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MEETING NOTICE AND AGENDA

COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES (COBRO)

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

Tuesday, August 5, 2008

3:00 to 4:30 p.m.

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

Staff Contact: Hector Vanegas
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AGENDA HIGHLIGHTS

- REPORT ON NATURAL DISASTERS AND THE ENVIRONMENT ALONG THE U.S. - MEXICO BORDER
- SUMMARY OF SANDAG'S 2008 BINATIONAL SEMINAR
- CLIMATE CHANGE PLANNING ACTIVITIES
- PRESENTATION ON TRUCK STOP ELECTRIFICATION CONCEPT

MISSION STATEMENT

The Committee on Binational Regional Opportunities (COBRO) will advise the Borders Committee of the San Diego Association of Governments (SANDAG) concerning both short- and long-term binational related activities, Issues, and actions; provide input regarding binational border-related planning and development; and identify ways to assist and coordinate with existing efforts in the binational area. The COBRO will serve as a working group to the SANDAG Borders Committee to facilitate a better understanding of the binational border-related issues and needs of the California-Baja California region.

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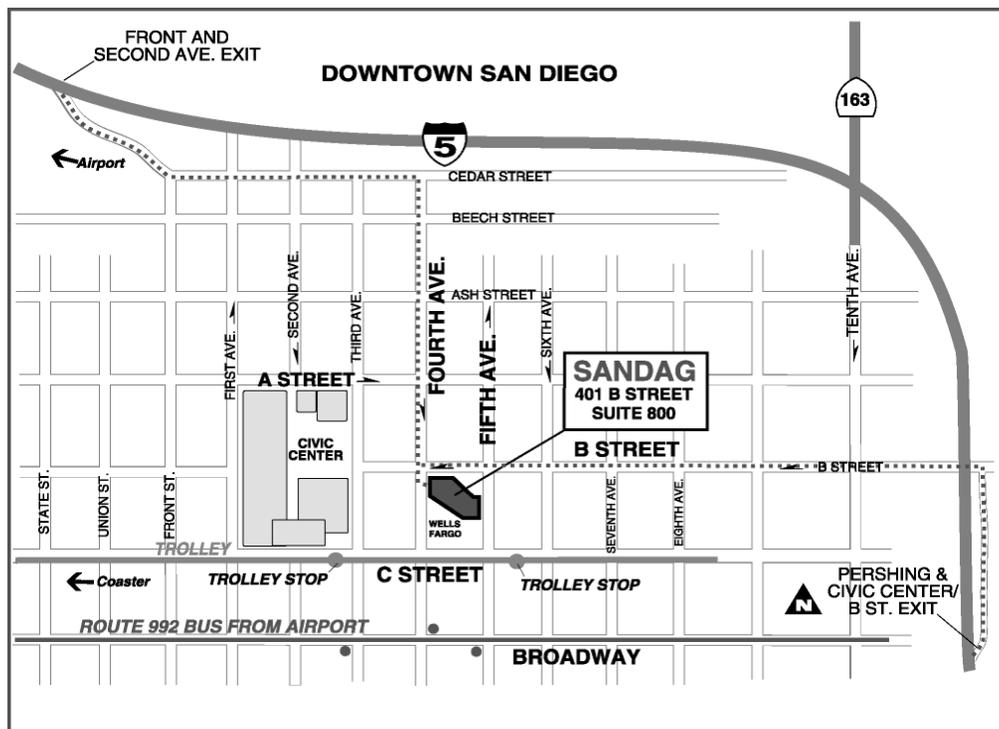


Welcome to SANDAG! Members of the public may speak to the COBRO on any item at the time that the Committee is considering the item. Please complete a Speaker's Slip which is located in the rear of the room and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications. Speakers are limited to three minutes. The COBRO may take action on any item appearing on the agenda.

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

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COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES

Tuesday, August 5, 2008

ITEM #		RECOMMENDATION
1.	WELCOME AND INTRODUCTIONS	
+2.	COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES (COBRO) MEETING SUMMARY OF APRIL 1, 2008	APPROVE
	Meeting summary of April 1, 2008.	
3.	PUBLIC COMMENTS/COMMUNICATIONS AND MEMBER COMMENTS	INFORMATION
	Each speaker is limited to three minutes.	
CONSENT ITEM (#4)		
+4.	UPCOMING EVENTS	INFORMATION
CHAIR'S REPORT (#5)		
+5.	REPORT ON NATURAL DISASTERS AND THE ENVIRONMENT ALONG THE U.S. - MEXICO BORDER (Paul Ganster, Good Neighbor Environmental Board)	INFORMATION
	This is the 11th in a series of reports from the Good Neighbor Environmental Board (GNEB) advising the President and Congress on environmental protection along the U.S.-Mexico border. This report shows how U.S. and Mexican officials can improve their cooperation in coping with floods and other natural disasters that occur along their shared border.	
REPORT ITEMS (#6 through #10)		
+6.	SUMMARY OF SANDAG'S 2008 BINATIONAL SEMINAR (Hector Vanegas, SANDAG)	RECOMMEND
	This report summarizes the outcomes from the seminar "Smart Growth and Sustainability on the Border: Opportunities for Collaboration with Strategic Partners," held on June 3, 2008. COBRO is asked to review and forward recommendations to the Borders Committee.	

ITEM #	RECOMMENDATION
<p>7. CLIMATE CHANGE PLANNING ACTIVITIES (Susan Freedman, SANDAG)</p> <p>This presentation will provide an overview of the linkages between smart growth planning and climate change issues, including energy planning, land development patterns, vehicle travel, and greenhouse gas emissions.</p>	<p>INFORMATION</p>
<p>+8. PRESENTATION ON TRUCK STOP ELECTRIFICATION CONCEPT (Dave Fege, U. S. Environmental Protection Agency)</p> <p>This presentation will provide an overview of the U. S. Environmental Protection Agency's ongoing Truck Stop Electrification (TSE) study to evaluate potential TSE services to international Ports of Entry.</p>	<p>INFORMATION</p>
<p>9. NEXT MEETING DATE AND LOCATION</p> <p>The next COBRO meeting will be on Tuesday, September 2, 2008, from 3:00 to 4:30 p.m., at SANDAG.</p>	<p>INFORMATION</p>

+ next to an item indicates an attachment

San Diego Association of Governments
COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES

August 5, 2008

AGENDA ITEM NO.: **2**

Action Requested: APPROVE

MEETING SUMMARY OF APRIL 1, 2008

File Number 3003200

1. WELCOME AND INTRODUCTIONS

The April 1, 2008, Committee on Binational Regional Opportunities (COBRO) meeting was called to order by Co Chair Consul Ricardo Pineda. The meeting was held at SANDAG.

Members present were: Co Chair Consul Ricardo Pineda, Consul General of Mexico in San Diego; Cindy Gompper-Graves, South County Economic Development Council; Sergio Pallares, Caltrans; Lorena Flores, City of Tijuana; Siavash Pazargadi and Susana Levy, City of San Diego; Tito Alegria, Colegio de la Frontera Norte (COLEF); Past Chair Elsa Saxod, Saxod Enterprises; Yolanda Walther-Meade, Fundación Internacional de la Comunidad, A.C.; Haydee Martínez, IMPlan; Angelika Villagrana, San Diego Regional Chamber of Commerce; Oscar Romo, Tijuana River National Estuarine Research Reserve (TRNERR); Nathan Owens, San Diego Dialogue; Lorena Santana, Universidad Iberoamericana Tijuana; Advisory members present: Amy Radetsky, U.S. Consulate in Tijuana; Angelica Suarez, Southwestern Community College; Lisa Dye, Federal Highway Administration; Carlos de Orduña, Asociación de la Industria Maquiladora; and Héctor Vanegas, Ron Saenz, Antoinette Meier, and Elisa Arias, SANDAG staff.

2. MEETING SUMMARY

Angelika Villagrana, San Diego Regional Chamber of Commerce (SDRCC), entertained a motion to approve the March 4, 2008, meeting summary. Elsa Saxod, SAXOD Enterprises, seconded the motion. The meeting summary was approved.

3. PUBLIC COMMENTS/COMMUNICATIONS AND MEMBER COMMENTS

Elsa Saxod, SAXOD Enterprises, reported that Chair Paul Ganster is recovering from an automobile accident and subsequent surgery. A "Get Well" card was circulated for members to sign.

Angelika Villagrana, SDRCC, stated that The Binational Border Solutions Taskforce is holding a meeting this Friday, April 4, 2008, at 11:00 a.m., at the Bali Hai in San Diego.

Yolanda Walthers-Meade announced that the Dos Aguilas Binational Fiesta will be held on Saturday, April 5, 2008. This fundraising event provides support to the Museum's binational education and scientific research programs. Also, there is a fundraiser for La Cuna, a non-profit organization that places Hispanic foster babies and toddlers with foster parents. The event is on Sunday, April 6, 2008, from 1:00 to 4:00 p.m., at Estancia La Jolla Hotel and Spa.

4. UPCOMING EVENTS

Hector Vanegas, SANDAG, referred members to the upcoming events attachment in their agenda packets. He reminded COBRO members that the upcoming events are now posted on the SANDAG Web site and will be updated monthly.

5. SANDAG's BINATIONAL EVENT

Hector Vanegas, SANDAG, announced that the annual Binational Event is recommended for June 3, 2008. This is a regular COBRO meeting day. The exact format and location of the event is being discussed with the City of Tijuana.

Elsa Saxod, SAXOD Enterprises, asked if the event would be held at the same time as the regular COBRO meeting. Hector Vanegas stated that the hours may be extended from 1:00 p.m. - 5:00 p.m.

There was no opposition to the proposed Binational Event.

6. APPOINTMENT OF MEMBERS TO REPRESENT COBRO AT THE JOINT MEETING OF THE BORDERS COMMITTEE AND THE CITY OF TIJUANA ON FRIDAY, APRIL 25, 2008.

Hector Vanegas, SANDAG, reminded members that the first joint meeting of COBRO, the Borders Committee and the City of Tijuana will be held at SANDAG on April 25, 2008, at 12:30 p.m. in the 7th floor Board Room. The purpose of the meeting is to follow-up on strategies identified in the Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan. Mr. Vanegas said that all COBRO members are encouraged to attend this meeting and he asked that the Committee appoint three COBRO members to be seated at the table.

Cindy Gompper-Graves stated that she would be on vacation but that she would send her alternate Wilfredo Ruiz. Angelika Villagrana, SDRCC, and Oscar Romo, TRNERR, also volunteered to represent COBRO at the table. The meeting was subsequently rescheduled to June 13, 2008

7. UPDATES TO THE BINATIONAL CONTACTS GUIDE

Antoinette Meier, SANDAG, announced that the Binational Contacts Guide was updated for 2008. In addition to updating contact information for the organizations that are currently in the guide, three new organizations were added: Universidad Autónoma de Baja California (UABC), Fundación La Puerta, and the Centro de Investigación Científica y de Educación Superior de Ensenada (CICESE). The "Other" section was replaced with two new sections titled "Border State and Municipal Governments" and "Border Elected Officials". These new sections include federal and state elected officials, as well as state and local municipalities working in the San Diego – Tijuana Border region. Also the BorderBase Web file, SANDAG's previous Web-based binational directory, now has a link redirecting visitors to the current Binational Contacts Guide on SANDAG's Web file.

Angelica Suarez, Southwestern College, asked if there was a section for academic institutions.

Ms. Meier responded that the academic institutes are included within the appropriate subject areas of the Binational Contacts Guide.

Hector Vanegas stated that the subject areas included in the Binational Contacts Guide are modeled after SANDAG's Regional Comprehensive Plan so academic institutes were not included as a separate section.

Ms. Meier asked COBRO members to e-mail her with any additions or changes they have for the Binational Contacts Guide.

8. BRIEFING ON THE SAN YSIDRO MOBILITY PLAN - PHASE 1 PROGRESS

A copy of this presentation is available upon request.

Steve Otto, Coordinator of the San Ysidro Transportation Collaborative, introduced the presentation by stating that the San Ysidro Mobility Study started three years ago with a grant from Caltrans to the City of San Diego. Mr. Otto introduced, Vicki Estrada, Estrada Land Planning, the lead consultant for the Phase 1 Mobility Study.

Ms. Estrada explained that the purpose of the study was to study traffic circulation and how it affects sustainable long-term economic growth, revitalization, mobility and parking throughout the community of San Ysidro. The information gathered was used to identify strategies that improve traffic circulation, address parking demand, and promote walkability, bicycling, and improved accessibility to transit use for residents, visitors, and business people.

The study began with an extensive analysis of existing conditions and a comprehensive public process that resulted in recommendations for a Greenway Spine to connect the community, major bike and pedestrian routes, and improved infrastructure for increased walkability, and access to transit. The study also recommended ten major roadway projects to improve traffic circulation:

1. Widen Dairy Mart Road and improve the I-5 Southbound off-ramp at Dairy Mart Road.
2. Remove I-5 Southbound off-ramp at Via San Ysidro.
3. Connect Calle Primera to Camino de la Plaza to improve pedestrian access.
4. Improve Beyer Boulevard between Dairy Mart Road and Smythe Avenue to improve pedestrian access.
5. Install a new traffic signal at Beyer Boulevard in front of the Beyer Trolley Station.
6. Improve West Park Avenue and East Park Avenue.
7. Improve Hall between West and East Park Avenue.
8. Convert E. San Ysidro Boulevard and Border Village Road to one-way couplets. This recommendation was controversial with the business owners in the project area. The business owners were concerned that this would negatively impact access to their business.
9. Reconfigure I-5 Northbound on and off ramps at San Ysidro Border Crossing.
10. Improve the E. San Ysidro Boulevard /E Beyer Boulevard Camino de la Plaza intersection.

Ms. Estrada used traffic simulations to demonstrate the impacts of these improvements. She also offered various options for implementing these improvements based on feedback she received from the community during public meetings.

Mr. Clive Richard, member of the public, asked how these recommendations would tie into the public transportation system.

Ms. Estrada responded that by improving the pedestrian environment, the residents would have better access to public transportation.

Cindy Gommper-Graves asked if traffic related to the proposed “kiss and drops” was considered.

Ms. Estrada said that this was examined and it was determined that currently there is not a good location for a “kiss and drop”. However project nine, which recommends reconfiguring the on and off ramps at the border crossing, would create a better opportunity for a “kiss and drop”.

Cindy Gommper-Graves also asked how many open and functioning border gates were estimated for project nine. She was concerned that the reconfiguration of the San Ysidro Port of Entry (POE) may increase the number of border gates backing up traffic further at this off-ramp.

Ms. Estrada explained that although the number of gates will increase at the POE, the reconfiguration will not allow every gate to use this off-ramp so there would be no change in the amount of traffic impacting this area. Ramon Riesgo, General, Service Administration, confirmed this statement.

Ms. Gommper-Graves also stated that she understood why business owners were concerned with proposal eight. She suggested that the potential economic loss should be analyzed further before this project is considered.

Ms. Estrada explained that this change would probably benefit the business owners by improving circulation. Most of the clients that visit these businesses are returning customers who will not be deterred by a change in circulation.

Ms. Gommper-Graves stated those customers are only willing to travel a certain distance to reach the business so this should be examined before assumptions are made regarding the impact to businesses.

Ms. Estrada stated that the couplet would not go forward as the final recommendation although it will be presented as an option for the future. The final recommendation will be to leave the street as it is currently but to improve the sidewalk.

Angelika Villagrana asked if funding sources for these projects had been identified. Ms. Estrada explained that a financing plan would be part of Phase II of the mobility study.

Steve Otto said that the San Ysidro Transportation Collaborative’s next step is to hold an open house to present these recommendations to the public for feedback and comments.

Angelica Suarez, Southwestern College, stated that their San Ysidro campus had been temporarily closed since August of last year. She asked if traffic from their San Ysidro campus was considered in their traffic analysis.

Ms. Estrada said that the traffic analysis assumed that the campus would be open and active.

Oscar Romo, TRNERR, asked if they would consider impervious materials to reduce run off and if they would use a variety of drought resistant plants.

Ms. Estrada stated that this is important and would be included as part of future project phases.

9. PRESENTATION ON DISTINCTIVE PROJECTS COMPANY (DPC) -BROWN FIELD'S PROPOSAL TO REDEVELOP BROWN FIELD AIRPORT

A copy of this presentation is available upon request.

Nici Boon of Distinctive Projects Company, Inc. (DPC), presented their proposal for redeveloping Brown Field Airport into an intermodal hub that serves the entire region. The City of San Diego awarded DPC the exclusive rights to negotiate for the development of Brown Field Airport. DPC also developed the Palomar Airport and they envision a similar proposal for the development of Brownfield over the next 20 years.

Since DPC is proposing multiple uses for the airport site they recommend zoning the airport. The proposed zones are separated into categories A-M. The zones include a Primary Aviation Business Center for corporate jets, a General Aviation Center, a Helicopter Center, a commuter hub, an eco-industrial park, commercial, retail and conference services, a solar power generating facility, and an Air and Space Adventure Technology Center. The airport will be one of three airports in the county to have customs services.

It is expected that this facility could extend the life of Lindbergh Airport by 10 percent by providing a first class jet aviation center that relieves Lindbergh of their private jet operations.

The cost benefit analysis for DPC's development proposal shows a one-time construction cost of \$841,600,000 and an annual reoccurring economic benefit of \$ 545,500,000.

Oscar Romo, TRNERR, asked for an explanation on the eco-industrial park. He applauded their sustainable development efforts but stated that airports are harmful to the environment due to increased run-off and contamination. Mr Romo also asked if DPC is proposing a binational connection.

Mr. Boon explained that the eco-industrial park will fill the demand for light high-tech industry that requires access to a commercial airport. He also said that this use compliments the Otay Mesa Community Plan's proposal for increased industrial space. The industrial park development will be LEED certified.

Mr. Boon stated that their proposal could allow for crossborder connections but they are not specifically dealing with the crossborder airport terminal because it is a Regional Airport Authority project

Elsa Saxod, SAXOD Enterprises, asked if the project had gone before the Land Use and Housing Committee.

Mr. Boon said they have presented to the Land Use and Housing Committee and were granted exclusive rights to negotiate for the development of the airport. Over the next eight months DPC will go through an approval process with FAA. Once FAA approval has been secured, they will move into a Memorandum of Understanding (MOU) with the City of San Diego. At this time the project will go before the Land Use and Housing Committee again before going to the full City Council. Once the MOU has been approved by the City Council, it will take approximately 20 months to get a Development Agreement, full EIR and an EIS for the NEPA component for FAA.

Ms. Saxod stated that Brown Field has not been part of the Otay Mesa Community Plan and asked if the City would include Brown Field in the Community Plan.

Mr. Boon stated that he is not aware of any plan to include Brown Field in the Community Plan, but that they are meeting with City Planning staff regularly to ensure compatibility between the plans.

Ms. Saxod stated that this proposal will impact the Community Plan and it should be included in the planning process.

Mr. Boon said that they are working towards creating a steering committee with agency stakeholders to ensure that the plans are well-matched.

Cindy Gommer-Graves explained that FAA is putting pressure on the City to move forward with redeveloping Brown Field Airport. Since the Community Plan is taking longer than expected, they have to make progress on plans for Brown Field airport.

Sergio Pallares, Caltrans, asked what was needed to make this project a reality.

Mr. Boon stated that they need two approvals from City Council: one for the MOU and one for the Development Agreement. They are already making progress on the environmental studies. Assuming they do not find anything that will stop or delay the project, they are financed and ready to break ground. They expect to start construction in 28 months.

Nathan Ownens, San Diego Dialogue, stated that airports are some of the least environmentally sustainable facilities and asked if the increase in air traffic would outweigh their attempts at making the facility sustainable.

Mr. Boon said that he agreed but all they can do to mitigate this is build the most sustainable facility they can in a convenient area where vehicle miles traveled to the airport will be reduced.

Mr. Owens asked if the airport is subject to AB 32.

Mr. Boon was not sure.

Tito Alegria, COLEF, asked if DPC was examining the traffic impacts to the Otay Mesa community.

Mr. Boon stated that they will have to analyze and mitigate the direct and cumulative traffic impacts created by the project.

Elsa Saxod reminded the group that on April 10, 2008, at 2:00 p.m., there is a meeting of the Airport Advisory Group to examine a recent study on the crossborder airport terminal. The meeting is at the Sheraton Hotel West. She encouraged COBRO members to attend.

Cindy Gommer-Graves added that this study will go before the full airport authority on the first Thursday in May 2008. The study projects that the crossborder terminal can provide the equivalent of 10 gates at Lindbergh Airport. She suggested that this report go before COBRO in the future.

10. NEXT MEETING DATE AND LOCATION

Co-Chair Consul Ricardo Pineda closed the meeting after reminding members that the next COBRO meeting will be a Joint Meeting with the Borders Committee and the City of Tijuana on Friday, April 25, 2008, from 12:30 to 2:30 p.m., at SANDAG. As a result the May COBRO meeting is cancelled.

San Diego Association of Governments
COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES

August 5, 2008

AGENDA ITEM NO.: **4**

Action Requested: INFORMATION

UPCOMING EVENTS

File Number 3003200

WHAT: Institute of the Americas (IOA) at UCSD
The migration of HIV/AIDS: Reporting the human side from the U.S-Mexico border
WHEN: August 9 - 11, 2008
WHERE: Institute of the Americas at UCSD
MORE INFO: <https://www.iamericas.org/events/> or lee@iamericas.org

WHAT: North American Center for Transborder Studies & Colegio de la Frontera Norte
La Paz Environmental Cooperation Agreement 25th Anniversary
WHEN: August 13, 2008
WHERE: COLEF, Tijuana
MORE INFO: (480) 965-1846 or www.asu.edu/clas/nacts

WHAT: California Hispanic Chamber of Commerce
29th Annual Convention
WHEN: August 13 - 16, 2008
WHERE: Mark Hopkins Hotel, San Francisco
MORE INFO: (800) 299-6033 or www.cahcc.com

WHAT: Transborder Institute at USD
"Drug Violence, Public Security and the Rule of Law in Mexico", Guest Speaker Dr. Dante Haro Reyes
WHEN: August 18, 2008
WHERE: Joan B. Kroc Building, Room 253
MORE INFO: RSVP to Claudia Ornelas at (619) 260-4148 or cornelas-09@sandiego.edu

WHAT: Institute of the Americas (IOA) at UCSD
Energy Reform in Mexico with Cuauhtémoc Cárdenas
WHEN: August 21, 2008
WHERE: Hojel Hall, Institute of the Americas
MORE INFO: (858) 453-0560 or <https://www.iamericas.org/events/>

WHAT: Transborder Institute at USD
Los Rostros de México

WHEN: August 27, 2008

WHERE: Joan B. Kroc Theatre

MORE INFO: www.sandiego.edu/tbi

WHAT: South County EDC
XVIII Annual Economic Summit

WHEN: Friday, September 12, 2008

WHERE: San Diego Convention Center

MORE INFO: (619) 424-5143, cindy@sandiegosouth.com, or www.sandiegosouth.com

WHAT: United States Hispanic Chamber of Commerce
29th Annual National Convention & Business Expo

WHEN: September 24–27, 2008

WHERE: Sacramento, California

MORE INFO: www.usfcc.com

WHAT: SEDECO Baja California – U.S. Department of Commerce
BajaMak Expo Industrial

WHEN: Thursday, October 9, 2008

WHERE: Valle Bonito Industrial Park, Tijuana B.C.

MORE INFO: info@bajamak.com or www.bajamak.com

WHAT: San Diego Hispanic Chamber of Commerce
2nd Annual Hispanic Chamber Golf Classic: El Clasico

WHEN: Friday, November 7, 2008

WHERE: Maderas Golf Club, Poway, CA

MORE INFO: (619) 702-0790 or edaniel@sdchcc.com

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

San Diego Association of Governments
COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES

August 5, 2008

AGENDA ITEM NO.: **5**

Action Requested: INFORMATION

REPORT ON NATURAL DISASTERS AND THE ENVIRONMENT ALONG
THE U.S. - MEXICO BORDER

File Number 3003200

Introduction

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

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

Discussion

Recommendations in this year's report call for federal policymakers to concentrate on four areas when working with other authorities to manage natural disasters along the U.S.-Mexico border: (1) Support local initiatives to implement appropriate zoning codes, building codes, and other types of strategic planning; (2) Build capacity for transboundary cooperation when responding to natural disasters, as well as cooperation at the local, state, regional, and tribal levels; (3) Better integrate existing emergency management systems and practical exercises, including ensuring that they cover natural disasters as well as hazardous materials emergencies; (4) Expand current domestic and international agreements so that they reflect the need for border-specific measures to effectively manage natural disasters.

The report can be downloaded from <http://www.epa.gov/ocempage/gneb/gneb11threport/English-GNEB-11th-Report.pdf>

SANDAG staff will continue to schedule presentations of GNEB's annual report to COBRO.

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

San Diego Association of Governments
COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES

August 5, 2008

AGENDA ITEM NO.: **6**

Action Requested: RECOMMEND

SUMMARY OF SANDAG'S 2008 BINATIONAL SEMINAR

File Number 3003200

Introduction

SANDAG's annual binational event was held on Tuesday, June 3, 2008, at the Caltrans, District 11, facilities 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.

Recommendation

The Committee is asked to review the proceedings and outcomes of the 2008 binational seminar and forward recommendations to the Borders Committee.

Background

At the October 2, 2007, Committee on Binational Regional Opportunities (COBRO) meeting, the Committee recommended that SANDAG organize a staff meeting with the new City of Tijuana IMPLAN administration and representatives from the State of Baja California to discuss the advancement of short-term strategies identified in the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan and to discuss the upcoming Binational Annual Event. Several meetings were held in January and February 2008, where IMPlan expressed its commitment to advance the work of previous administrations including the implementation of strategies identified in the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan. It was agreed upon at these meetings that SANDAG's annual binational event would be an appropriate venue to follow up on the Smart Growth strategy identified in the Strategic Plan. Thereafter, this proposal was taken to COBRO who accepted to support this effort.

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.

Specifically, the 2008 SANDAG binational annual event focused on the housing strategy 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, an urbanist from University Autonomous of Baja California (UABC); and Salvador Gómez-Rocha represented Mexico’s Secretariat of Social Development (SEDESOL).

During the Joint Meeting of the Borders Committee, COBRO and the City of Tijuana, 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 will be updated at future meetings on any advances related to recommendations made at this Seminar.

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

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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 road map 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 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.

Luis Duarte, Director of IMPlan, reported on the City of Tijuana's progress toward Smart Growth through the updated Municipal Plan. He reported on urban and land use strategies; housing and environmental issues; infrastructure improvements; and, binational strategies.

Of high importance, is the development and implementation of a non-polluting mass transit system in Tijuana which takes individuals to the border, thus reducing the number of individual vehicles crossing the border.

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. 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. 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, 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. 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 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, 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)

5. THE SMART GROWTH EXPERIENCE IN THE SAN DIEGO REGION

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% per year over the last ten years, the surrounding areas grew even faster like Tijuana which grew at 4% and Tecate by 3 percent. 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, 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. 2% 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.

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, 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 emissions and provide recommendations to reduce emissions.

The presentation began with a chart that shows statewide Greenhouse Gas (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.

Rundle explained some of the many on-going 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% 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)

7. *BREAK*

8. ROUNDTABLE DISCUSSION ON CHALLENGES AND OPPORTUNITIES FOR SMART GROWTH DEVELOPMENT ON THE BORDER (Binational Panel)

Crystal Crawford introduced the panelists who will discuss the challenges and opportunities that face smart growth in the border region. To keep the introductions short, a list of short biographies on each panelist was handed out at the beginning of the event. The panelists include:

- Bill Anderson, Director of Planning for San Diego
- Luis Correa, Director of the CDT (Consejo de Desarrollo Económico de Tijuana – Economic Development Council of Tijuana)
- Teddy Cruz, Urban Land Institute
- Scott Donaghe and Mary Ladiana, City of Chula Vista
- Carlos García, Universidad Autónoma de Baja California
- Salvador Gómez-Rocha, SEDESOL México
- Larry Herzog, San Diego State University

The format of the discussion will be simple and will begin with the panelists' reactions to smart growth and plans mentioned in the first part of the event:

Larry Herzog explained that the notion of sustainability and smart growth is based in the idea of a bio-region. He pointed out that the federal government is an important factor that was not mentioned in the first part of the event. The federal government plays an important role on the border. It has not been very many years since we celebrated the fall 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 greenhouse gas 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 website 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. Multifamily 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.) and
- 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 Association of Governments
COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES

August 5, 2008

AGENDA ITEM NO.: **8**

Action Requested: INFORMATION

PRESENTATION ON TRUCK STOP ELECTRIFICATION CONCEPT

File Number 3006300

Introduction

The U. S. Environmental Protection Agency (EPA) is currently conducting a Truck Stop Electrification (TSE) study to evaluate the concept of TSE services at international Ports of Entry. TSE technologies, which have been successfully applied in the U.S., allow drivers to turn off their engines and hook up to electrical power supplies and communications connections for air conditioning and other services.

Discussion

This study is evaluating how TSE technology could help cross border freight trucks reduce idling by shutting off their engines. Instead of idling in a line to cross the border, trucks would pull off to a TSE facility, shut off their engines and wait to cross the border at an appointed time. While waiting, they could take advantage of power supplies, communications, and other amenities at the TSE site. It's anticipated that by implementing this concept this could reduce idling, reduce congestion, and make the crossing process more predictable and efficient.

A potential application of a TSE facility in the San Diego/Tijuana border region would be for northbound trucks that cross at the Otay Mesa Commercial Port of Entry (POE). Three thousand trucks cross per day through this facility. At this POE, trucks face significant waits to pass through Mexican Customs inspection facilities, U.S. Customs and Border Protection security inspections, and California safety inspections before being allowed to legally enter into the United States.

The initial effort will address the following considerations through research and discussions with stakeholders to develop a more fully detailed concept for a border crossing TSE services at POEs:

- The need to link border crossing TSE to a notification/appointment system and the willingness of customs, security, and other stakeholders to consider such a system;
- The availability of land for a staging area that will accommodate the anticipated levels of use near the Otay Mesa POE and its cost;
- The availability of grants and other funds for land and infrastructure on the Mexico side of the border;
- The conditions under which a border crossing TSE would make commercial sense to TSE service companies;

- A financial and pricing structure that is feasible for trucking companies, particularly smaller drayage operations;
- Ownership (governmental or private) of the staging area; and
- Buy in from the trucking community and potential incentives for cross-border truckers to use the staging area rather than staying in the queue.

Next Steps

U.S. EPA will hold additional discussions with entities that would be involved in the potential implementation of the TSE concept. A final concept paper will be developed that can lead to a more detailed feasibility study of incorporating a TSE facility to serve the Otay Mesa-Mesa de Otay area.

Also, to build upon EPA's TSE study and advance SmartWay Transport goals, SANDAG recently applied for a 2008-2009 Partnership Planning Grant from Caltrans to study the feasibility of implementing truck stop electrification at San Diego - Tijuana Ports of Entry. If this grant is awarded, a feasibility study would be conducted to assess the viability of implementing TSE facilities serving the existing Otay Mesa Commercial POE and the future Otay Mesa East POE. Notice on Caltrans' award of this Partnership Planning grant is expected in late summer of 2008.

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