housing balance solutions

Early Actions and Interregional Strategies

• Based on Existing Conditions, Interregional Public Survey and others, provide policy direction for “areas” that may warrant early actions and interregional strategies
• Differentiate between early actions and interregional strategies
  - Early actions can be accomplished or initiated within the next six months
Early Actions and Interregional Strategies

• Potential “areas” for action:
  - Regional Collaboration
  - Community Outreach
  - Economic Development Strategies
    • Job Creation
    • Reducing Border Wait Time
    • Education and Workforce Training
  - Housing Affordability
  - Job-Housing Balance
  - Transportation Strategies
    • Rideshare Programs
    • Transit Service
    • Transportation Demand Management Strategies
    • Goods Movement
    • Highway/Arterial Improvement

Upcoming Meetings and Next Steps

• October 31 Joint Policy Advisory Committee Meeting
• November 20 Technical Advisory Working Group
• Meetings will focus on:
  - Interregional Public Survey
  - Early Actions and Interregional Strategies
San Diego-Imperial County I-8 Corridor Strategic Plan

Borders Committee
October 24, 2008

Residential Survey – Key Findings

- Imperial Valley quality of life:
  - Excellent 12%
  - Good 48%
  - Fair 31%
  - Poor 9%
Residential Survey – Key Findings

• Important attributes for selecting a community:
  - Personal safety
  - Medical care
  - Education
  - Affordable housing
  - Job opportunities

• Rating community attributes:
  - High marks for public schools, ability to walk to schools, drive with traffic/commute time, and safety
  - Low marks for walk to shopping, nearby jobs, nearby recreation, and climate
Residential Survey – Key Findings

• Considering moving out of Imperial Valley:
  - 28% said yes (within the last two years)
  - 16% said yes (more than two years ago)
  - 56% said no

• Main reason to move:
  - Job/partner's job 33%
  - Lack of medical care/facilities 19%
  - Better quality of life elsewhere 16%
  - Family/friends 7%
  - Lack of shopping opportunities 5%
  - Retirement 4%

Residential Survey – Key Findings

• Reason for moving to Imperial Valley:
  - Born and raised here 37%
  - Job in or near Imperial Valley 21%
  - Family/friends 20%
  - Quality of life/lifestyle 10%
  - Affordable housing 5%
Residential Survey – Key Findings

• Commute to work:
  - 91% work within Imperial County
  - 20 minute average commute time
  - 29 minutes average time willing to commute
  - 81% commute five days a week or more
  - 83% drive alone; 11% carpool/vanpool; 3% walk; 2% public transit; 1% bike
  - 30% use I-8 as part of commute route

Residential Survey – Key Findings

• Industry of workers:
  - 17% government agency (non-military/non-education)
  - 17% education
  - 15% healthcare
  - 10% retail
  - Balance less than 10% each

• Work place:
  - 45% El Centro
  - 16% Calexico
  - 11% Brawley
  - 11% City of Imperial
Residential Survey – Key Findings

• Future commute:
  - 77% would be likely to work from home if employer gave option
  - Less than 50% would carpool (49%), vanpool (42%), or take public transit (41%)

Residential Survey – Key Findings

• Non-work trips made outside of Imperial County:
  - 36% visit family/friends
  - 17% shopping
  - 16% recreation
  - 15% medical/dental
  - 11% vacation
  - 3% don’t travel/don’t go out
  - 1% school
  - 1% other
I-8 Traveler Survey – Key Findings

• Rate the traffic on the day you received the invitation:
  - Heavy 2%
  - Moderate 32%
  - Light 66%

I-8 Traveler Survey – Key Findings

• Trip purpose:
  - Work or business 67%
  - Medical or dental services 7%
  - Recreation 7%
  - Visit friends/family 6%
  - Vacation 5%
  - Other 4%
  - Shopping 3%
  - School 2%
I-8 Traveler Survey – Key Findings

• Traveling from:
  - 43% Imperial County
  - 35% San Diego County
  - 17% Arizona
  - 4% some other place
  - 1% Mexico

• Traveling to:
  - 93% San Diego County
  - 2% Orange County
  - 5% all others

I-8 Traveler Survey – Key Findings

• Characteristics of trips for non-truckers:
  - 52% make same trip at least once a week;
    additional 24% make same trip several times a year
  - 90% make same trip year-round (irrespective of season)
  - 68% report a travel time of at least one hour
I-8 Traveler Survey – Key Findings

• Characteristics of drivers:
  - 70% live in San Diego County; 23% live in Imperial County
  - 87% currently employed
    • 20% work for a government agency
    • 13% work in construction
    • 12% work in healthcare
  - Typical driver is 49 year old male, employed, with above median income

I-8 Traveler Survey – Key Findings

• Drivers who commute at least once a week:
  - 54% travel for at least one hour; 3% report one-way commute less than 30 minutes
  - 98% make same trip year-round
  - 90% are “somewhat satisfied” or “very satisfied” with current commute
  - 71% have done same commute for more than two years
  - 58% rarely or never ride to work with someone else; 22% ride with other people most of the time
I-8 Traveler Survey – Key Findings

• Future commute:
  - Less than 50% would be likely to carpool (49%), vanpool (43%), or take public transit (46%)

• Super Commuters (inter-county commuters):
  - 91% drive at least one hour each way; 26% drive at least two hours each way
  - 91% “somewhat satisfied” or “very satisfied” with commute
  - Have higher incomes, are older, and more likely to be male compared to other commuters
  - Three-fourths would not likely move closer to work for a 25% more expensive house
  - 77% would not take a closer job that pays 10% less
  - 65% would not move closer to work even if gas prices exceeded $6 a gallon
Borders Committee
Work Elements and
Calendar of Meetings
for FY 2009

October 24, 2008

Outline

- Borders Committee Roles and Responsibilities
- Accomplishments in FY 2008
- Activities in FY 2009
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.

Borders Committee Responsibilities

1) Provide oversight for planning activities that impact the borders
2) Provide oversight for the preparation of binational and interregional planning programs
3) Recommend border infrastructure financing strategies to the Board
4) Establish closer SANDAG working relations with surrounding counties and Mexico
5) Advise Board on binational and interregional policy-level issues
6) Review and comment on regionally significant projects in adjoining counties
Regional Comprehensive Plan

Three Perspectives:
- Binational
- Interregional
- Government-to-Government with Tribal Nations

Binational Planning

Accomplishments
- Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan
  - Approved by the Board in September 2007
  - Joint Meeting with Tijuana City Council in June 2008
- 2008 Binational Seminar
Binational Planning

Accomplishments
- Discussion Reports
  - San Ysidro Port of Entry Reconfiguration and Expansion Project
  - Future Otay Mesa East Port of Entry
  - California Biodiversity Council

Interregional Planning

Accomplishments
- I-15 Interregional Partnership Phase III
- San Diego-Imperial County I-8 Corridor Strategic Plan
Government-to-Government Relations with Tribal Nations

Accomplishments

- Tribal Transit Feasibility Study
  - Finalized in August 2007
- Interagency Technical Working Group on Tribal Transportation Issues
  - FTA Tribal Transit Grant
  - IRR Inventory Updates

Fiscal Year 2009 OWP

Work Elements
Implementation of the Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan

- Actions related to the Existing Otay Mesa – Mesa de Otay Port of Entry (POE)
- Actions related to the New Otay Mesa East – Otay II POE and State Route (SR) 11
- Actions related to Community Planning – Economic Development

Periodic Discussion Reports

- San Ysidro POE Reconfiguration and Expansion Project
- Otay Mesa East POE – SR 11
- California Biodiversity Council Binational Activities
Riverside County

I-15 Interregional Partnership (I-15 IRP) Actions
- Smart Growth Concept Map for select Western Riverside cities
- Model Workforce Housing Project in the SPRINTERT Corridor
- I-15 Interregional Vanpool and Buspool Study
- Strategic Transportation Implementation Plan for the I-15 interregional corridor
- Strategic Action Plan for Collaborative Economic Development

Imperial County

- Progress reports and completion of the San Diego – Imperial County I-8 Corridor Strategic Plan (IVAG/Caltrans)
  - Joint Policy Working Group meetings with Imperial Valley Association of Governments (IVAG)
Orange County

- Results of the South Orange County Major Investment Study for I-5

Government-to-Government

- Tribal TDM Outreach Program
- FTA Tribal Transit Study
Staff requests the Borders Committee discuss and provide input regarding these activities.

Borders Committee
Work Elements and Calendar of Meetings for FY 2009

October 24, 2008
Recommendations from the 2008 Binational Seminar

smart growth and sustainability on the border

Opportunities for collaboration with strategic partners
COBRO recommends the Borders Committee consider the following recommendations to be presented to the Board of Directors for Approval:
- Explore the feasibility of developing a map of the regional transportation infrastructure of the San Diego Region and the Municipality of Tijuana through 2010.

- Explore the feasibility of developing mapping of existing and planned water, sewer, energy, natural gas, and electrical infrastructure in the San Diego/Tijuana region.
Evaluate coordination with the appropriate agencies on both sides of the border to investigate and gather existing baseline data on greenhouse gas (GHG) emissions in the San Diego/Tijuana region and corresponding target reductions.

What Contributes to Greenhouse Gas Emissions?

Statewide Greenhouse Gas Emissions by Sector in 2004

- Electric Generation (In-State): 12%
- Electric Generation (Imports): 13%
- Transportation: 40%
- Industrial: 2%
- Agricultural: 6%
- Commercial: 3%
- Residential: 6%

Proceed with the appropriate arrangements for SANDAG to accept IMPlan’s invitation to become its permanent advisory member on its Advisory Board.
When the Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan is next updated, include a new action to incorporate coordination of Smart Growth and Climate Change planning efforts between the San Diego Region and Baja California.

Explore opportunities for COBRO members to invite practitioners to discuss best practices at borders around the world to evaluate San Diego/Tijuana border crossings.
COBRO recommends that the Borders Committee accept the 2008 binational seminar recommendations and recommend approval by the Board of Directors.

Recommendations from the 2008 Binational Seminar

smart growth and sustainability on the border

Opportunities for collaboration with strategic partners