BORDERS COMMITTEE AGENDA

Friday, July 24, 2009
12:30 to 2:30 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

THIS MEETING WILL BE HELD JOINTLY WITH THE COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES (COBRO) AND THE CITY OF TIJUANA

AGENDA HIGHLIGHTS

• OTAY MESA - MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN: 2009 PROGRESS REPORT
• PRELIMINARY REPORT ON THE 2009 BINATIONAL EVENT
• REGIONAL ENERGY STRATEGY UPDATE

PLEASE TURN OFF CELL PHONES DURING THE MEETING

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

MISSION STATEMENT

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

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

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

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### Joint Meeting of the Borders Committee, Committee on Binational Regional Opportunities (COBRO), and the City of Tijuana

**Friday, July 24, 2009**

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
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<td>+1.</td>
<td>APPROVAL OF THE MAY 22, 2009, MEETING MINUTES</td>
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The Borders Committee is asked to approve the minutes of its May 22, 2009, meeting. Subject to Borders Committee action only.

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<th>2.</th>
<th>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</th>
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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 that is not on this agenda. 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 #5)

| +3. | BORDERS COMMITTEE WORK ELEMENTS AND CALENDAR OF MEETINGS FOR FISCAL YEAR 2010 (Hector Vanegas, SANDAG) | INFORMATION |

This report outlines the work elements and tasks included in the Fiscal Year 2010 Overall Work Program that are related to the responsibilities of the Borders Committee, as well as a proposed calendar of meetings for Fiscal Year 2010.

| +4. | STATUS REPORT ON INTERNATIONAL BORDER SEWAGE ISSUES (Ron Saenz, SANDAG) | INFORMATION |

The Borders Committee has requested periodic updates on border-related sewage issues. This report provides an update on these issues.
<table>
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<th>ITEM #</th>
<th>RECOMMENDATION</th>
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| +5.    | UPDATES ON GSA'S SAN YSIDRO PORT OF ENTRY RECONFIGURATION AND EXPANSION PROJECT  
(Rachel Kennedy, SANDAG) |

The 19 local jurisdictions submitted a comment letter to Mr. Paul Prouty, GSA Acting Administrator, on the San Ysidro Land Port of Entry (POE) reconfiguration and expansion project on April 9, 2009. Mr. Prouty’s response letter is attached for your information. Additionally, SANDAG submitted a comment letter to GSA regarding the San Ysidro Land POE Improvements Project - Draft Environmental Impact Statement which incorporated comments from the Borders Committee and the Board of Directors (attached). SANDAG staff recently met with officials from the State of Baja California and the City of Tijuana to discuss opportunities for increased binational collaboration on a new southbound pedestrian crossing on the eastern side of the San Ysidro POE. SANDAG Chair Holt-Pfeiler and Mayor Sanders have submitted a letter to Baja California Governor Osuna and Tijuana Mayor Ramos stating the region’s support of the new pedestrian crossing (attached).

**REPORT ITEMS (#6 through #8)**

| +6.    | PRELIMINARY REPORT ON THE 2009 BINATIONAL EVENT "CHALLENGES AND OPPORTUNITIES FOR CROSSBORDER CLIMATE CHANGE COLLABORATION"  
(Chair Paul Ganster, COBRO) |

Since 1997, SANDAG has organized an annual event to address binational topics. This year the event focused on Challenges and Opportunities for Crossborder Climate Change Collaboration. This report will present highlights from the 2009 binational seminar.

| +7.    | REGIONAL ENERGY STRATEGY UPDATE  
(Susan Freedman, SANDAG) |

As part of the SANDAG agreement with the California Energy Commission, staff is currently updating the Regional Energy Strategy (RES), which was last updated in December 2003. Staff will present an overview of the draft update and strategic energy goals. A new goal is proposed for the RES Update to address border energy issues. The Borders Committee is asked to provide input on the development of this goal and wider strategy.
+8. OTAY MESA – MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN: 2009 PROGRESS REPORT (Bob Leiter and Ron Saenz, SANDAG; Luis Alfonso Duarte, IMPlan)

The Otay Mesa - Mesa de Otay Binational Corridor Strategic Plan is the first strategic plan prepared jointly and approved by both SANDAG and the City of Tijuana. This presentation will describe the development of this plan and progress towards the implementation of selected initiatives.

9. UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for Friday, September 25, 2009, at 12:30 p.m.

10. ADJOURNMENT

+ next to an item indicates an attachment
The meeting of the Borders Committee was called to order by Chair Patricia McCoy (South County) at 12:31 p.m. See the attached attendance sheet for Borders Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Vice Chairwoman Pam Slater-Price (County of San Diego) and a second by Mayor Crystal Crawford (North County Coastal), the Borders Committee unanimously approved the minutes from the April 27, 2009, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Heriberto Escamilla, representing the American Indian Council, introduced Marcelino Robles and Julio Carrillo from an indigenous community in the state of Jalisco, Mexico.

CHAIR’S REPORT (ITEM #3)

3. PURSUING A COORDINATED AGENDA – TRIBAL ISSUES (INFORMATION)

An outcome of the 2006 San Diego Regional Tribal Summit was the integration of the Southern California Tribal Chairmen’s Association (SCTCA) as advisory members on the SANDAG Board and Policy Advisory Committees, including the Borders Committee. In addition, an Interagency Technical Working Group on Tribal Transportation Issues was created to facilitate an ongoing dialogue between the 17 tribal nations in the region and public agencies. Today’s meeting of the Borders Committee focuses on advances made in various areas of collaboration, based on a government-to-government framework.

Action: This item was presented for information only.

REPORT ITEMS (#4 through #12)

4. FINAL REPORT: TRIBAL TRANSPORTATION DEMAND MANAGEMENT (TDM) OUTREACH (ACCEPT)

SANDAG and the Reservation Transportation Authority (RTA) received a Caltrans Environmental Justice/Context-Sensitive Planning grant to increase the involvement of tribal nations in the region’s TDM program. One of the outcomes was the development of a
strategic plan to increase the RTA’s institutional capacity to become the nation’s first Tribal Transportation Management Association (TTMA). The project has been completed and the grant period has expired. The final report was presented to the Tribal Transportation Working Group at its February 18, meeting. The RTA Board approved the final report at its February 2009, meeting. The Borders Committee is asked to accept the Tribal Transportation Demand Management Outreach Final Report for distribution to Caltrans.

**Action:** Upon a motion by Council President Ben Hueso (City of San Diego) and a second by County Vice Chairwoman Slater-Price, the Borders Committee unanimously accepted the Tribal Transportation Demand Management (TDM) Outreach Final Report for distribution to Caltrans.

5. **REPORT ON TRIBAL TRANSPORTATION PLANNING ACTIVITIES (INFORMATION)**

The RTA and the Interagency Technical Working Group on Tribal Transportation Issues (Tribal Working Group) have been discussing various issues over the past few months. Boxie Phoenix, Co-Chair of the Tribal Working Group, discussed two topics with the Borders Committee: The FTA Transit Grant update and California Tribal Transportation Position Paper.

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

6. **INTERTRIBAL LONG TERM RECOVERY FOUNDATION (ILTRF) (INFORMATION)**

After the devastation experienced by the tribal nations in the 2007 wildfires, an intertribal initiative was established to strategize for long term recovery and to insure that mechanisms are in place for tribes to assist tribes when the next cycle of fires engulfs the region. Theresa Gregor, ILTRF Coordinator, briefed the Committee on current activities.

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

7. **SUBMERGED CULTURAL SITES IN SAN DIEGO AND BAJA CALIFORNIA (INFORMATION)**

For thousands of years, the Kumeyaay Nation occupied what is today San Diego County and the northern portion of Baja California. Over hundreds of years, the shoreline has shifted back submerging many traditional villages. There have been extensive studies and efforts to preserve these marine cultural resources. Lisa Gover, on behalf of Louis Guassac, Executive Director of the Kumeyaay Diegueño Land Conservancy, briefed the Committee on some of the efforts underway.

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

8. **TRIBAL BORDER ENVIRONMENTAL LIAISON (INFORMATION)**

**Action:** This item was postponed.
9. **UPDATE ON TRIBAL ENERGY PLANNING (INFORMATION)**

One of the key areas of the economic stimulus program is green energy. Chairman Devers, SCTCA, who sits on the Executive Council of the Council of Energy Resource Tribes (CERT), and Denis Turner, Executive Director, SCTCA, briefed the Committee on updates related to tribal involvement in energy planning and implementation.

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

10. **TRIBES AND STIMULUS FUNDING PROPOSALS (RECOMMEND)**

Tribal Nations across the country are competing for tribal-specific Federal stimulus funding approved in 2009. Chairman Devers, SCTCA, briefed the Borders Committee on the status of various pending project applications from tribes in the San Diego region. The SCTCA, on behalf of the San Diego tribes, seeks the Borders Committee’s recommendation that the Board of Directors delegate authority to the Executive Director to provide, at his discretion, letters of support for these project applications.

*Action:* Upon a motion by County Vice Chairwoman Slater-Price and a second by Mayor Crawford, the Borders Committee unanimously recommended that the Board of Directors delegate authority to the Executive Director to provide, at his discretion, letters of support for these tribal-specific project applications consistent with SANDAG’s policies.

11. **PRELIMINARY DISCUSSION ON SAN DIEGO REGIONAL TRIBAL SUMMIT PLANNING (DISCUSSION / POSSIBLE ACTION)**

SANDAG’s draft FY 2010 Overall Work Program calls for a San Diego Regional Tribal Summit. As SANDAG develops the work plan for the comprehensive update of the Regional Transportation Plan (RTP), it will be critical to incorporate the Summit planning into this process for tribal nations to have timely and meaningful input in this planning process. The Borders Committee is asked to appoint three members to an Ad Hoc Joint Summit Planning Taskforce for a Spring 2010 Tribal Summit.

*Action:* Upon a motion by Mayor Crawford and a second by Council President Hueso, the Borders Committee unanimously recommended appointing Councilmember Sam Abed (North County Inland), County Vice Chairwoman Slater-Price, and Councilmember John Minto (East County) to the Ad Hoc Joint Summit Planning Taskforce for a Spring 2010 Tribal Summit.

12. **U.S. GENERAL SERVICES ADMINISTRATION (GSA) SAN YSIDRO LAND PORT OF ENTRY IMPROVEMENTS PROJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DISCUSSION)**

The U.S. General Services Administration (GSA) released the Draft Environmental Impact Statement (EIS) for the San Ysidro Land Port of Entry Improvements Project on May 8, 2009, for public review and comment. Elisa Arias, Principal Planner (SANDAG), provided the Borders Committee with an overview of the Draft EIS and initial staff comments.
Chair McCoy invited public comment.

Jason Wells, representing the San Ysidro Chamber of Commerce and the Smart Border Coalition, commented on the Draft EIS and expressed the community’s concerns regarding various aspects of the project.

David Flores, representing the San Ysidro Community Planning Group, commented on the short amount of time allowed for review and analysis of the Draft EIS; reported on the group’s initial reactions to the Draft EIS; requested the performance of southbound mobility; and, that GSA and CBP conclude whether or not this will be part of the project.

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

13. **UPCOMING MEETINGS**

The next meeting of the Borders Committee is scheduled for Friday, June 26, 2009, at 12:30 p.m.

14. **ADJOURNMENT**

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

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE

**BORDERS COMMITTEE MEETING**

**MAY 22, 2009**

**12:30 p.m. to 2:30 p.m.**

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<td>City of Imperial Beach</td>
<td>Patricia McCoy (Chair)</td>
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<td>City of Chula Vista</td>
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<td>City of La Mesa</td>
<td>David Allan</td>
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<td>Ben Hueso</td>
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<td>Sherri Lightner</td>
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<td>Marti Emerald</td>
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<td>Greg Cox (Vice Chair)</td>
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<td>COBRO</td>
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<td>Dr. Paul Ganster</td>
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<td>Cindy Gomppers-Graves</td>
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<td>Angelika Villagrana</td>
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<td>County of Riverside</td>
<td>City of Lake Elsinore</td>
<td>Thomas Buckley</td>
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<td>Republic of Mexico</td>
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<td>Remedios Gomez-Arnau</td>
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<td>Deputy Consul General of Mexico</td>
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<td>San Diego County Water Authority</td>
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<td>Art Brown</td>
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BORDERS COMMITTEE WORK ELEMENTS AND CALENDAR OF MEETINGS FOR FISCAL YEAR 2010

Introduction

This report presents a proposed calendar of meetings that outlines the work elements and tasks included in the Fiscal Year 2010 Overall Work Program (OWP) that are related to the responsibilities of the Borders Committee. As recommended in previous years, the proposed calendar of meetings is organized by themes: binational, interregional, and tribal.

Discussion

The Fiscal Year 2010 OWP is organized by strategic goals and areas of emphasis. Interregional Planning is one of the areas of emphasis that pertains directly to the work of the Borders Committee, and it is defined as “collaborative efforts with partner agencies in neighboring counties, Mexico and tribal nations, focusing on development of strategies and delivery of projects and programs that will improve mobility and sustainability in our regions.” The following are selected work elements within the Interregional Planning area of emphasis:

34001 Imperial County
34002 Binational Planning and Coordination
34003 Orange County
34004 Interregional Partnership with Riverside (I-15 IRP) – Phase III
34005 Tribal Liaison Program

Additionally, the Borders Committee will provide input into the New Border Crossing/State Route 11 area of emphasis and work element (OWP work element 34200). The preparation of plans and investment strategies to implement a third border crossing and connecting highway improvements in East Otay Mesa will be reported periodically to the Borders Committee.

The Fiscal Year 2010 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 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 at a future meeting 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 2010

Key Staff Contact: Hector Vanegas, (619) 699-1972; hva@sandag.org
<table>
<thead>
<tr>
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<th>THEME</th>
<th>TENTATIVE TOPICS / ITEMS</th>
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<td>Binational</td>
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<td>§ Borders Committee Work Elements and Calendar of Meetings for Fiscal Year 2010</td>
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<td>§ Status Report on International Border Sewage Issues</td>
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<td>§ Updates on GSA's San Ysidro Port of Entry (POE) Reconfiguration and Expansion Project</td>
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<td>§ Preliminary Report on the 2009 Binational Event &quot;Challenges and Opportunities for Crossborder Climate Change Collaboration.&quot;</td>
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<td>§ Regional Energy Strategy Update</td>
<td>Discussion</td>
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<td>§ Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan: 2009 Progress Report</td>
<td>Discussion</td>
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<td>August 21, 2009</td>
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<td>§ Recommendations from the 2009 Binational Seminar</td>
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<td>§ Briefing on State Route 11/Otay Mesa East POE Financial Strategy</td>
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<td>§ Mexico's New Bicentennial POE System in Tijuana</td>
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<td>§ Recommendations from Southern California Tribal Chairmen's Association (SCTCA) on Tribal Issues for Borders Committee FY 2010 Meeting Schedule</td>
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<td>§ SANDAG's Draft Public Participation Plan</td>
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<td>§ Progress report on the San Ysidro POE Reconfiguration and Expansion Project by GSA</td>
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<td>§ High Speed Rail Study / Potential link to the Border</td>
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| October 23, 2009      | Binational / Interregional | § Interim Report: Comprehensive Freight Gateway Study  
§ San Diego-Imperial County I-8 Corridor Strategic Plan Update  
§ Update to the Economic Impacts of Border Wait Times Model  
§ Update on Cali Baja Binational Mega Region Initiative  
§ Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Planning Activities |
| November 20, 2009     | Interregional / Tribal | § Draft Report on I-15 IRP Strategic Transportation Implementation Plan  
§ Draft Report on I-15 IRP Southwest Riverside Smart Growth Concept Map  
§ Draft Report on I-15 IRP Workforce Housing Study for Northern San Diego  
§ Recommendations for Tribal Summit Agenda |
| TBD                   | I-15 IRP Joint Policy Meeting | Recommend |
| December 18, 2009     | MEETING CANCELLED      |                                                         |
| January 22, 2010      | MEETING CANCELLED      |                                                         |
| TBD                   | I-15 IRP Joint Policy Committee | Recommend |
| February 26, 2010     | Interregional         | § Final Comprehensive Freight Gateway Study  
§ San Diego-Imperial County I-8 Corridor Strategic Plan Update  
§ Final Report on Phase III of the I-15 IRP |
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<td>§ Briefing on State Route 11/Otay Mesa East POE Financial Strategy</td>
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<td>§ Update on Selected Strategies from the Otay Mesa – Mesa de Otay</td>
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<td>§ Progress report on the San Ysidro POE Reconfiguration and Expansion</td>
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(Tentative) Late March, early April | San Diego Regional Tribal Summit |

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<td>April 23, 2010</td>
<td>Interregional</td>
<td>Status Report on SANDAG and Orange County Transportation Authority (OCTA) and Southern California Association of Governments (SCAG) Collaboration on Long-Range Planning</td>
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<tr>
<th>Date</th>
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<tr>
<td>May 28, 2010</td>
<td>Tribal</td>
<td>Proceedings from 2010 San Diego Regional Tribal Summit</td>
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<td>§ Summit Follow Up: Collaborative Action Agenda</td>
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<td>§ Update from the Tribal Transportation Working Group</td>
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<td>§ Update of the FTA Tribal Transit Program</td>
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<td>§ Update on Tribal Energy Issues</td>
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<tr>
<th>Date</th>
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<tr>
<td>June 25, 2010</td>
<td>Binational</td>
<td>(Tentative) Joint Meeting of the Borders Committee, COBRO, and the City of Tijuana City Council</td>
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<td></td>
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<td>§ Progress Report on the Implementation of Strategies Included in the Otay Mesa - Mesa de Otay Binational Corridor Strategic Plan</td>
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</table>
Introduction

Following a presentation by the International Boundary Water Commission (IBWC) in July 2005, the Borders Committee requested that SANDAG staff provide periodic updates on border sewage issues. Pursuant to this request, staff has prepared this status report.

Discussion

The State of Baja California’s Public Services Commission of Tijuana (Comisión Estatal de Servicios Públicos de Tijuana or CESPT) has implemented various projects to improve the efficiency of water distribution and sewage treatment. In the past year, CESPT has increased water distribution efficiency from 58 percent to 81 percent; completed the Valle de las Palmas housing development’s water infrastructure before the homes are built (a first in the City of Tijuana); and increased wastewater drainage service from 57 percent to 75 percent in the City of Playas de Rosarito.

In early 2009, the State of Baja California allocated $64 million to CESPT for a zero sewer discharge program. The main goal of this program is to eliminate untreated water that flows into the Tijuana River and contaminates beaches in Tijuana, Playas de Rosarito and Imperial Beach. This will be accomplished in three steps: using 66 percent of CESPT’s 2009 annual budget for building and renovating sewage collection and treatment infrastructure; creating a contingency plan for preventive maintenance including emergency backup generators in pump stations; and increasing sampling, inspection and stream discharge audits together with the State of Baja California’s Environmental Protection Agency (Secretaría de Protección al Ambiente). As last reported on November 21, 2008, the first phases of this project were already implemented with the construction of the Monte de los Olivos and La Morita sewage treatment plants.

Another project being conducted by CESPT is the Proyecto Morado (Purple Pipe Project), which has the following goals:

- Increase irrigation to green public spaces in Tijuana and Playas de Rosarito;
- Increase the consumption of recycled water to 20 percent in the year 2013;
- Install purple pipe lines throughout the City of Tijuana where recycled water is available; and
- Reduce treated water discharges to the Pacific Ocean.
In June 2009, the U.S. Environmental Protection Agency and the North American Development Bank (NADB) provided additional support to CESPT through a grant of approximately $6 million. CESPT will use these funds for six environmental protection projects. Two of the approved projects are the Zero Discharge Initiative and the Proyecto Morado. Each of the projects will be certified by international organizations to ensure they fulfill the grant requirements.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Ron Saenz, (619) 699-1922; rsa@sandag.org
UPDATE ON GSA’S SAN YSIDRO PORT OF ENTRY RECONFIGURATION AND EXPANSION PROJECT

Introduction

The U.S. General Services Administration (GSA) has proposed a $577 million dollar project to reconfigure and expand the San Ysidro Port of Entry (POE). The Borders Committee has received information on this project and its Draft Environmental Impact Statement (DEIS) at previous meetings. This item serves to provide an update on the latest developments with the San Ysidro POE Reconfiguration and Expansion Project and recent correspondence with GSA.

Discussion

On April 9, 2009, the 19 local jurisdictions in the San Diego region submitted a comment letter to GSA on the San Ysidro Land POE Reconfiguration and Expansion project expressing their concerns with the proposal at that time and its effect on pedestrian and transit users at the San Ysidro POE. On June 18, 2009, GSA Acting Administrator Paul Prouty provided a written response to this letter which is included as Attachment 1.

At its May 22, 2009 meeting, the Borders Committee provided comments to SANDAG staff regarding the San Ysidro Land Port of Entry Improvements Project - Draft Environmental Impact Statement (DEIS). These comments as well as input from the SANDAG Board of Directors were incorporated into SANDAG’s DEIS comment letter, which was submitted to GSA on June 18, 2009 (Attachment 2).

The Borders Committee has indicated a strong interest in accelerating the construction and operation of the proposed new southbound pedestrian crossing located to the east of the POE, which was identified in Phase I of the DEIS. At the suggestion of Chair Patricia McCoy, SANDAG staff met with officials from the State of Baja California and the City of Tijuana to discuss opportunities for increased binational collaboration on this important project. This pedestrian crossing may be coupled with future intermodal facilities and additional transit service on both sides of the border. SANDAG Chair Lori Holt-Pfeiler and City of San Diego Mayor Jerry Sanders have submitted a letter to Baja California Governor Osuna and Tijuana Mayor Ramos stating the region’s support of the new pedestrian crossing (Attachment 3).
Next Steps

The public comment period for the DEIS closed on June 22, 2009. GSA anticipates releasing the Final EIS, which will include responses to comments, in August, 2009. In addition, GSA staff is expected to present an update on the progress of the project at the September 25th Borders Committee meeting.

BOB LEITER
Director of Land Use and Transportation Planning


Key Staff Contact: Rachel Kennedy, 619-699-1929; rke@sandag.org
June 18, 2009

The Honorable Crystal Crawford  
Mayor and Board Member  
City of Del Mar  
San Diego Association of Governments  
1050 Camino Del Mar  
Del Mar, CA 92014-2604

Dear Mayor Crawford:

Thank you for your letter dated April 9, 2009, regarding the San Ysidro Land Port of Entry (LPOE) reconfiguration and expansion project. Over the past four years, the U.S. General Services Administration (GSA) has worked closely with the surrounding community and we appreciate the support and valuable contributions the community has provided to improve the project to date.

Through the Community Representative Committee (CRC), GSA has worked extensively with the San Ysidro community. The Notice of Availability for the Draft Environmental Impact Statement (D-EIS) was published in the Federal Register on May 8, 2009. On May 13, 2009, representatives from GSA were pleased to present the D-EIS, including the Traffic Study and the Mobility Study, during the CRC meeting. The Mobility Study presentation specifically addressed the issues raised in your letter.

With respect to the walking distances of the east-west pedestrian bridge, GSA acknowledges that while the path from the San Ysidro Transit Station to the southbound border crossing is 400 feet longer than the existing path, the actual difference in walking time is approximately 1 minute and 40 seconds longer, given the average walking speed of 4 feet per second. Additionally, the new pedestrian bridge will be compliant with current Architectural Barriers Act Accessibility Standards and provide a more pedestrian-friendly environment.

Furthermore, the pedestrian bridge route will be used as an interim primary southbound route, until the details of the diplomatic note between the United States and Mexican Governments are finalized. When this process is complete, GSA will be able to determine the exact location of the southbound crossings on the east and west sides, so that the design and construction of this crossing can proceed. Once these new southbound crossings are opened, the walking distances to cross the border should be substantially reduced from what they are today. It is essentially a like kind replacement of the existing bridge and should actually see minimal use, once the new east side pedestrian crossing into Mexico opens.
With respect to the project’s impact on local transit, I am pleased to report about two significant design improvements to the project. The first is the development of Virginia Avenue as a replacement facility for the loss of Camiones Way. GSA has a master plan for a new drop-off point for busses, jitneys, and personally owned vehicles. In addition, the new Virginia Avenue facility is being engineered to allow for the Metropolitan Transit System’s (MTS) current bus drop-off and idling functions at this location.

In your letter and in discussion with the community and stakeholders, some concern has been expressed about the loss of Greyhound’s current facility adjacent to the LPOE. At the request of the stakeholders and community, GSA contracted for, as part of the environmental studies for the project, a Mobility Study prepared by KOA Corporation. The study shows that Greyhound currently represents 26 percent of the long-haul bus service in San Ysidro, or about 20 bus trips to downtown daily. In discussing mobility in the area, GSA has found out that MTS, which operates a bus transfer station used by the other long-haul operators in the area, believes that its existing facility could accommodate Greyhound’s current departures. However, it is important to note that the Greyhound operator has indicated its intention to eventually relocate within the community.

GSA looks forward to receiving the community’s feedback on the D-EIS, and our continuing dialogue with the community. We intend to keep the community up-to-date about the progress on the reconfiguration and expansion of the San Ysidro LPOE and look forward to the construction of a facility that will make GSA, U.S. Department of Homeland Security’s Customs and Border Protection, and the community proud.

I trust this information addresses your concerns. However, if you need additional information, please contact me or Mr. Tony Costa, Acting Commissioner, Public Buildings Service, at 202-501-1100.

Sincerely,

Paul F. Prouty
Acting Administrator

cc: The Honorable Bob Filner
June 18, 2009

Mr. Greg Smith
NEPA Project Manager
Portfolio Management Division (9PTC)
U.S. General Services Administration (GSA)
880 Front Street #4236
San Diego, CA 92101

Dear Mr. Smith:

SUBJECT: San Ysidro Land Port of Entry Improvements Project – Draft Environmental Impact Statement

Thank you for providing our agency with the opportunity to review the San Ysidro Land Port of Entry (POE) Improvements Project – Draft Environmental Impact Statement (DEIS). This letter is to provide comments on the DEIS, which reflects input from the SANDAG Board of Directors and the Borders Committee. Most of these comments have been provided to GSA in earlier correspondence; however, through the review of the DEIS we have identified additional issues, which are discussed in the remainder of this letter.

As the world’s busiest land POE serving approximately 1 in 10 people entering the United States, this project provides a unique opportunity to create a world-class facility serving all POE users. SANDAG appreciates the opportunity to work with GSA on this important project and to have provided input on the project design throughout the development process. Our comments on the DEIS are summarized below.

DEIS Project Alternatives

The DEIS evaluates three project alternatives: a No Build Alternative, a Preferred Alternative, and a Pedestrian Crossing Alternative that reflects GSA’s initial project design. The Pedestrian Crossing Alternative would result in a number of negative pedestrian, transit, and regional mobility impacts. SANDAG supports GSA’s selection of the Preferred Alternative and our comments focus on its evaluation.

National Environmental Policy Act (NEPA) Mitigation

SANDAG recognizes that the DEIS was prepared under the National Environmental Policy Act (NEPA) guidelines, which do not obligate GSA to mitigate all of its project’s impacts; however, GSA has the ability to use appropriated funds for off-site mitigation projects when the following criteria are met: the proposed improvements are incidental to and essential for the
accomplishment of the purpose of the appropriation; the cost is reasonable; the improvements offer a principal benefit to the federal government; the federal government’s interest in the improvements are protected; and neither a city, county, or state department of transportation (Caltrans) have an obligation to fund all of the costs of the improvement. In our subsequent comments we highlight specific impacts cited in the document and areas where we believe these criteria are met.

Transportation Impacts

The San Ysidro POE is currently served by public transportation including San Diego Trolley and Metropolitan Transit System (MTS) bus, and by private operators that provide long-haul bus, taxi, and jitney services. Together these services provide a comprehensive network of multimodal transportation choices for POE users. It is critical that travel choices currently available at the existing POE be accommodated in the upgraded POE design.

Based on the Preferred Alternative description in the DEIS, even after the completion of Phase 3, the Preferred Alternative would fail to maintain or relocate all the existing travel options at the San Ysidro POE. In particular, the appropriate phasing and timing of the pedestrian and transit circulation projects included in the DEIS will be vital in avoiding negative long- and short-term impacts of the project.

Pedestrian Infrastructure and Circulation

SANDAG is pleased to see the inclusion of a new southbound pedestrian crossing to Mexico on the east side of the POE included in Phase 1. However, we remain concerned that there is currently no funding for this portion of Phase 1. Information regarding coordination with Mexico, the necessary Presidential Permit, and the construction schedule are not included in the DEIS. The construction of this facility in Phase 1 is critical to accommodating efficient existing pedestrian circulation patterns. Failure to construct this project element in Phase 1 would result in a longer walking distance for pedestrians traveling southbound into Mexico.

The new east-west pedestrian bridge creates a 400-foot longer walking distance and lacks canopies to provide protection from the elements. GSA has incorporated shade canopies into a number of other project elements and SANDAG requests that similar amenities be included in the pedestrian bridge design.

To date, SANDAG has not seen designs for the new east-west pedestrian bridge. The eastern end of the pedestrian bridge may be too close to the transit center, resulting in potential conflicts between buses and pedestrians. Design features that prevent pedestrians from crossing through the existing multimodal center should be included as part of the design and construction of this bridge. Additionally, the construction staging for the bridge should be conducted in a manner that does not negatively impact operations at the existing transit center.

The current design does not include provisions for a pedestrian pick-up/drop-off near the San Ysidro trolley station. The new eastern southbound pedestrian crossing will result in additional activity on the eastern side of the POE and further exacerbate the need for a pick-up/drop-off location for persons crossing on foot.
Public and Private Transit Operations

Currently, three private operators provide long-haul bus operations out of the Greyhound station, which will be eliminated as part of Phase 1. There is no provision for relocation of these transit providers, which could result in the displacement of about 26 percent of private bus trips that originate from the POE.

The removal of Camiones Way in Phase 3 will displace a significant number of modal choices for those with destinations in Mexico. Currently, Camiones Way accommodates jitney, taxi, private vehicle drop-offs, and end terminals and layover locations for MTS bus service. The removal of Camiones Way makes it imperative that a replacement facility that can handle the same level of activity be constructed prior to its elimination. Thus, we are pleased to see the addition of the Virginia Avenue transit facility as part of the Preferred Alternative. However, details on how the facility will function need to be delineated and, at a minimum, current levels of operations located at Camiones Way must be accommodated at the new Virginia Avenue facility.

Roadway and Freeway Impacts

The DEIS identifies a number of impacts to roadways and freeway segments outside the project’s footprint that are not mitigated. No avoidance, minimization, or mitigation measures are identified to lessen these impacts and they will impose a considerable burden on the region. In our opinion, the following three roadway and intersection improvements identified on pages S-14 and S-15 of the DEIS meet the NEPA mitigation criteria and should be implemented by GSA. These improvements are: widening Camino de la Plaza between Virginia Avenue and the I-5 southbound ramps to four-lane major standards, installation of a traffic signal at the Camino de la Plaza/Virginia Avenue intersection, and re-striping I-5 southbound ramps at Camino de la Plaza. A table provided as an attachment to this letter describes why SANDAG believes these mitigating improvements are appropriate for GSA to fund.

SANDAG is willing to work with GSA to identify how the improvements above can be implemented in a cooperative manner by GSA, Caltrans, and other local agencies. SANDAG requests that GSA work with Caltrans to determine mitigation measures for the impacted freeway segments and GSA’s potential role in supporting this mitigation.

Taxi Infrastructure

There are currently 30 taxicab stalls located on the Camino de la Plaza bridge over I-5. This position provides a needed unobstructed line-of-sight to the three taxicab stalls within the intermodal transit center adjacent to the POE. This line-of-sight enables taxi operators to view the availability of the transit center taxi stalls and mitigates the need for extraneous trips into the station in search of an open stall, which would significantly increase auto traffic in the POE vicinity. With the construction of the new east-west pedestrian bridge, the line-of-sight will be obstructed. This will result in a significant impact to current taxi operations. This loss is not identified or mitigated in the Draft EIS.

Southbound Inspections

Phase 3 of the project includes new southbound vehicle lanes and inspection facilities. The DEIS does not include southbound traffic analysis. The new southbound traffic configuration and inspections to
be performed by the United States and Mexico and their impacts on local roadways and Interstates 5 and 805 should be analyzed.

In addition, potential environmental justice, community, and economic impacts resulting from southbound inspection should be assessed and mitigated as appropriate.

**Land Use**

The DEIS asserts that the Preferred Alternative is consistent relevant land use plans. While SANDAG acknowledges the project’s intent to improve pedestrian movement at the border crossing and in the general vicinity, this proposal seems to fall short from meeting pedestrian-oriented objectives of the Transportation Chapter of the Regional Comprehensive Plan (RCP) due to the extra distances pedestrians would face by the proposed configuration of the pedestrian bridge. Also, the Preferred Alternative would be incompatible with the RCP smart growth design principles, which emphasize strong pedestrian orientation, bike access, and centrally located and accessible transit in smart growth areas.

**Environmental Justice**

Executive Order (EO) 12898 is entitled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” EO 12898 contains the following relevant language:

> To the greatest extent practicable and permitted by law, and consistent with the principles set forth in the report on the National Performance Review, each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States.

Under EO 12898, GSA is supposed to “collect, maintain, and analyze information on the race, national origin, income level, and other readily accessible and appropriate information for areas surrounding Federal facilities that are . . . expected to have a substantial environmental, human health, or economic effect on surrounding populations.” SANDAG encourages GSA to carefully analyze the impacts of this project on low-income and minority populations in the entire area affected by this project. The Environmental Justice analysis included in the DEIS focuses only on the community of San Ysidro. The analysis also should quantify the effects of the project on POE users, many of whom are low-income and/or minorities and live outside of the San Ysidro community but are served by the project. SANDAG believes that some aspects of this project could have a disparate impact on the population groups that EO 12898 is intended to protect.

**Air Quality**

EO 12088 concerns federal agency compliance with pollution control standards. Under the EO 12088, GSA is required to cooperate with the Administrator of the Environmental Protection Agency, and State, interstate, and local agencies, in the prevention, control, and abatement of environmental pollution. Section 1-202 requires GSA to consult with the Administrator and with State, interstate, and local agencies concerning the best techniques and methods available for the prevention, control, and abatement of environmental pollution.
Anti-idling measures should be considered in the design and operation of this POE. Examples of potential anti-idling measures include: the car batching concept, which is being employed at the U.S.-Canada Peace Arch POE; a vehicle conveyor system (e.g., car wash automobile conveyers and the current truck conveyer at the Otay Mesa Commercial POE’s Truck X-Ray building); and construction of a parking lot/structure where border crossing vehicles could wait with their vehicles turned off and cross according to their position in line or by numbered space. These concepts, if properly employed, could have significant emission reduction benefits by allowing vehicles’ engines to be shut off while waiting to cross the border. Some variations of these concepts are discussed in the U.S. EPA’s *Truck Stop Electrification and Anti-Idling as a Diesel Emissions Reduction Strategy at U.S.-Mexico Ports of Entry*.

In April 2009, President Obama and Mexico’s President Calderon announced the U.S.-Mexico’s Bilateral Framework on Clean Energy and Climate Change. Specific language in this agreement calls for the development of strategies to reduce emissions from idling vehicles. SANDAG highly recommends that GSA follow this framework and collaborate with its Mexican counterparts to seek out any potential financial resources the federal government or other entities (e.g., the North American Development Bank [NADB]) could provide to implement anti-idling/vehicle emission reduction strategies. Please be aware that there is precedent for receiving NADB funding for construction of POEs when incorporating anti-idling strategies (e.g., San Luis II Commercial POE in Arizona).

In the Community Impacts chapter, the DEIS acknowledges two sensitive receptors located approximately 0.5 miles from the POE: the Willow Creek school located to the west of I-5 and I-805, and residential areas near the corner of Camino de La Plaza and Willow Road. With the implementation of the Preferred Alternative, the DEIS asserts that air quality emissions from vehicles idling at the POE will be lessened; however, the DEIS acknowledges that Preferred Alternative will increase congestion on segments of I-5 and I-805. The DEIS does not identify how additional congestion on the freeway segments may impact air quality conditions in the vicinity of the Willow Creek school.

We appreciate the opportunity to comment on this regionally and internationally significant project. Please feel free to contact Elisa Arias (ear@sandag.org, 619.699.1936) with any questions you may have.

Sincerely,

Gary L. Gallegos
Executive Director

GGA/RKE/sgr

Attachment: San Ysidro Land Port of Entry Improvements Project - Proposed Roadway Improvements

cc: Dan Voll, U.S. General Services Administration
Anthony Kleppe, U.S. General Services Administration
## San Ysidro Land Port of Entry Improvements Project - Proposed Roadway Improvements

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<th>Criteria</th>
<th>Widening Camino de la Plaza between Virginia Avenue and the I-5 southbound ramps to four-lane major standards</th>
<th>Installation of a traffic signal at the Camino de la Plaza/Virginia Avenue intersection</th>
<th>Re-striping I-5 southbound ramps at Camino de la Plaza</th>
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<tbody>
<tr>
<td>The proposed improvements are incidental to and essential for the accomplishment of the purpose of the appropriation</td>
<td>The proposed improvement mitigates traffic conditions caused directly by the GSA project and provides for improved operational efficiency, safety, and mobility for POE employees and border crossers.</td>
<td>The proposed improvement mitigates traffic conditions caused directly by the GSA project and provides for improved operational efficiency, safety, and mobility for POE employees and POE users.</td>
<td>The proposed improvement mitigates traffic conditions caused directly by the GSA project and provides for improved operational efficiency, safety, and mobility for POE employees and POE users.</td>
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<tr>
<td>The cost of the improvements will be reasonable</td>
<td>GSA Traffic Study Cost Estimate including contingencies, administration, and permitting: $500,106.</td>
<td>GSA Traffic Study Cost Estimate including contingencies, administration, and permitting: $293,250.</td>
<td>GSA Traffic Study Cost Estimate including contingencies, administration, and permitting: $2,875.</td>
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<td>SANDAG is committed to working with GSA, Caltrans and other local agencies to ensure this work is performed following a competitive procurement for the lowest cost.</td>
<td>SANDAG is committed to working with GSA and the City of San Diego to ensure this work is performed following a competitive procurement for the lowest cost.</td>
<td>SANDAG is committed to working with GSA, Caltrans and other local agencies to ensure this work is performed following a competitive procurement for the lowest cost.</td>
</tr>
<tr>
<td>The improvements offer a principal benefit to GSA</td>
<td>The roadway widening will provide for improved safety, security, and access for POE employees and POE users.</td>
<td>Signalization of this intersection will improve access, safety, and security for users of the Virginia Avenue Transit facility and the GSA Southbound Administration and Detention Facility.</td>
<td>Re-striping of the southbound I-5 ramps will provide for improved safety and security and better freeway access for POE employees and users.</td>
</tr>
<tr>
<td>GSA's interest in the improvements will be protected</td>
<td>GSA can develop an agreement with Caltrans to ensure the improvement is not removed during its useful life without prior consultation with GSA.</td>
<td>GSA can develop an agreement with the City of San Diego to ensure the improvement is not removed during its useful life without prior consultation with GSA.</td>
<td>GSA can develop an agreement with Caltrans to ensure the improvement is not removed during its useful life without prior consultation with GSA.</td>
</tr>
<tr>
<td>No other entity has an obligation to fund all of the costs of the improvement</td>
<td>The recommended mitigation is required as a direct result of the GSA project.</td>
<td>The recommended mitigation is required as a direct result of the GSA project.</td>
<td>The recommended mitigation is required as a direct result of the GSA project.</td>
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July 9, 2009

José G. Osuna
Gobernador
Estado de Baja California
Clzda. Independencia #994
Edificio Poder Ejecutivo, 3er. Piso
Mexicali, B.C., 21000

Jorge Ramos
Presidente Municipal
XIX Ayuntamiento de Tijuana
Ave. Independencia # 1350
Zona del Río
Tijuana, B.C., 22320

Dear Governor Osuna and Mayor Ramos:

SUBJECT: San Ysidro-Puerta Mexico Port of Entry: New Southbound Pedestrian Crossing

The U.S. General Services Administration (GSA) recently released the San Ysidro Land Port of Entry Improvements Project – Draft Environmental Impact Statement which includes a new southbound pedestrian crossing on the east side of the San Ysidro-Puerta Mexico Port of Entry (POE). It is critically important that this project element be included in Phase 1. GSA has informed us that in order to include and advance this project element in Phase 1, the following is needed: coordination with Mexico on diplomatic note criteria and identification of location coordinates, secured funding, and the issuance of a Presidential Permit.

The City of San Diego and the San Diego Association of Governments (SANDAG) strongly support the establishment of this new eastern pedestrian entry point into Mexico, which would allow for a shorter walking distance for persons traveling to Mexico and would provide improved connections to existing and planned transit operations on both the San Diego and Tijuana sides of the border.

The City of San Diego and SANDAG respectfully request your agencies’ response indicating how this proposed southbound pedestrian crossing fits within the plans of the State of Baja California and the Municipality of Tijuana at the Puerta Mexico POE, and also request your support in ensuring that the remaining issues within your purview are addressed in order for this project element to be included and advanced in Phase 1.

The City of San Diego and SANDAG previously have communicated to GSA the need for the efficient processing of pedestrians and transit users at the San Ysidro-Puerta Mexico POE, and for the provision of effective and convenient access to local and regional transit services on both sides of the border.
We support the new southbound pedestrian entry point on the eastern side of the POE and acknowledge the desire of your agencies to increase the capacity for northbound inspection of pedestrians. We intend to continue collaborating with GSA on the upcoming design for these eastern pedestrian crossing facilities.

We strongly support the inclusion of this new pedestrian crossing in Phase 1 of the GSA project and hope that our two nations can work together to expedite this mutually beneficial project.

Sincerely,

JERRY SANDERS  
Mayor, City of San Diego

LORI HOLT PFEILER  
Chair, SANDAG Board of Directors

Attachment: Spanish translation
9 de julio de 2009

José G. Osuna
Gobernador
Estado de Baja California
C1zda. Independencia #994
Edificio Poder Ejecutivo, 3er. Piso
Mexicali, B.C., 21000

Jorge Ramos
Presidente Municipal
XIX Ayuntamiento de Tijuana
Ave. Independencia # 1350
Zona del Río
Tijuana, B.C., 22320

Honorables Gobernador Osuna y Presidente Municipal Ramos,

ASUNTO: Nuevo Cruce Peatonal hacia el Sur en el Puerto de Entrada de San Ysidro-Puerta México

La Administración General de Servicios de Estados Unidos (GSA, por sus siglas en inglés) presentó recientemente el Proyecto de Mejoras para el Puerto de Entrada de San Ysidro – Borrador del Enunciado de Impacto Ambiental que incluye un nuevo cruce peatonal en dirección sur al oriente del Puerto de Entrada de San Ysidro-Puerta México (Garita). Es muy importante que este nuevo elemento se incluya en la Fase 1 del proyecto. GSA ha informado que para que este sea incluido y se continúen los avances dentro de la primera fase se requiere lo siguiente: Coordinación con México mediante el intercambio de notas diplomáticas en cuanto al criterio e identificación de la ubicación, asegurar el financiamiento para la obra y la expedición de un Permiso Presidencial.

La Ciudad de San Diego y la Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés) apoyan fuertemente la apertura de este nuevo punto de entrada a México, el cual permitirá que la distancia del trayecto de los peatones para ingresar a México sea más corto, además de que proporcionará una mejor conexión para los sistemas de transporte público existente y planeados en ambos lados de la frontera entre San Diego y Tijuana.

La Ciudad de San Diego y SANDAG respetuosamente solicitan la respuesta (o postura) de sus agencias respecto a este nuevo acceso peatonal y cómo éste embonaría en los planes del Estado de Baja California y del Municipio de Tijuana para la Garita Puerta México, así como su apoyo para asegurar que los asuntos restantes bajo su jurisdicción sean atendidos para que este proyecto sea incluido y avance en la fase 1.

La Ciudad de San Diego y SANDAG le han comunicado anteriormente a GSA la necesidad de procesar eficientemente a los peatones y usuarios de transporte público en la Garita de San Ysidro – Puerta México y de ofrecer un acceso efectivo y conveniente al transporte público local y regional en ambos lados de la frontera. Nosotros apoyamos al nuevo punto de entrada peatonal hacia el sur y reconocemos el deseo de sus agencias para aumentar la capacidad de inspección peatonal con dirección hacia el norte. Es nuestra intención continuar colaborando con GSA en el diseño de esas instalaciones para cruce peatonal al oriente de la garita.
Apoyamos fuertemente la inclusión de este nuevo cruce peatonal en la Fase 1 del Proyecto de GSA y esperamos que nuestros dos países puedan trabajar conjuntamente para agilizar este proyecto de mutuo beneficio.

Atentamente,

Jerry Sanders
Alcalde, Ciudad de San Diego

LORI HOLT PFEILER
Presidenta, Mesa Directiva de SANDAG
PRELIMINARY REPORT ON THE 2009 BINATIONAL EVENT -  File Number 3400200
“CHALLENGES AND OPPORTUNITIES FOR CROSSBORDER CLIMATE CHANGE COLLABORATION”

Introduction

SANDAG’s annual binational event was held on June 2, 2009, 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), the Secretariat of Environmental Protection of the State of Baja California, and Caltrans District 11. The seminar, “Challenges and Opportunities for Crossborder Climate Change Collaboration,” drew the participation of more than 100 stakeholders from both sides of the border, including representatives from planning institutes, governmental agencies, the private sector, and academic institutions of Baja California, Imperial County, and the San Diego region, which provided a wide range of opinions.

Background

In 2007, SANDAG and the Tijuana City Council approved the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan that served as the framework for the 2008 binational seminar, which focused on smart growth and sustainability along the region’s international border. The recommendations from that event were presented to the Board of Directors and approved on November 21, 2008. One of the recommendations from the 2008 event called for evaluating coordination between agencies on both sides of the border on Greenhouse Gas (GHG) emissions data. Based on this recommendation the theme of the 2009 Binational Seminar was “Challenges and Opportunities for Crossborder Climate Change Collaboration.”

A white paper was prepared for the event, containing background information on what the State of California, the San Diego region, México, and the State of Baja California are doing in terms of climate change. (The document can be accessed on the SANDAG Web site at http://www.sandag.org/index.asp?projectid=235&fuseaction=projects.detail).
Discussion

This year’s seminar gave stakeholders from both sides of the border an opportunity to learn about the latest developments in climate change mitigation and adaptation planning in California and Baja California.

Specifically, the 2009 SANDAG binational annual event focused on the recommendations from last year’s event that called for staff to “Evaluate coordination with the appropriate agencies on both sides of the border to investigate and gather existing baseline data on 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).”

The moderators of the event were Borders Committee Chair Patricia McCoy, Mayor Pro Tem of the City of Imperial Beach, and COBRO Chair Paul Ganster, Director of the Institute for Regional Studies of the Californias at San Diego State University. The program included presentations on crossborder climate change planning by Sócrates Bastida, Secretary of Environmental Protection of the State of Baja California (SPA, in Spanish); Mayor Crystal Crawford, City of Del Mar; and Bob Leiter, SANDAG’s Director of Land Use and Transportation Planning. Emily Young presented the San Diego Foundation’s Regional Focus 2050 Study; Susan Freedman, SANDAG, presented an Overview of SANDAG’s Regional Climate Change Action Plan (RCAP); Efraín Nieblas (SPA), Rafael García-Cueto, Universidad Autónoma de Baja California (UABC, in Spanish), and Gabriela Muñoz from El Colegio de la Frontera Norte (COLEF, in Spanish), presented an Overview of Baja California’s Planning Efforts on Climate Change; and Elisa Arias, SANDAG, and Fausto Armenta, IMPlan, gave the final presentation, “Opportunities to Address Climate Change at San Diego – Tijuana Ports of Entry.”

In addition to the presentations, the program included a roundtable discussion of experts on challenges and opportunities for crossborder climate change collaboration. The panelists were Scott Anders, Energy Policy Initiatives Center (EPIC) of the University of San Diego; Francisco Dóñez, U.S. Environmental Protection Agency; José Raúl Félix, Baker and McKenzie; Susan Freedman, SANDAG; Dan Garza, California Environmental Protection Agency (Cal/EPA); Saúl Guzmán, Mexico’s Secretariat of Environment and Natural Resources (SEMARNAT, in Spanish); Holly Lepre, CleanTECH San Diego; and Efraín Nieblas, SPA.

Outcomes

The following are the preliminary outcomes from the binational seminar:

Points of Discussion:

- Agencies and stakeholders in our San Diego – Baja California border region should agree to collaborate binationally on all aspects of climate change (e.g., GHG inventories, mitigation/adaptation strategies, carbon trading plan, etc.).

- It is important to include all levels of stakeholders in discussions to develop a sustainable climate change policy for the region (federal, state, local, non-governmental organizations, academic and private sectors).
• Agencies and stakeholders in our border region should focus on both mitigation and adaptation strategies. Cost of inaction will be much greater than the financial costs of mitigation/adaptation.

Potential Actions:

• Explore the possibility of developing a harmonized inventory of emissions between San Diego and Baja California to create a border GHG inventory.

• Work collaboratively on both sides of the San Diego-Tijuana border to advance intermodal transportation center concepts at Ports of Entry and implement additional transit services (new routes and increased frequencies) to serve San Diego-Tijuana border crossings to reduce vehicle emissions.

• Enhance communication between crossborder climate change stakeholders to facilitate sharing of information by supporting the institutionalization of a collaborative mechanism (e.g., bringing together existing mechanisms such as Border 2012, Border Governors Conference, etc.).

• Support efforts by academic institutions to examine the feasibility of a crossborder carbon trading system.

• Explore possible collaboration between regions in developing Regional Climate Action Plans (RCAPs) (SANDAG and Baja California) to promote collaborative strategies and share approaches for creating effective climate change policies.

• Support the development of binational industrial clusters that foster clean technology to combat climate change, among other environmental and economic development goals.

Next Steps

At its meeting on July 7, 2009, COBRO reviewed the summary and outcomes of the 2009 binational seminar and formed a task force to discuss and propose possible recommendations that will be presented to the Borders Committee at a future meeting.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. Summary from the June 2, 2009, Binational Seminar

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Challenges and Opportunities for Crossborder Climate Change Collaboration

June 2, 2009

2009 Binational Seminar Summary

1. REGISTRATION AND INTRODUCTORY REMARKS

The moderator of the first segment of the binational seminar, Borders Committee Chair Patricia McCoy, Mayor Pro Tem of the City of Imperial Beach, announced that the event would be digitally recorded and posted on the SANDAG Web site. Also, a phone-bridge line was available for outside listeners, and the event would be translated for both Spanish and English listeners present at the seminar.

2. WELCOME AND INTRODUCTORY REMARKS

The June 2, 2009, SANDAG Binational Seminar, “Challenges and Opportunities for Crossborder Climate Change Collaboration,” was called to order by Chair Patricia McCoy, Borders Committee. The seminar was held at Caltrans District 11.

Chair McCoy remarked that individual and collective decisions are crucial to combat the real, and not perceived, effects of climate change which will inevitably have an impact on all members of humanity. Our response to this problem is therefore imperative to limiting the impacts we see in the near future. To finalize her remarks, Chair McCoy emphasized that today’s topic was not only a regional issue, but is also being addressed internationally. The Kyoto Protocol expires in 2012. Final negotiations to develop a new protocol to replace Kyoto will occur later this year.

Hon. Martha Elvia Rosas, Deputy Consul General of Mexico in San Diego, stated that the binational collaboration between Mexico and the United States is one of the priorities of Presidents Calderón and Obama. She hopes that this seminar will create valuable recommendations to address climate change and clean energy in the San Diego – Baja California region, and create a framework to implement binational climate change planning.

Ruben Carrillo, City of Tijuana, stated that in Baja California the problem of climate change is one of perception: it is not just a problem of the future, but a problem that must be addressed today. He said that the City of Tijuana recognizes the problem of climate change but has to address issues of immigration, economics, and development and how they affect the local environment. Tijuana has developed many plans to indirectly address climate change, from transportation to smart growth developments, but hopefully more specific plans can be created regionally to combat climate change.

Pedro Orso-Delgado, Caltrans District 11, stated that the new Caltrans building is a model of climate change adaptability, with its use of solar panels and gray water reuse. Climate change is not an issue of just one country, or one region, but a global problem that will greatly impact future generations.
3. SETTING THE STAGE FOR A DISCUSSION ON CROSSBORDER CliMATE CHANGE PLANNING

Hon. Crystal Crawford, Mayor of Del Mar, discussed the fact past conferences have dealt with issues that are of binational interest to San Diego and Baja California. One of the conclusions that came from last year’s conference was the need to address crossborder climate change, and the profound importance of binational collaboration to effectively plan against its future consequences.

Bob Leiter, SANDAG, discussed the role of SANDAG in addressing climate change in the San Diego region. He stated that this conference builds greatly upon last year’s conference as smart growth planning helps reduce greenhouse gas (GHG) emissions by utilizing greener building materials, incorporating public transportation usage, using cleaner fuels, and implementing clean energy technologies. Mr. Leiter also discussed California and San Diego’s efforts to combat climate change: from Assembly Bill (AB) 32 (which sets GHG reduction levels) to Senate Bill (SB) 375 (which focuses on transportation and urban sprawl-reduction strategies to reduce GHGs). Under SB 375, SANDAG is the first regional agency to tackle the problem of climate change with transportation planning, and is working on a Regional Climate Action Plan (RCAP) and its 2050 Regional Transportation Plan (RTP) to address these issues. Furthermore, SANDAG’s partnerships with Mexico will help create solutions to the problems of public health and environmental degradation caused by climate change. SANDAG has worked with its partners in Mexico and the U.S. on three ports of entry (POEs), San Ysidro, Otay Mesa, and the future Otay Mesa East, to incorporate better public transportation and pedestrian facilities, and other strategies to reduce GHGs.

Hon. Socrates Bastida, Secretary of Environmental Protection of the State of Baja California (SPA, in Spanish), discussed Baja California’s role in climate change reduction. Mexico, which has signed the Kyoto Protocol, is obligated to address specific climate change goals to comply with GHG reductions. In April 2005, Mexico created the Intersecretariat Group of Climate Change to manage the coordination of policies to address climate change. This plan, the State Climate Action Plan (PEAC, in Spanish) includes the strategy of creating an inventory of GHG emitted in the region, and addresses climate change by implementing three broad policies: the mitigation of GHGs, the promotion of renewable energy and the smart use of energy, and adaptability measures. Mr. Bastida stated that binational collaboration between Baja California and the U.S. is crucial for creating an effective plan to reduce the effects of climate change.

4. THE SAN DIEGO FOUNDATION’S REGIONAL FOCUS 2050 STUDY ON HOW THE REGION WILL CHANGE AS A RESULT OF GLOBAL WARMING

Emily Young, San Diego Foundation, discussed the possible impacts of climate change on the San Diego region with no mitigation policy implementation. She stated that it is critical to address regional climate change binationally, especially with Mexico’s strong history of environmental protection. The San Diego Foundation has utilized a framework of partners from nonprofit organizations, businesses, and public institutions to develop their Focus 2050 Study. Some of the impacts of climate change in the San Diego region could include:

- $2.5 to $15 billion of annual revenue loss from tourism, fisheries, commercial sectors.
- $14 billion infrastructure costs to adapt to rising sea levels.
- Annual temperature changes of 1.5° to 4.5°F by 2050, with greater fluctuations in summer temperatures creating heat waves.
- Greater susceptibility to drought with water demand outstripping supply.
- Peak electricity demand will increase 70 percent.
- Sea level rise of 18 inches (without including the impact of the polar ice caps melting).
- Greater public health risk (especially for elderly).
- Ecosystems and animal populations will be threatened.
- Increased wildfires and more intense droughts.

Ms. Young stated that local governments can implement specific strategies to adapt and mitigate climate change impacts: develop GHG inventories, assess local vulnerabilities to climate change, adopt targets for reducing emissions, and enact programs and policies to reduce emissions.

5. OVERVIEW OF SANDAG REGIONAL CLIMATE CHANGE ACTION PLAN

Susan Freedman, SANDAG, discussed SANDAG’s Regional Climate Action Plan (RCAP) which will identify GHG emissions reduction policies for the San Diego region. She outlined actions taken by California and the San Diego region to reduce GHG emissions. To address emissions in San Diego, the RCAP will include quantitative measures to reduce emissions from passenger vehicles and light trucks, and qualitative measures that reduce emissions from electricity and natural gas usage, and land use and transportation planning. Specific policy measures to reduce GHG emissions from electricity include: increased use of renewable energies, supporting highly efficient natural gas power plants, and supporting improvements to the electricity grid. With regards to mitigating GHG emissions from buildings, policies include: increasing energy efficiency of retrofits of residential and commercial buildings; supporting energy-saving equipment; and promoting new building codes. To reduce GHG emissions from transportation, the RCAP will include measures to improve vehicle efficiency, decrease carbon intensity of fuels, and improve vehicle travel by reducing congestion, idling, and vehicle miles traveled. Ms. Freeman concluded by stating that climate change policy should come from collaboration in all sectors: international, federal, state, regional, local, individual, and nonprofit.

6. OVERVIEW OF BAJA CALIFORNIA’S PLANNING EFFORTS ON CLIMATE CHANGE

The moderator of the second part of the binational seminar, COBRO Chair Paul Ganster, Director of the Institute of Regional Studies of the Californias at San Diego State University (SDSU), introduced three speakers from the State of Baja California who outlined the state’s climate change action plan.

Efraín Nieblas, Undersecretary of Environmental Protection of the State of Baja California, discussed the common binational climate change problems facing Baja California and San Diego, and the efforts that the State of Baja California has undertaken to address climate change. Mr. Nieblas emphasized that while mitigation of GHGs is important, adaptation to climate change impacts is the primary focus of Mexico. He stated that the stakeholders in Baja California are creating a forum to design a diagnostic action plan, create a GHG inventory, and evaluate the impacts of climate change on the region.

Rafael García-Cueto, Universidad Autónoma de Baja California (UABC), outlined the impacts of climate change in Baja California. Mr. García-Cueto described rising temperatures, sea level increases, sporadic intense rainfall, and increased heat waves as some of the climate change impacts facing Mexico.
Gabriela Muñoz, El Colegio de la Frontera Norte (COLEF), discussed the GHG Emissions Inventory in Baja California. The GHG Inventory gives a precise account of emissions in the region, which gives solid information on where climate change policy should be applied. The inventory was developed along the United Nations’ IPCC guidelines outlining emissions from a sector-wide view. One important issue is that Baja California and San Diego use different GHG emissions-measuring guidelines, and they need to be harmonized so that a regional GHG Inventory can be developed to create better binational policies on mitigation, adaptation, and perhaps carbon trading mechanisms.

7. OPPORTUNITIES TO ADDRESS CLIMATE CHANGE AT SAN DIEGO – TIJUANA PORTS OF ENTRY

Elisa Arias, SANDAG, and Fausto Armenta, IMPlan, discussed the opportunities to address climate change at the San Diego – Tijuana POEs.

Ms. Arias began by describing strategies to reduce GHG emissions at the border crossings: viable choices for crossborder travelers such as improved pedestrian mobility, increased public transportation, and reduced commercial and private vehicle idling. The San Ysidro POE is the busiest land border crossing in the world with more than 66 million people crossing each year – 10 percent more than use Los Angeles International (LAX) airport annually – which is 180,000 people per day. At this POE, public transportation is used by over 7.2 million people annually: 42 percent use the trolley, and 17 percent use the bus to reach their final destination. Personal vehicles are the second-most used form of transportation for crossborder pedestrians to complete their trip (22%). Both SANDAG and IMPlan are working to increase multimodal transit facilities to enhance access to public transportation opportunities. The Otay Mesa POE averages about 21 million crossings annually – more than all the passengers at the San Diego International Airport (SAN) last year. Planning is underway to create the new South Bay Bus Rapid Transit (BRT) that will increase the limited public transit access at this POE. Finally, the planned Otay Mesa East POE will have better access to public transportation since advanced planning is possible to develop the infrastructure. Another option to reduce GHG-emissions at the POEs is the Truck Stop Electrification (TSE) concept which could require trucks idling at the border to shut off their engines to reduce emissions while they wait to cross the border.

Fausto Armenta, IMPlan, commented that the City of Tijuana is working to develop an X-shaped transportation structure to enhance public transportation from each part of Tijuana with improved access to the border. The proposed transportation structure considers the implementation of mass transit system, such as a light train and express buses. One of the lines is planned to be placed in the Tijuana River canal, to utilize its location to cross the city from the area of Puerta México (San Ysidro) to the southeast of Tijuana. The other would run from the populous neighbors at Santa Fe in the southwestern area of Tijuana, to a northeast location near the POEs at Mesa de Otay (Otay Mesa).
8. BINATIONAL PANEL’S ROUNDTABLE DISCUSSION ON CHALLENGES AND OPPORTUNITIES FOR CROSSBORDER CLIMATE CHANGE COLLABORATION

Participants at the roundtable discussion were Efraín Nieblas, Secretariat of Environmental Protection of the State of Baja California; Susan Freedman, SANDAG; Holly Lepre, CleanTech San Diego; Saúl Guzmán, Mexico’s Secretariat of the Environment and Natural Resources (SEMARNAT, in Spanish); Dan Garza, Cal-EPA; José Raúl Félix, Baker and McKenzie Ciudad Juárez, México; Francisco Doñez, US EPA; and Scott Anders, University of San Diego’s EPIC Program.

Efraín Nieblas, Secretariat of Environmental Protection of the State of Baja California, discussed the role of his organization. He stated that it would be useful to create a crossborder environmental working group comprised of members of both countries’ environmental stakeholders to discuss and plan joint policies. He also believes that a harmonized inventory of GHG emissions needs to be formed for the region using the same emissions-measuring method.

Susan Freedman, SANDAG, stated that POEs present a great opportunity to reduce emissions to decrease climate change impacts. Increasing public transportation and creating transit opportunities will help achieve this goal, as will efficient planning at the new Otay Mesa East POE. Also, by working with groups like the North American Development Bank, projects can be funded binationally to help the environment; these opportunities must be further investigated.

Holly Lepre, CleanTech San Diego, discussed the need to develop a clean technology cluster in the border region to rejuvenate the local economy. With regards to climate change, this clean technology sector could create a local pipeline of companies and employees and enhance access to climate change mitigating technology for the region.

Saúl Guzmán, SEMARNAT, discussed the need for more local and federal collaboration on climate change issues. Mexico plans to reduce GHG emissions by 50 percent in 2050, but in the short-term they have developed a three-pronged plan to address climate change with mitigation, adaptation, and maintaining reduced GHG levels. He further stated that it is estimated that the costs of inaction on climate change are 4 percent – 15 percent more than the costs of climate change mitigation. Therefore, it is more economical to reduce GHG emissions than to maintain a business-as-usual strategy.

Dan Garza, Cal-EPA, discussed two effective climate change discussion mechanisms: the Border Government Conference and the U.S.-Mexico Border 2012 Program (which explicitly defined a goal of climate change collaboration). It is important to adapt the protocols from these programs to Mexico, so that the programs can be implemented across the border and will be able to compete for funding from these climate change mechanisms.

José Raúl Félix, Baker and McKenzie, stated that it is important to develop common regional strategies to combat climate change. Mexico has a significant carbon footprint similar to France, Italy, and Australia; therefore, the impact of GHG reductions will greatly help the global environment. Mexico has the ability to plan aggressive GHG-reduction objectives because the energy, oil, and gas industries are all state-owned which means the costs will be absorbed by consumers without a tax. Also, he stated that international organization funding of local border energy-efficient programs on the border should be investigated.
Francisco Doñez, US EPA, discussed some regulatory aspects of the US EPA: first, the California GHG waiver is under consideration; second, the GHG reporting rule will be achieved in 2009; third, the GHG Endangerment rule – that GHGs are dangerous to human health – will be finalized; finally, mandatory fuel efficiency is being increased for vehicles. Also, there is a funding program by Border 2012, which will look to fund border-related climate change reduction proposals.

Scott Anders, University of San Diego’s EPIC Program, stated that a crossborder GHG inventory is extremely important to flesh out opportunities for collaboration such as landfills and livestock emissions. Also, while there are many excellent opportunities for crossborder collaboration, there are many challenges as well, such as energy transmission internationally. Such challenges must be discussed to attempt to create a feasible program to deliver such important programs.

**9. OPEN DISCUSSION**

**QUESTION:** Jason M-B Wells, San Ysidro Chamber of Commerce, commented that California should work to get the California Environmental Quality Act (CEQA) requirements up to date with National Environmental Policy Act (NEPA). Next, he asked if SANDAG’s GHG Emissions Inventory included emissions from vehicles at the POEs, and if so, can these emissions be separated to clearly draw a picture of GHG emissions from vehicles at the borders? Also, he asked which organization is charged with monitoring the emissions and evaluating plans to mitigate GHGs at the POEs.

Scott Anders, EPIC, commented that EPIC’s GHG Emissions Inventory did not separate emissions specifically at the border, but that it would be possible to measure with another study. He further commented that it would be a valuable study because it could potentially target areas where GHG reduction would be effective. Also, there was a study of indoor car air quality that demonstrated that emissions increased when vehicles approached the border.

Dave Fege, US EPA, stated that the U.S.-Mexico Bilateral Framework would specifically address emissions at the border.

**QUESTION:** Al Sweedler, SDSU, stated that SDSU did a study five years ago that measured pollution at the border. The study found that a relatively small fraction of pollution was emitted at the border, although in recent years the numbers will have increased because traffic has increased as well. However, this study could give a methodology for measuring GHG emissions at the border. Mr. Sweedler then asked if a binational cap-and-trade system should be implemented in the region? He stated that instead of just buying and selling emission permits in San Diego, it would allow for a better regional mechanism for reducing GHG emissions for the region.

Francisco Doñez, US EPA, commented that his organization has investigated this issue, but there are significant problems in binational emissions trading. Mainly, enforcement problems with sustainable emissions-reductions would be difficult to measure. However, with assistance from other international organizations with experience in these matters, such a system could potentially be created.

Scott Anders, EPIC, made two comments: first, the California Energy Commission (CEC) did a study of crossborder emissions; and second, he wondered if Mexico’s ambitious emissions-reductions goals would offer any opportunity for a cap-and-trade system for Americans? Finally, he stated that
Baja California has per capita emissions of 6 metric tons per year, while Californians have 12 metric tons.

Dan Garza, Cal-EPA, stated that the Border Governors Conference meeting discussed the encouragement of legislation of emissions offsets in Mexican Border States.

QUESTION: Cary Lowe, Attorney, wondered if there had been studies of a crossborder airport could assist in reducing GHGs?

Paul Ganster, COBRO, commented that a crossborder airport has been studied for 40 years, but no concrete action has been taken on its effect on GHGs.

QUESTION: Angelika Villagrana, San Diego Regional Chamber of Commerce, asked if the Mexican stakeholders had developed regulations for environmentally-friendly construction procedures.

Efraín Nieblas, Secretariat of Environmental Protection of the State of Baja California, commented that the State of Baja California has not created this type of system, but such a system is being developing.

Saúl Gúzman, SEMARNAT, stated that the greater concern for Mexico is improving the existing infrastructure (which is fairly poor due to a lack of building standards), but a mechanism for environmental development is being created.

José Raúl Félix, Baker and McKenzie, said that the main barrier to this is distribution of funds from the State of Baja California, but there is little harmony from one project to another.

QUESTION: Carlos Quintana, City of Tijuana (Dirección de Protección al Ambiente), stated that developed countries use more energy, have more cars, etc. and therefore have higher emissions.

Efraín Nieblas, Secretariat of Environmental Protection of the State of Baja California, stated that Border 2012 Work Groups addressed the issue of what to do with cars that do not meet binational emission standards; they are developing a plan to allow the importation of cars to Mexico but to purchase a permit to show that they meet certain emissions levels.

Saúl Guzmán, SEMARNAT, one of the primary problems that Mexico has is a system to evaluate the emissions of cars that cross the border. They are working to decided how to accept used vehicles into Mexico, so that these vehicles meet specific emissions standards. Another problem is that of economics: the U.S. is a large supplier of older used automobiles (which have higher emissions), and Mexicans can afford to purchase these vehicles as opposed to new ones. The problem involves how to create emissions standards without limiting the purchase of used cars by Mexican citizens?
**QUESTION:** Kevin Sampson, Syntropic Systems, asked how these stakeholders can focus resources to change attitudes of the local consumer to incorporate more environmentally-friendly lifestyles.

José Raúl Félix, Baker and McKenzie, stated that in the long-term education would be the key to changing attitudes, but in the short-term fines and strict repercussions would have to be the answer.

**QUESTION:** Mike McCoy, member of the public, asked about the situation with the Sempra power plant in Mexicali Valley, and what was going to be done binationally for emissions standards and the transmission of energy across the border?

Paul Ganster, COBRO Chair, said that standardization is difficult for businesses to achieve, so harmonization of standards (especially binationally) would facilitate better business proceedings between companies, states, and local governments.

**QUESTION:** Sean O'Keefe, Beacon Environmental, stated that vehicle emissions tend to be the leading cause of climate change in the region, but only 5 percent of efforts were being directed towards changing this source. What technologies were being implemented to improve this situation?

Susan Freedman, SANDAG, commented that in SANDAG’s RCAP transportation is the main focus of emissions reduction. She stated that as of right now, congestion management is the primary tool that is being used to reduce GHG emissions. However, new technologies are being examined to address this problem.

Efraín Nieblas, Secretariat of Environmental Protection of the State of Baja California, stated that 80 percent of emissions in Baja California are from the generation of electricity. They are focusing on renewable technologies to reduce these emissions. Also, to reduce transportation emissions, they are developing a mechanism to evaluate emissions from vehicles, and to implement the use of cleaner fuels.

**QUESTION:** Paula Stigler, San Diego Foundation, asked how each region will address the impacts of policies on vulnerable populations?

Susan Freedman, SANDAG, stated that one of the guiding principles of the RCAP is to service the underserved communities. SANDAG, for example, is holding workshops in communities that are generally not involved in these decision-making processes to educate and understand their opinions.

10. CONCLUSIONS

COBRO Chair Paul Ganster concluded by thanking all participants and attendees. He stated that the outcomes and conclusions drawn from the seminar will be outlined for discussion at the next COBRO meeting on July 7, 2009.
REGIONAL ENERGY STRATEGY UPDATE
File Number 3200300

Introduction

As part of its partnership with the California Energy Commission (Energy Commission), SANDAG is updating its Regional Energy Strategy (RES). The RES was last adopted by the Board of Directors in December 2003. The Regional Energy Working Group (EWG) oversees the RES Update, which will include guiding principles and updated strategic goals, policies, and actions. One of the new goals proposed for the strategy will address border energy issues. Staff will present an overview of the draft strategy and the draft border energy goal. The Borders Committee is asked to provide input on the development of the new goal and wider energy strategy.

Discussion

SANDAG adopted its first regional energy strategy in 1979. Subsequent regional energy strategies were adopted in 1984, 1994, and 2003. The RES Update will set a vision for the region to be met by following a series of guiding principles (Attachment 1). The draft goals address:

- energy efficiency
- electricity and natural gas demand
- renewable and nonrenewable energy resources
- the electricity grid
- transportation fuels
- water energy
- the energy intensity of the built environment
- regional clean energy sector
- border energy issues
- climate change

The Board of Directors and Regional Planning Committee began their discussions on the RES Update at their May 22 and April 3, 2009, meetings respectively.
On July 31, 2009, the Regional Planning Committee will consider accepting the Draft RES Update for distribution and public comment. On August 4, 2009, a public workshop will be held at the California Center for Sustainable Energy (CCSE) from 5:15 - 7:45 p.m. A final draft of the 2009 RES Update will be completed this fall. It is anticipated that the Board of Directors will be presented with the final draft RES Update for consideration in October 2009. A final report will be submitted to the Energy Commission by the end of 2009.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments:  
1. Draft Guiding Principles for the Regional Energy Strategy Update  
2. SANDAG Regional Energy Strategy Update: Draft Border Energy Considerations Goal

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DRAFT Guiding Principles for the Regional Energy Strategy Update

Sustainably Meet Future Energy Needs
The region’s energy needs are met while maintaining environmental quality by employing resources efficiently, diversifying our fuel mix, and utilizing supplies that minimize cost.

Reduce Greenhouse Gas Emissions from Energy Use
Climate change is a serious global challenge to public health, the environment and the economy requiring all levels of government to engage in immediate and sustained cost-effective actions to reduce and mitigate greenhouse gas emissions and prepare for the impacts.

Promote Education and Consensus-Building
An open, transparent and inclusive planning process that includes community and business stakeholders, combined with education programs, increases public awareness and responsible energy decision-making in the region.

Foster the Clean Energy Sector
Economic development initiatives and workforce training programs position the region to supply a growing demand for energy efficient and renewable energy products and services.

Promote Social Equity and Environmental Justice
Energy planning and programs promote the principles of opportunity, inclusion, and equal access for disadvantaged populations and ensure fair treatment and meaningful involvement for all people regardless of race, ethnicity, gender, income, national origin, or geography.

Acquire Cost-Effective Electricity Resources in a Sustainable Manner
New resources come from energy efficiency, demand response, renewable energy, and distributed generation before resources from new transmission and fossil-fuel based generation are sought.

Implement the Smart Grid
The deployment of smart devices, controls, and communications modernize our electricity grid to improve reliability, power quality, and detect problems before service is affected.

Aggressively Pursue Energy Reductions in Existing Residential and Commercial Buildings
Net energy usage and costs from the region’s existing building stock are significantly reduced through targeted energy policies, programs and financing options.

Reduce Energy Demand and Renewable Energy System Cost
Policies and programs promote the integration of energy efficiency at a structure prior to the installation of a renewable energy system in order to reduce the size and cost of the renewable energy system.

Achieve Zero Net Energy Residential and Commercial Buildings
Aggressive strategies, including regulations and incentives, are employed to achieve zero net energy usage in new residential and commercial buildings and communities, and reduce energy usage in existing residential and commercial buildings and communities, through energy efficiency, clean distributed generation, and community planning efforts.

Reduce the Energy Intensity of the Built Environment
The energy intensity of community design, including buildings and travel options, is an integral component of land use and transportation planning.

Ready the Region for Wide-Scale Deployment of Alternative Fuel Vehicles
The region has convenient access to alternative transportation fuels that reduce our dependence on foreign oil supply, reduce local economic impacts from oil price volatility and reduce greenhouse gas emissions.
DRAFT Goal: Integrate energy considerations into existing and future collaborative border initiatives.

Energy supply, usage, and conservation in the San Diego region are impacted by actions of its neighbors and vice versa. San Diego County borders include Orange, Riverside and Imperial Counties, Mexico, and 17 tribal governments1 (the most in any county of the US). Collaborative efforts are underway among SANDAG, its member agencies and its neighbors on various issues including transportation congestion management and goods movement. SANDAG and its member agencies can take steps to further integrate energy considerations into its border planning activities as the region strives to diversify its fuel sources, expand renewable energy resources, and address environmental and climate-related pollutants from transportation. The region cannot be successful in any of these areas without the involvement of our neighbors. Through its Borders Committee, SANDAG addresses policy issues related to transboundary planning from three perspectives—tribal, interregional, and binational.

Tribal Governments
The tribal governments in San Diego County and SANDAG are working together to develop and implement innovative government-to-government strategies to address transportation and other regional planning issues. Existing tribal coordination includes goals, policy objectives and actions focused on improving communication and collaboration with tribal governments in areas of regional importance such as economic development, transportation, housing and water supply. Energy can be integrated into these discussions in terms of transportation fuels, mobility choices, efficient building design and retrofits, renewable energy development, and water-energy issues.

Interregional Coordination
During the 1990s, the San Diego region's average annual population growth rate paralleled the national average. However, the rates in Orange, Riverside, and Imperial Counties were substantially higher. Through interregional coordination, neighboring councils of government and transportation planning agencies have begun to develop collaborative strategies in economic development, transportation, and housing that will improve the quality of life for residents in each county by reducing the impacts of interregional commuting, creating more jobs in housing-rich areas and more housing in jobs-rich areas. SANDAG and its member agencies can foster the integration of energy considerations into existing interregional efforts, like the voluntary partnership between Western Riverside and San Diego region centered on the two-county commute corridor along the Interstate 15.

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**Binational Coordination**
Given San Diego’s unique position as an international gateway, binational coordination already exists to address economic development, homeland security and other pressing cross-border issues. In 2008, SANDAG hosted its annual binational event in which participants met to discuss smart growth issues, including climate change. This year’s binational event was held in June 2009 and focused solely on climate change initiatives on both sides of the border, as well as exploring opportunities to share information and work together to reduce greenhouse gas emissions. Continued coordination between California and Baja California can help identify common issues, interdependencies and policies and actions to address energy planning and infrastructure on both sides of the border.

**Recommended Actions**
- Encourage regional coordination on energy and climate related issues in the border region that come within the purview of SANDAG, the Borders Committee, the Committee on Binational Regional Opportunities (COBRO), and the Regional Energy Working Group.
- Collaborate with entities seeking funding opportunities that promote binational, tribal and interregional energy efficiency programs for buildings, planning, infrastructure and transportation.
- Support the integration of energy-saving measures for buildings, transportation and overall project design for the development of the new Port of Entry at Otay Mesa East.
- Support measures including greater transit, pedestrian, and bicycle access that can reduce congestion and vehicle idling at the Ports of Entry between San Diego, California and Baja California, México.
- Support measures that reduce the petroleum use and greenhouse gas emissions from heavy duty vehicles associated with goods movement across our borders.
- Explore energy saving measures on both sides of the international border that relieve stress on the shared regional electricity system.
- Monitor and evaluate regional natural gas storage and pipeline capacity to accommodate future demand.
OTAY MESA – MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN: File Number 3003200
2009 PROGRESS REPORT

Background

In 2004, SANDAG held its annual binational event, “Cooperation across the California – Baja California Border: Where do we go from here?” with stakeholders from both the U.S. and Mexico. The primary recommendation from this conference was to create a partnership with Mexico to address border planning topics with a focus on transportation and other infrastructure issues. Also, the Regional Comprehensive Plan (RCP), which was adopted by the SANDAG Board of Directors in 2004, called for the creation of a partnership with Mexico to address binational planning issues related to transportation and infrastructure, energy and water, homeland security, and the environment.

In addition, the Economic Impacts of Wait Times at the San Diego – Baja California Border study revealed that in 2007 border delays cost the San Diego – Baja California region $5.1 billion in lost output, and more than 51,000 jobs. If no steps are taken to improve border crossing and transportation infrastructure, these losses are projected to more than double in the next ten years, thus validating the need for a new border crossing in Otay Mesa East.

Discussion

As a follow up to the RCP initiatives, in 2005, the SANDAG Borders Committee and the Committee on Binational Regional Opportunities (COBRO) identified the Otay Mesa – Mesa de Otay binational corridor study area for a binational planning pilot project. Transportation, economic development, housing, and environmental conservation were identified as the main issue areas for the Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan.

The SANDAG Board of Directors approved the Strategic Plan in September 2007, based on recommendations from COBRO and the Borders Committee. The Tijuana City Council also approved the Strategic Plan in October 2007. In 2008, SANDAG and the City of Tijuana Municipal Planning Institute (Instituto Municipal de Planeación or IMPlan) staff presented the first annual Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan Progress Report.
The Otay Mesa - Mesa de Otay Binational Corridor Strategic Plan created a process for collaboration and established a framework for binational planning. This partnership will continue to grow through the implementation of several initiatives identified in the Strategic Plan and serve as a guide for future binational planning efforts. The attached report summarizes progress on the implementation of key actions included in the Strategic Plan during Fiscal Year 2008-09. The following are highlights of some key strategies included in the 2009 Progress Report.

**Otay Mesa East - Otay II Port of Entry (POE)**

In the past year, Caltrans, the U.S. General Services Administration (GSA), the County of San Diego, SANDAG, and the Mexican government have made significant progress to advance the implementation of the proposed Otay Mesa East-Otay II POE and connecting roads on both sides of the border. Caltrans District 11 has taken the lead on several planning tasks to advance this project. In Mexico, the Secretariat of Communications and Transportation (SCT) also has undertaken required studies for the Otay II POE and connecting roads. The following summary outlines accomplishments in Fiscal Year 2008-09:

- In March 2008, Mexico’s SCT released an economic, financial feasibility, and functionality study. This study identified a preferred alternative which calls for a POE that would handle both passenger and commercial vehicles with separate access roads connecting to the Mesa de Otay II-Otay Mesa East POE and SR 11.
- U.S. GSA completed a feasibility study in June 2008 that evaluated alternatives to satisfy the projected traffic demand and space requirements at the proposed Otay Mesa East POE as well as to reconfigure the existing Otay Mesa POE. The preferred alternative calls for the Otay Mesa East POE to function as a commercial and noncommercial facility, includes modernization of the commercial and noncommercial installations at the existing Otay Mesa POE, and takes into account tolls or user fees for the State Route (SR) 11-Otay Mesa East POE project.
- Caltrans completed the Final Phase 1 Programmatic Environmental Impact Statement/Environmental Impact Report and obtained a Record of Decision from the U.S. Federal Highway Administration in December 2008.
- Senate Bill 1486, the Otay Mesa East Toll Facility Authority Act, was signed by Governor Schwarzenegger in September 2008. The bill allows SANDAG to develop a public toll project to move people and goods along the SR 11 corridor and the Otay Mesa East POE. This bill also authorizes SANDAG to impose tolls and issue bonds secured by those toll revenues to finance the cost to develop, construct, and operate the new SR 11-Otay Mesa East POE project.
- In December 2008, the Governor of Baja California, Hon. José G. Osuna, announced the investment of $1,600 million pesos (about $122 million dollars) for this project.
- In December 2008, the U.S. Department of State DOS approved the Presidential permit, which authorizes the U.S. GSA to build the Otay Mesa East POE as a vehicular and pedestrian border crossing.
- SANDAG staff prepared a conceptual intermodal transportation facility proposal to serve this POE. This facility would accommodate future Bus Rapid Transit, local bus, jitneys, taxis, and passenger drop off/pick up.
Otay Mesa POE

GSA also has advanced work to modernize the existing Otay Mesa POE. Some highlights of the proposed Otay Mesa Modernization include:

- Expansion of the passenger vehicle crossing from 12 to 24 primary inspection booths;
- Acquisition of a 10.5 acre parcel immediately east of the commercial facility that would accommodate four new commercial inspection booths; and
- Relocation of the existing hazardous waste truck crossing inspection facility located just west of the southbound vehicle crossing in Otay Mesa.

In April 2009, the Department of Homeland Security (DHS) awarded approximately $21.3 million of American Recovery and Reinvestment Act (ARRA) funds for some initial Otay Mesa POE modernization projects which will cover the cost of land acquisition and design for the expansion project, described in U.S. GSA’s Feasibility and Functionality Study. The expansion project would make improvements to both commercial and non-commercial portions of the existing port. GSA held a scoping meeting in July 2009.

Anti-Idling and Truck Stop Electrification Study

The U.S. Environmental Protection Agency (EPA) completed an Anti-Idling and Truck Stop Electrification (AI/TSE) study in April 2009. AI/TSE approaches are strategies to encourage (or require) drivers to turn off their vehicles rather than idle at a stand-still or very slow speeds. The study analyzed how AI/TSE approaches successfully applied in the U.S. and elsewhere may be adapted to POEs to save money and reduce emissions from idling trucks. Various stakeholders, including SANDAG, were interviewed to help identify opportunities and barriers to implementation.

The study applied its findings to examine how AI/TSE could be implemented at the Otay Mesa-Mesa de Otay POE. Three viable adaptations of the AI/TSE concept were developed to avoid trucks slowly idling in a queue while they wait to access border crossing facilities:

- Traffic Controls on Existing Roadways: This approach uses traffic controls on existing roadways to process truck crossings in “batches.” Traffic signals are used to stop vehicles, which are encouraged or required to turn their engines off, and drivers wait for a period of time while batches of vehicles in front of them cross the border and clear the roadway. This strategy would not include TSE technology.

- Mandatory AI/TSE Facility: This approach requires all vehicles accessing a POE to enter a parking area, turn off their engines, and wait for a signal to cross the border via an appointment.

- Voluntary AI/TSE Facility: Trucks accessing a POE have the option to enter a parking area with an appointment system, TSE equipment, and amenities; or they can choose to use the traditional (congested) approach to the customs facility.
City of Tijuana

The City of Tijuana has made progress towards the implementation of the strategy to “Collaborate with IMPlan and the Urban Land Institute (ULI) on sharing resources, planning techniques, and strategies as they relate to Smart Growth Planning” with the update of the City of Tijuana’s Urban Development Program (Programa de Desarrollo Urbano del Centro de Población de Tijuana or PDUCPT). The PDUCPT is updated every five years and grants the City zoning authority to regulate land use. IMPlan coordinates the preparation of the PDUCPT and also oversees implementation of long term urban and regional planning.

The 2009 PDUCPT promotes smart growth practices such as land use densification and infill development of urban zones as a strategy to avoid sprawl and to concentrate access to urban services. Through this document, IMPlan has created a new specific planning instrument for the northern zone of Playas de Tijuana that would promote Smart Growth principles in this area. To improve existing constraints and inefficiencies in its transit system, the City of Tijuana is developing a metropolitan mass transit plan that will be used to secure funding for projects that would restructure and improve Tijuana’s existing transit network.

Two main routes are being studied, Route 1 would be a light rail service that would traverse 11.4 miles along the Tijuana River channel between the San Ysidro POE and southeastern Tijuana; and Route 2, would be a Bus Rapid Transit route that would extend for 18.6 miles between the Mesa de Otay POE in northeast Tijuana and the Santa Fe district (near Playas de Rosarito) in southwest Tijuana.

The City of Tijuana is working with Mexico’s Federal Support Program for Mass Transit to secure 50 percent of the project cost; another 16 percent would come from the State of Baja California and the City of Tijuana combined; and 34 percent is anticipated from private funds. These projects are expected to be completed in three to five years.

BOB LEITER
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Otay Mesa – Mesa de Otay
Binational Corridor
Strategic Plan

June 2009
Progress Report
INTRODUCTION

The Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan approved by the SANDAG Board of Directors and the City of Tijuana’s City Council in fall 2007, identified several strategies in the areas of transportation, economic development, housing, and the environment. This report is an update on the implementation of these strategies since last reported in the 2008 Strategic Plan Progress Report, which was published in May 2008.

TRANSPORTATION ACTIONS

 ISSUE  IMPLEMENT THE OTAY MESA EAST-OY II PORT OF ENTRY (POE) AND CONNECTING ROADS

 EARLY ACTION  Establish the Otay Mesa East-Otay II POE Technical Commission to advance planning and implementation of the future Otay Mesa East-Otay II POE and connecting roads as a binational project, in collaboration with Caltrans, SIDUE, and IMPlan, and based upon discussions with the United States (U.S.) interagency coordination group.

 Progress

The Otay Mesa East-Otay II POE Technical Commission, under the umbrella of the U.S.-Mexico Border Liaison Mechanism, was established in 2007. This Technical Commission continues to meet quarterly to coordinate planning activities and to share information among federal, state, and local agencies responsible for POE planning and implementation. The last meeting took place on June 9, 2009.

In the past year, Caltrans, the U.S. General Services Administration (GSA), the County of San Diego, SANDAG, and the Mexican government have made significant progress to advance the implementation of the proposed Otay Mesa East-Otay II POE and connecting roads on both sides of the border (Figure 1). Caltrans District 11 has taken the lead on several planning tasks to advance this project. In Mexico, the Secretariat of Communications and Transportation (SCT) also has undertaken required studies for the Otay II POE and connecting roads. Key planning activities conducted this fiscal year are described in this section.
Figure 1
State Route 11 / Otay Mesa Port of Entry

Source: Caltrans, 2009
PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT (PEIS/PEIR) FOR SR 11 AND THE OTAY MESA EAST POE

The purpose of the Phase 1 Environmental Impact Statement (EIS) for State Route (SR) 11 and the Otay Mesa East POE document is to identify preferred facility locations and allow for several decisions and actions, which are outlined below:

• Route adoption by the California Transportation Commission (CTC);

• Consideration and approval of a Presidential permit for locating the POE by the U.S. Department of State (DOS);

• Facilitation of land use and circulation planning in the East Otay Mesa Specific Plan area by local agencies;

• Support of international cooperation efforts to pursue the development of the Otay Mesa East-Otay II POE; and

• Possible future designation of right-of-way for SR 11 and the Otay Mesa East POE in cooperation with local and regional jurisdictions to ensure that the rights-of-way are shown conceptually on planning documents.

The Draft Phase 1 PEIS/PEIR was released for public review and comment in January 2008. In May 2008, Caltrans published the Administrative Draft Final Phase 1 PEIS/PEIR, which included responses to comments received. On August 22, 2008, the Final Phase 1 PEIS/PEIR was released. This document identifies the Western Alternative shown in Figure 1 as the preferred corridor for SR 11 and the POE. The U.S. Federal Highway Administration (FHWA) issued a Record of Decision on October 3, 2008.

PRESIDENTIAL PERMIT

Caltrans submitted the Presidential permit application to the DOS in January 2008. It included a description of the facility and its relationship to existing border crossings, traffic information, and projected demand for the new POE, projected financing and construction plans, status of the counterpart project in Mexico, status on U.S. approvals necessary for construction, historic preservation information, and a description of how the POE would serve the national interest.

On December 8, 2008, U.S. DOS approved the Presidential permit, which authorizes U.S. GSA to build the Otay Mesa East POE as a vehicular and pedestrian border crossing.

U.S. GSA FEASIBILITY/FUNCTIONALITY STUDY

U.S. GSA completed a feasibility study in June 2008 that evaluated alternatives to satisfy the projected traffic demand and space requirements at the proposed Otay Mesa East POE as well as to reconfigure the existing Otay Mesa POE. The preferred alternative calls for the Otay Mesa East POE to function as a commercial and noncommercial facility, includes modernization of the commercial and noncommercial installations at the existing Otay Mesa POE, and takes into account tolls or user fees for the SR 11-Otay Mesa East POE project.

TOLL LEGISLATION

Senate Bill (SB) 1486, the Otay Mesa East Toll Facility Authority Act, was introduced in February 2008 by Senator Denise Ducheny (D-San Diego). SB 1486 was signed by Governor Schwarzenegger on September 30, 2008. The bill allows SANDAG to develop a public toll project to move people and goods along the SR 11 corridor and the Otay Mesa...
East POE. This bill also authorizes SANDAG to impose tolls and issue bonds secured by those toll revenues to finance the cost to develop, construct, and operate the new SR 11-Otay Mesa East POE project.

MEXICO

The Otay Mesa East-Otay II POE is a priority project for the Mexican government. In March 2008, Mexico’s SCT released an economic, financial feasibility, and functionality study.

According to the study, the preferred alternative calls for a POE that would handle both passenger and commercial vehicles with separate access roads connecting to the Mesa de Otay II-Otay Mesa East POE and SR 11. The study contemplates user fees of approximately $19.17 pesos (about $1.46 dollars) for passenger vehicles and up to $86 pesos (about $6.56 dollars) for 5-axle commercial vehicles (user fees would be based on the number of axles).1

The study estimates the cost of the Otay Mesa East-Otay II POE project at $391 million pesos (about $29.8 million dollars). The study does not include the cost of the 39 hectares (about 96 acres) already reserved for the POE site by the City of Tijuana, nor the access roads. The Otay Mesa East-Otay II POE would be built through a 30-year concession, and is planned to be a toll facility.

In December 2008, the Governor of Baja California, Hon. José G. Osuna, announced the investment of $1,600 million pesos (about $122 million dollars) for this project, with $780 million pesos (about $59.5 million dollars) to be used to buy the property, $777 million pesos (about $59.3 million dollars) for access roads, and the rest of the funds will be used for planning and other required studies.

Additionally, the State of Baja California and the City of Tijuana are in the process of identifying possible locations for access roads in the vicinity of the Otay II POE. Funds have been allocated to conduct a risk analysis of nearby canyons to determine whether they should be declared as High Risk Zones for housing settlements and could be considered as right-of-way for access roads. Also the City of Tijuana will start the bid process to initiate construction of the first phase for canalizing the Alamar River and of a new expressway, which also would provide access to the new Otay II POE once complete.

Next Steps

Tier II EIR/EIS for SR 11 and the Otay Mesa East POE

Caltrans, in cooperation with GSA and FHWA, has initiated project-level environmental clearance studies for SR 11 and the Otay Mesa East POE. A Tier II Environmental Impact Report/Environmental Impact Statement (EIR/EIS) will evaluate design and operational alternatives for SR 11, the POE, and a potential Commercial Vehicle Enforcement Facility (CVEF). A public scoping meeting was held on December 4, 2008. A Draft EIR/EIS will be completed in fall 2009 with completion of the final EIR/EIS anticipated in summer 2010.

In addition, Caltrans will prepare a Project Report for SR 11 (preliminary engineering and design).

GSA Project Development Study for the Otay Mesa East POE

The next step in GSA’s planning process, following the completion of the feasibility study in June 2008, is the preparation of a Project Development Study (PDS). The PDS for the Otay Mesa East POE will further develop

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1 The exchange rate used to convert pesos to dollars is $13.08 pesos per $1 dollar.
and analyze the proposed preferred alternative project leading to future design activities. This study is anticipated to begin in spring 2009.

**Future Project Financing**

SB 1486 enacted the Otay Mesa East Toll Facility Act, which authorized SANDAG to, among other things, solicit and accept grants of funds and to enter into contracts and agreements for the purpose of establishing highway toll projects to facilitate the movement of goods and people along the SR 11 corridor in the County of San Diego or at the Otay Mesa East POE. The bill provides SANDAG with various additional powers and duties, including, among others, authorization for SANDAG to issue bonds for the acquisition, construction, and completion of transportation facilities and to impose tolls and user fees for the use of the corridor. The bill requires that toll revenues from the Otay Mesa toll facility project to be used to pay for specified costs, including, but not limited to, repaying bonds, the cost to SANDAG for operating the project, and the cost for capital improvements, pursuant to an expenditure plan. The bill also authorizes SANDAG to enter into agreements with the County of San Diego or a city within that county to accept development impact fees for the construction and reimbursement of improvements in the county or city.

SANDAG staff is completing a due diligence process related to the financial strategy for SR 11 and Otay Mesa East POE project. Staff will be presenting their findings and recommended course of action to the Board of Directors later this year. Staff also is working closely with USDOT for technical assistance and discussing loans and grant programs as part of this project’s designation as a Border Congestion Relief Project.

In April 2008, the Otay Mesa East POE and SR 11 project was allocated $75 million from the funding from the Trade Corridors Improvement Fund (TCIF). TCIF is one of the programs under Proposition 1B (Prop. 1B), which was approved by the voters at the November 2006 general election and enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. This Act authorizes the issuance of more than $19.9 billion of general obligation bonds for various transportation programs.
four new commercial inspection booths and the relocation of the existing hazardous waste truck crossing inspection facility located just west of the southbound vehicle crossing in Otay Mesa.

Staff consulted with GSA on the viability of implementing specific reconfigurations that were identified in the Otay Mesa-Mesa de Otay Strategic Plan of July 2007 and shown in Figure 2.

The status is as follows:

PROJECT #4: Modify lane No. 3 by adding a swing gate for a second SENTRI lane. This will be a dual use lane and would not include a stacked booth.

STATUS: On April 15, 2009 U.S. Customs and Border Protection opened a new dual use lane in addition to an existing dedicated SENTRI vehicle lane available seven days a week including holidays. This dual use lane will allow flexible use to process either SENTRI or non-SENTRI vehicles, as traffic conditions warrant.

PROJECT #5: Install Stacked Booths on the 3 West passenger vehicle lanes.

STATUS: Installation is expected to be completed by August of 2009. Stacked booths could provide a 40-50 percent increase in crossing efficiency.

There are currently no active plans for the other projects identified in Figure 2.
Figure 2
Otay Mesa Passenger Port of Entry
Suggested Capital Improvements

Otay Mesa Passenger POE
Suggested Capital Improvements

06/21/07 DRAFT

All improvements recommended are within
US GSA Right-of-Way.

1. Construct access to allow employee vehicles to exit the employee parking lot directly onto the northbound SR-905 lanes.

2. Remove k-rail, install steel bollards (or k-rail) and tire shredders (port runner system) along the west and east egress pavement and widen for additional lane(s).

3. Construct retaining wall, sidewalk and pavement along west edge of the import cargo facility to allow busses to board passengers.

4. Modify lane #3 for SENTRI/regular vehicles, dual use (not stacked).

5. Install tandem booths along west portion of primary inspection. (Pending results from San Ysidro Stacked Booth Test).

6. Modify visitor parking lot. East half of lot for visitors, west half for SENTRI vehicle processing.

7. Construct a slip ramp entrance to the northbound lanes. Allow busses to re-board passengers and have direct access to the northbound SR-905 lanes.

8. Install signage - Parking for official use only.

Bi-national Effort

9. Implement reversible lanes concept. (International effort)
CBP recently completed installation of the Radio Frequency Identification (RFID) technology at the San Ysidro, Otay Mesa, Calexico, and Tecate POEs. Although, this project was not identified on the original list of improvements, it is expected to provide significant operational efficiency advancements to the Otay Mesa POE. These upgrades, which include new software, hardware, and the deployment of vicinity RFID technology, are being implemented as part of the Western Hemisphere Travel Initiative (WHTI). RFID is already utilized for toll collection on the I-15 express lanes and the South Bay Expressway in San Diego County. It can be an inexpensive means of tracking and cataloging freight movement through the Otay Mesa border crossing system. The data transmitted by RFID can track and identify vehicles and provide specific information on items being transported as well as border crossing history. In addition, devices can be moved from one lane to another at nominal costs. U.S. authorities said RFID technology will shave six to eight seconds off each inspection because information will appear on an officer's computer screen before a motorist even arrives at the booth.

Next Steps

GSA has commissioned an Otay Mesa Modernization Program Development Study that is expected to be completed in December 2009. A Project Design phase will begin in April 2010 and end in December 2011, and will be followed by construction, which is anticipated to start in April 2012 and end in December 2015.

In April 2009, the Department of Homeland Security (DHS) awarded approximately $21.3 million of American Recovery and Reinvestment Act (ARRA) funds for some initial Otay Mesa POE modernization projects which will cover the cost of land acquisition and design for the expansion project, described in the previously mentioned Feasibility Study. The expansion project would make improvements to both commercial and non-commercial portions of the existing port. GSA will hold its first scoping meeting in July 2009.

GSA anticipates this initial project will contribute to improving the POE’s functionality, capacity, and security and make improvements to the facility in order to comply with Customs and Border Protections current POE Design Guide.

NEW ACTION Support the implementation of technologies to measure cross-border wait times of northbound commercial vehicles at the Otay Mesa-Mesa de Otay Commercial POE.

Progress

In March 2007, Caltrans and SANDAG completed a study funded by the FHWA to determine what Intelligent Transportation Systems (ITS) or other commercial technologies are available to monitor, measure, and report on commercial vehicle wait times at the Otay Mesa POE. The study was divided into two stages. The first stage identified high-level requirements for the systems, reviewed ten potential technologies, and described the essential features of the selected solutions.

The Stage 2 Report, completed in June 2007, evaluated the viability, cost, and high-level requirements of several technologies for the Otay Mesa Commercial POE.

During 2008, the top three technologies, RFID, Global Positioning Systems (GPS) telemetry, and Automated License Plate Recognition (ALPR) were evaluated. GPS telemetry was chosen as the primary means of collecting travel time information at the Otay Mesa Commercial POE because it was
anticipated that GPS data would yield the most robust data set, as opposed to RFID and ALPR that would require more installation of hardware, and therefore be more costly, to get the same potential results.

Subsequently, FHWA’s consultant contracted with a third-party provider to pursue negotiations with motor carriers in the study’s target population and gain access to GPS data. They were successful in securing agreements to collect data from five motor carriers.

Data collection began in January of 2009. Data is being collected throughout a ten-sector area along the route where trucks queue to cross into the U.S. The first sector begins at the intersection of Calle 12 and Bellas Artes in Tijuana, which is the beginning of the queue for northbound trucks in peak season, and the final sector ends in San Diego at the exit of Otay Mesa Commercial Vehicle Enforcement Facility.

**Next Steps**

Data collection will continue until spring of 2010. During this time, data will be validated by manually recording crossing times and other techniques to verify accuracy.

At the end of the data collection period a report will be produced analyzing a year’s worth of historical travel data. This report also will include implementation guidance. This data collection program will expire next year, unless another agency chooses to continue it.

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**ISSUE FACILITATE IMPROVEMENTS TO CROSS-BORDER AND REGIONAL PUBLIC TRANSPORTATION SERVICES**

**EARLY ACTION** Initiate advanced planning work to extend the South Bay Bus Transit (BRT) service between Eastern Chula Vista and the Otay Mesa POE.

**Progress**

SANDAG is in the process of launching the environmental document for the Phase One BRT alignment. Several technical studies are being conducted including: traffic, habitat, noise, and visual. SANDAG is currently in negotiations with the land owner at Nicola Tesla Court, the location of the proposed transit station, on a long-term lease or acquisition. Figure 3 illustrates the South Bay BRT alignment. The proposed transit station is adjacent to the Otay Mesa POE.

**Next Steps**

The Mitigated Negative Declaration (MND) is expected to be completed and permits are anticipated to be secured by December 2009. The South Bay BRT project is on schedule to be implemented in late 2012.
Figure 3

Source: SANDAG, 2008
EARLY ACTION  Evaluate the City of Tijuana’s draft Public Transportation Plan, focusing on routes that would serve the Otay Mesa-Mesa de Otay POE and the proposed Otay Mesa East-Otay II POE

Progress

The City of Tijuana’s Municipal Planning Institute (IMPlan) is currently conducting a transportation study titled “Technical Legal and Financial Study on Route 1 (Internacional-Refugio), Route 2 (Otay-Rosarito Beach), and Route 3 (Valle de las Palmas),” that is evaluating the City of Tijuana’s public transportation system in context of its Metropolitan Zone. The goal of this study is to improve the access to and flow of public transportation in and around the City.

The study also proposes to define the location of the pick-up and drop-off points for public transportation near the Mesa de Otay POE in Mexico. Recommendations from SANDAG’s study “Evaluation of Tijuana’s Public Transportation Facilities at the Otay Mesa-Mesa de Otay Port of Entry; South Bay BRT” completed last year will be considered.

An analysis on transit, passenger vehicle, and truck access routes to the proposed Otay Mesa East-Otay II POE also would be included. One of the possible scenarios under consideration is a transit-only access alignment leading from the easternmost extension of Boulevard Bellas Artes in Mesa de Otay to the Otay II POE. All passenger and commercial vehicles would travel through the proposed Cañón Rinconada alignment to access the Otay II POE. This study is being funded by the City of Tijuana and would be completed by summer 2009.

In addition, IMPlan sent a letter of intent to the State of Baja California Secretariat of Infrastructure and Urban Development (SIDUE) in February 2009 expressing the need to acquire right-of-way for access routes to the Otay II POE, emphasizing the Cañon Rinconada alternative. In this letter, IMPlan also requested that public transit and pedestrian access be considered along with a binational strategy to coordinate public transit connections at the Otay II POE.

Next Steps

IMPlan will continue coordinating the Otay Mesa East-Otay II POE study findings with stakeholder agencies on both sides of the border to ensure efficient pedestrian and transit movement and connectivity. As preliminary POE designs are developed, more detailed discussions will focus on pick-up and drop-off points for public transportation near the Mesa de Otay and Otay II POEs.
EARLY ACTION  Evaluate the potential for extension of the South Bay BRT service to the proposed Otay Mesa East border crossing along the future SR 11

Progress

As reported in the 2008 Progress Report, SANDAG commissioned a study to evaluate the potential extension of BRT (Figure 3) (or other alternative transit service) to the Otay Mesa East POE. Building on the findings of this study, SANDAG staff has prepared a conceptual transit center proposal to serve this POE.

Staff has estimated that a two-acre site (Figure 4) would accommodate two bays for one BRT route, two bays for one local bus route, two taxi stacks, two jitney stacks, passenger drop off/pick up, and potential space for long haul transit operators. Scenarios B and C show potential locations for the transit center pending additional planning and design for POE pedestrian inspections (i.e. if pedestrian inspections were
to take place in the eastern side of the POE, then a two-acre parcel as shown in Scenario C would be most appropriate for the transit center).

Ideally, both northbound and southbound pedestrian crossing facilities would be located on the same side of the highway, so that transit facilities in both the U.S. and Mexico can be consolidated for maximum user convenience.

Caltrans will evaluate the footprint of the conceptual transit center in the Tier II EIR/EIS for SR 11 and the Otay Mesa East POE. Since this POE is in the planning stages, it provides a unique opportunity to influence how transit vehicles (and private vehicles picking up pedestrian crossers) will access the POE.

Next Steps

SANDAG staff will continue to collaborate with stakeholders on both sides of the border to ensure transit and pedestrian access is properly considered for the future Otay Mesa East-Otay II POE.

NEW ACTION Collaborate with the San Diego County Regional Airport Authority in the upcoming market demand study of a cross-border terminal connection between Otay Mesa and Tijuana International Airport (TIJ) toward its possible implementation.

Progress

In June 2008, the San Diego County Regional Airport Authority accepted a market demand study of the cross-border terminal that evaluated existing demand and capacity at TIJ, reviewed data on existing U.S. passengers that travel to the Tijuana airport, surveyed San Diego residents that may use the Tijuana airport if a convenient cross-border connection existed, and developed projections of expected passenger growth at the Tijuana airport.

The following are the primary market demand study results:

- The number of passengers using TIJ from the U.S. will continue to grow significantly over the next 20 years regardless of whether a crossborder airport terminal is developed.
- With an easy crossborder airport terminal, an estimated total of 3.2 million annual passengers (MAP) would use TIJ to/from the U.S. in 2020; in 2030 that number could rise to 6.4 MAP. This includes both passengers that would be obligated to use TIJ by the crossborder terminal connection and passengers that would use TIJ even without a connection.
- The passenger demand that would be obligated to use TIJ to/from the U.S. solely because an easy crossborder terminal connection exists is estimated at 1.1 MAP in 2020 and 2.7 MAP in 2030.
- If an easy crossborder terminal connection does not exist, it is still estimated that 2.1 MAP will use TIA to/from the U.S. in 2020 and 3.7 MAP in 2030.

The Authority Board decided not to dedicate additional funds to further study the cross-border terminal but decided to include it in the Regional Airport Strategic Plan.

In 2008, in an effort to advance this concept, a private investment group - the Otay Tijuana Venture LLC - purchased 52 acres of undeveloped industrial land in Otay Mesa to develop the U.S. side of the crossborder airport terminal project. Its intent is to build a full-service crossborder passenger facility that consists of an elevated toll bridge and a full-service passenger terminal in the U.S. Project
sponsors believe that this facility would also reduce crossings at the nearby Otay Mesa and San Ysidro POEs. The facility would be located west of the existing Otay Mesa POE and south of Siempre Viva Road along Otay Pacific Drive. Access to this facility would likely be from SR 905 south on Britannia Boulevard and onto Siempre Viva Road.

On May 18, 2009, a Community Briefing on the San Diego Tijuana – Airport Cross Border Facility was held in Otay Mesa and sponsored by Land Development Strategies, Inc. The purpose of this meeting was to comply with the U.S. Department of State’s request that a meeting be held to allow the community to provide input on the project relative to the National Environmental Policy Act (NEPA) process and a requirement of the Presidential Permit. Attendees included residents of Otay Mesa, Otay Mesa business owners, and representatives from the San Diego County Regional Airport Authority, State of Baja California, and Chambers of Commerce.

Some of the meeting highlights include:

- The facility is anticipated to handle 20-25,000 daily crossborder trips.
- This facility is exclusively for the use of ticket holders.
- Project proponents plan to submit presidential permit in July 2009.
- The Environmental Assessment is being conducted as part of NEPA process.
- A traffic impact study is expected to begin this summer.
- Project components would include a U.S. Customs and Border Protection inspection facility inside the terminal on the U.S. side; parking; two hotel sites; commercial retail sites, and an area dedicated for shuttle/taxi services.
- Level 1 of the terminal would house passenger check-in/processing, administrative offices, and retail; Level 2 will have a passenger waiting area, and the U.S. portion of the pedestrian bridge.
- The City of San Diego has agreed to designate the land as Business and Trade in the ongoing Otay Mesa Community Plan Update.
- A presentation was given to the City of Tijuana’s Binational Affairs Sub-Committee.
- The length of the enclosed bridge connecting the terminals would be approximately 160 meters/524 feet (the use of elevators and a moving pedestrian guide way are being contemplated).
- Air quality benefits/impacts will be analyzed in the environmental review process.
- CEQA and NEPA processes would be followed.

Next Steps

Tijuana Venture LLC anticipates that the permit process (including a presidential permit), environmental and traffic studies would begin by spring of 2009 and anticipates the crossborder airport terminal could be operational as early as 2012.
ECONOMIC DEVELOPMENT ACTIONS

ISSUE PROMOTE CREATION OR EXPANSION OF COMMON EMPLOYMENT CLUSTERS ON BOTH SIDES OF THE BORDER AND ADDRESS FUTURE INDUSTRIAL LAND USE SUPPLY AND DEMAND

EARLY ACTION Develop the 2007 San Diego Regional Economic Evaluation and Prosperity Strategy (REPS) with Participation from the Consulate of Mexico in San Diego, San Diego Dialogue, and The Tijuana Economic Development Corporation, among other Stakeholders, in the REPS Advisory Working Group

Progress

As reported in the 2008 Progress Report, the SANDAG Board of Directors accepted the 2007 San Diego Regional Economic Evaluation and Prosperity Strategy (REPS) as an element of the Regional Comprehensive Plan.

The REPS' Strategic Goal 4 called for reserving prime employment land (existing and vacant) for light industrial and research and development uses and to establish a redevelopment process that would renew and retain existing industrial lands for similar uses in the future.

One of the key recommended actions was to update the Employment Lands Inventory and request that all jurisdictions keep the on-line inventory up-to-date to maintain timely and accurate data on land availability. The previous update was in the year 2000.

The 2008-09 Employment and Residential Land Inventory Task Force began meeting in December 2008 to work on completing the inventory of available land, including a qualitative assessment of its availability and a market analysis to assess the adequacy of the supply.

The 2008-2009 update also will include an inventory of non-retail employment land, and for the first time, residential land.

Next Steps

In June 2009, a group of Otay Mesa stakeholders made up of developers, real estate brokers and the Otay Mesa Chamber of Commerce met to provide input on how much land they identified as being immediately available. Their information will be evaluated and incorporated into the Employment Lands Inventory (ELI) report.

A final draft of the Employment Lands Inventory (ELI) report will be presented to the 2008-09 Employment and Residential Land Inventory Task Force in July 2009. The ELI will be presented to the Regional Planning Committee and subsequently to the SANDAG Board of Directors for approval. Once completed, SANDAG will update the Regional Economic Development Information (REDI) system, an Internet-based mapping, analysis, and reporting tool to keep the inventory up to date and provide broad public access to it.
The Crossborder Innovation and Competitiveness Center concept remains on hold. However, there are other ongoing activities between the University of California at San Diego (UCSD) and the Scientific Research and Post Graduate Education Center in Ensenada (CICESE) that hold promise for enhancing the competitiveness of the crossborder region. These activities include UCSD’s California Institute for Telecommunications and Information Technology’s (Calit2) collaboration with CICESE in areas such as high bandwidth communications under the LambdaGrid project and on metagenomic studies of marine life via the CAMERA project. These projects show the development of future enabling technologies in IT and the life sciences, which are important industries for both San Diego and Baja California.

In 2008, stakeholders from the Mexican regions of Cuernavaca, Guadalajara, Guanajuato, and Monterrey were in the process of formally establishing the Mexican Life Sciences Alliance to collaboratively promote their capabilities internationally, including a showing at the BIO tradeshow in June 2008. They also agreed to co-develop a proposal to the Inter-American Development Bank (IDB). Under a three-year grant, IDB funding would be used to support Alliance activities to build commercialization infrastructure (e.g., training and policies) within participating research institutions, business support services for new life science start up companies, and international outreach for research and business development opportunities which include linkages with San Diego’s life sciences community. Under the proposal UCSD Extension (San Diego Dialogue and Global CONNECT) and Merck & Co. would serve as partners to the Alliance. Submission of the proposal is currently pending the formalization of the Mexican Life Sciences Alliance into a legal entity (an A.C. or civil association), per IDB requirements. This is expected to be resolved by summer of 2009, and the IDB award announcement will follow approximately two months later.
NEW ACTION  Explore the consolidation of employment clusters through the establishment of business service centers such as science and technology parks.

Progress

The City of Tijuana’s Urban Development Program (Programa de Desarrollo Urbano del Centro de Población de Tijuana or PDUCT) proposes a strategy to conduct an industrial clusters study. Baseline information such as the number, type, and location of industries would be gathered to develop an industrial cluster database. Information from the industrial cluster study would then be used to develop strategies focused on promoting industrial clusters in the City of Tijuana. Some of these strategies include establishing incentives to attract investment, and coordinating with universities to gear curriculum towards providing a skilled workforce to better serve specific industrial clusters.

Next Steps

IMPlan will explore funding opportunities to conduct this study.

HOUSING ACTIONS

ISSUE  ADDRESS FUTURE HOUSING SUPPLY AND DEMAND, HOUSING AFFORDABILITY ISSUES AND OPPORTUNITIES, AND INFRASTRUCTURE NEEDS OF EXISTING AND FUTURE RESIDENTIAL LAND USE

NEW ACTION  Promote comprehensive housing developments within Tijuana portion of the study area, which would include providing space for recreational activities, sports, green areas, and public facilities and services to improve the quality of life.

Progress

IMPlan applied for and received funds from the Secretariat of Social Development (SEDESOL) to evaluate the social and environmental conditions of the Nido de las Aguilas canyon. This study was completed in late 2008 and its findings will contribute to the decision making process involved with identifying a preferred access route to the Otay II POE.

In addition, IMPlan, the State of Baja California, and local developers have been collaborating to develop the area Valle de las Palmas in southeast Tijuana. This development was designed to meet growing housing demand in Tijuana in a sustainable manner. Smart Growth concepts are planned to be incorporated into this development.

The focus of the sustainability of this development revolves around three points: social equity, ecological balance, and economic development. The social development of the community will involve strong community leadership, community involvement of local residents, and good relations between neighbors. The ecological balance of Valle de las Palmas involves concentrating the housing and commercial activities in one area of the development, while maintaining another part for the natural environment, and promoting renewable energy. The economic development of Valle de las Palmas is designed to promote a high-technology industrial park that caters to such industries as aerospace, automotive, solar energy, information technology, and biotechnology.
NEW ACTION Collaborate with IMPlan and the Urban Land Institute (ULI) on sharing resources, planning techniques, and strategies as they relate to Smart Growth planning.

Progress

IMPlan is currently updating the City of Tijuana’s Urban Development Program (Programa de Desarrollo Urbano del Centro de Población de Tijuana or PDUCP). The PDUCP is updated every five years and grants the City zoning authority to regulate land use. IMPlan coordinates the preparation of the PDUCP and also oversees implementation of long-term urban and regional planning.

The 2009 PDUCP promotes smart growth practices such as land use densification and infill development of urban zones as a strategy to avoid sprawl and to concentrate access to urban services.

IMPlan also has a new specific planning instrument for the northern zone of Playas de Tijuana that would promote Smart Growth principles in this area.

Additional progress towards the implementation of this strategy was the 2008 binational event, titled “Smart Growth and Sustainability on the Border: Opportunities for Collaboration with Strategic Partners,” sponsored by SANDAG with support from the Consulate General of Mexico in San Diego, the City of Tijuana, IMPlan, and the Urban Land Institute (ULI).

This event focused 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. The conclusions reached from the binational seminar include the following:

- Explore the feasibility of developing maps of the regional transportation infrastructure and existing and planned water, sewer, energy, natural gas, and electrical infrastructure in the San Diego/Tijuana region;
- Investigate and gather existing baseline data on greenhouse gas (GHG) emissions and corresponding target reductions;
- Proceed with arrangements for SANDAG to consider accepting the IMPlan invitation to become a permanent advisory member on its Governing Board;
- Incorporate coordination of Smart Growth and Climate Change planning efforts between the San Diego region and Baja California into the next update of the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan; and
- Explore opportunities for COBRO members to invite practitioners to discuss best practices at borders around the world to evaluate San Diego/Tijuana border crossings.

These recommendations were approved by the SANDAG Board of Directors on November 21, 2008. Since then, SANDAG staff has made some initial progress to coordinate Climate Change planning efforts between the San Diego region and Baja California. In December 2008, SANDAG staff met in Tijuana, with the State of Baja California’s Deputy Director of the Secretariat of the Environment, researchers of the College of the Northern Frontier (COLEF), and the Scientific Research and Post Graduate Education Center in Ensenada (CICESE). These two universities along with the Autonomous University of Baja California (UABC) were contracted by the State of Baja California to develop a statewide climate plan.

The purpose of this meeting was not only to engage in some initial discussions on how to implement the above recommendations, but also to review each other’s progress in
developing Climate Change Action Plans and evaluate opportunities for collaboration.

Some initial highlights include:

- Both parties agreed to share data and other information.
- The emissions inventories for the San Diego region and Baja California are prepared with different emissions factors—San Diego mostly uses California-specific factors established by the State Air Resources Board, while Baja California uses more generic factors created by the Intergovernmental Panel on Climate Change (IPCC). Therefore, existing 2005 baseline data on GHG emissions does not match; however, both parties agreed to evaluate ways to reconcile these differences and explore harmonizing data collection methodology in the future.
- It was agreed that some GHG emissions sources, although physically located in Baja California, are essentially binational in nature. Examples include the sale of older (and typically less efficient) vehicles from Californians to Baja Californians and California’s import of electricity generated in Baja California.
- Both parties agreed it would be beneficial to evaluate ways to minimize or avoid GHG emissions at current and planned border crossings. Strategies could include using advance emissions reduction technology, such as Truck Stop Electrification (TSE) and modeling Idle Free British Columbia’s TSE project at the Peace Arch Border Crossing in Vancouver, Canada.
- Both parties thought it would be beneficial to reconvene on climate change planning activities.
- Both parties agreed that jointly exploring funding sources could be advantageous.
- Baja California’s climate action plan is scheduled for completion in December 2009.
- SANDAG’s climate action plan is anticipated to be presented to the SANDAG Board of Directors for approval in December 2009.
- Other important stakeholders will be identified for inclusion in future meetings (Energy Policy Initiatives Center, and Border 2012 San Diego/Tijuana Air Quality Task Force).

In addition, to further advance the 2008 Binational Event’s recommendations, SANDAG focused the 2009 Binational Event on “Challenges and Opportunities for Crossborder Climate Change Collaboration.”

SANDAG’s annual binational event was held on Tuesday, June 2, 2009, with support from the Consulate General of Mexico in San Diego, the City of Tijuana, Tijuana’s Municipal Planning Institute (IMPlan), the Secretariat of Environmental Protection of the State of Baja California, and Caltrans District 11.

The seminar “Challenges and Opportunities for Crossborder Climate Change Collaboration,” drew the participation of over 100 stakeholders from both sides of the border, including representatives from the planning institutes, agencies, the private sector, and academic institutions of Baja California, Imperial County, and the San Diego region, which provided a wide range of opinions.

The following are the preliminary outcomes from the binational seminar:

**Points of Discussion:**

- Agencies and stakeholders in our San Diego – Baja California border region should agree to collaborate binationally on all aspects of climate change (e.g.,
GHG inventories, mitigation/adaptation strategies, carbon trading plan, etc.).

- It is important to include all levels of stakeholders in discussions to develop a sustainable climate change policy for the region (federal, state, local, NGOs, academic and private sectors).

- Agencies and stakeholders in our border region should focus on both mitigation and adaptation strategies. Cost of inaction will be much greater than the financial costs of mitigation/adaptation.

**Next Steps**

COBRO will provide input to the Borders Committee on possible actions for follow up. The Borders Committee, in turn, will make recommendations for actions by the SANDAG Board of Directors in the next few months.

**ISSUE** ADDRESS FUTURE HOUSING SUPPLY AND DEMAND, HOUSING AFFORDABILITY ISSUES AND OPPORTUNITIES, AND INFRASTRUCTURE NEEDS OF EXISTING AND FUTURE RESIDENTIAL LAND USE

**EARLY ACTION** Collaborate with the City of San Diego in the Otay Mesa Community Plan update to evaluate the potential to convert industrial land use to residential and its regional implications

In March 2009, the City of San Diego released the Otay Community Plan Update (OMCPU) Modified Scenarios 3b and 4b. Scenario 3b places residential land use to the west of Britannia Boulevard, while leaving large portions east designated as International Business and Trade. Although Scenario 4b, the preferred alternative, increased additional residential land use west of Britannia, it reduces residential land uses east of La Media, between Airway Road and SR 905. It also keeps office commercial - residential land uses south of Airway Road.

**Next Steps**

SANDAG will continue to collaborate with the City in its Otay Mesa Community Plan update.

**ENVIRONMENTAL ACTIONS**

**ISSUE** ADDRESS CONSERVATION OF SENSITIVE HABITAT AND URBAN RIVER CORRIDORS (E.G., ALAMAR RIVER AND OTAY RIVER WATERSHED) AND WATER QUALITY

**EARLY ACTION** Support plans for habitat restoration and rehabilitation along the Alamar River riparian corridor.

**Progress**

The Tecate River in Tecate, Mexico, begins as Cottonwood Creek in the U.S. and then is called the Alamar River when it enters eastern Tijuana. It has been severely impacted both on the floodplain and within the riverbed. The Tecate River was once a reliable source of clean water that over the years has been contaminated by rapid unplanned residential and industrial development. This rapid growth has resulted in significant negative ecological and social impacts, including: destruction of sensitive habitat areas; pollution of soil, air, and waterways; overdraft of the aquifer; and extensive erosion. The effects of this pollution are present in the Alamar River downstream and the Tijuana River Estuary where water from this river enters and eventually flows in the Pacific Ocean.

Fundación La Puerta (Fundación), in partnership with Rancho La Puerta resort, has actively supported environmental, social and
educational projects, including the preservation of endangered native plant and wildlife habitat within Tecate and the surrounding border region.

Its current project is focused on the preservation and rehabilitation of the Tecate River. To accomplish this, the Fundación spearheaded the Tecate River Park Project. Project components include the creation of community parks, recreational areas, and preservation of wetlands and habitat for a cleaner river.

In spring 2008, the State Commission for Public Services in Tecate (CESPTE), La Puerta Foundation (FLP), and the Border Environmental Cooperation Commission (BECC) signed a collaborative agreement to construct “Wetlands for the Restoration of Tecate River” with a total investment of more than $146,885 (equivalent to $1.5 million pesos).

These wetlands were recently restored in early 2009 and will more effectively cleanse the river’s water, create areas for groundwater recharge, help reduce floods, and provide refuge and food for resident and migratory birds. The project covers 5.2 acres (2.1 hectares) of land adjacent to the river with plant species that help improve the quality of the water, most of which comes from the Tecate wastewater treatment plant and the Tecate brewery. This project has the potential to improve water quality in the portion of the Alamar River located in the Strategic Plan’s study area. It also could serve as a prototype for habitat restoration planned for that area.

**Next Steps**

This project represents only about one-tenth of all the restored wetlands that Fundación and CESPTE envision for the Tecate River. Future funding is being explored by these organizations.

Further downstream, IMPlan is currently in negotiations with Mexico’s National Water Commission (CONAGUA) to define the right-of-way footprint for planned infrastructure along the Alamar River. Jurisdictional authority over this area will need to be secured by the City of Tijuana before any construction would begin.

Also, as part of the first phase of this project IMPlan continues its work on the logistics and negotiations with approximately 300 families that would be relocated to clear the way to construct the Alamar River Expressway, the cement channel, and complete habitat restoration plans. Construction of the channel and of the Alamar River Expressway is scheduled to begin in 2010. Both projects are anticipated to be completed in late 2011.

As soon as the City of Tijuana secures the right-of-way, IMPlan will start the bid process to initiate construction of the first phase for canalizing the Alamar River and a new expressway, which also will provide access to the new Otay Mesa East-Otay II POE once completed.

**ISSUE COLLABORATE WITH THE U.S. EPA IN THE BORDER 2012 PROGRAM, THE BINATIONAL AIR QUALITY TASK FORCE, AND THE SAN DIEGO COUNTY AIR POLLUTION CONTROL DISTRICT (APCD) IN BINATIONAL CLEAN AIR EFFORTS**

**EARLY ACTION** Support the San Diego APCD cross-border clean air demonstration projects.

**Progress**

In 2008, the APCD received a grant from the U.S. Environmental Protection Agency (EPA) to fund the second phase of the San Diego/Tijuana Clean Diesel Demonstration Project, with the objective of
mitigating the air quality impact of increased cross-border, heavy-duty diesel truck traffic. The first phase of this project was completed in 2008 and retrofitted 50 cross-border trucks with Diesel Oxidation Catalysts (DOCs) plus a Spiracle crankcase filtration system. The second phase of the project is underway and will demonstrate advanced diesel emission control technology, such as Diesel Particulate Filters (DPFs), on eight cross-border trucks. This project is expected to be completed in September 2009.

Next Steps

The APCD is currently applying for a grant from the EPA’s National Clean Diesel Funding Assistance Program to retrofit cross-border drayage trucks. Earlier this year, $156 million in funds were approved by the U.S. Congress to fund this program through the American Recovery and Reinvestment Act of 2009 (Recovery Act). Funding is dedicated to reduce emissions from existing diesel engines through a variety of strategies, including: add-on emission control retrofit technologies; idle reduction technologies; cleaner fuel use; engine repowers; engine upgrades; and/or vehicle or equipment replacement; and the creation of innovative finance programs to fund diesel emissions reduction projects. Under this grant program, funding is restricted to the use of EPA and California Air Resources Board (CARB) verified and certified diesel emission reduction technologies.

EARLY ACTION Link the creation of conservation areas to the objectives and goals established in “A Binational Vision for the Tijuana River Watershed” and the Border 2012 programs.

Progress

City of Tijuana

The City of Tijuana’s Environmental Protection Department (DMPA) engaged in a public private partnership with Casas Geo Foundation, a Mexican residential housing developer, who donated approximately 19 acres of land to be used as open space and recreational purposes in the area known as the Libramiento, located adjacent to the free road between Tijuana and Playas de Rosarito.

IMPlan has identified the following three priority locations in the City of Tijuana for environmental conservation and/or rehabilitation: Vaso de la Presa, Cerro San Ysidro, and Canyon Laureles. IMPlan has had some initial discussions with a key landowner whose landholdings lie in portions of designated conservation areas in Cerro San Ysidro and the Alamar River. Discussions at these meetings have focused on the negotiation of the exchange of development rights for setting aside conservation lands. The landowner is receptive to this concept and discussions are expected to continue this year.

The Nature Conservancy

As reported in the 2008 progress report, the Nature Conservancy (TNC) received approximately $30,000 from a private donor to advance planning efforts in Baja California to support the Park to Parque initiative. TNC has been working with Terra Peninsular, a Mexican Non-Governmental Organization (NGO), on a conservation action plan for the Sierra Juarez that will identify strategies to create a transboundary park that would link Anza Borrego Desert State Park to Parque Constitución Nacional de 1857 (Figure 5). Also during this period and in advance of the Park to Parque initiative, Terra Peninsular secured a contract with a rancher with property adjacent to Parque Nacional that requires the rancher to manage his land for conservation purposes. The size of that ranch is approximately 1,800 hectares and is known as Rancho Rodeo del Rey. The plan is anticipated by be completed by Summer 2009.
State Commission for Public Works in Tijuana (CESPT)

In early 2009, the State of Baja California allocated $64 million to its State Commission for Public Works in Tijuana (CESPT) for a zero sewer discharge program that seeks to ultimately eliminate the City’s sewer discharge into the Tijuana River Watershed and the Pacific Ocean. Funds will be used to provide sewer connections to many neighborhoods in Tijuana, and include monitoring and inspections. The secondary treated sewage would be recycled and sent through purple pipes to irrigate city parks and green spaces. This program marks a significant milestone in reducing the flow of sewage across the border. One of the first neighborhoods to receive sewer connections was the neighborhood of San Bernardo located in and around Las Laureles Canyon. Currently, sewage from San Bernardo discharges to the Los Laureles canyon on the Mexican side, which then flows across to Goat Canyon on the U.S. side to the Tijuana River Estuary, eventually draining into the Pacific Ocean. This new infrastructure would essentially stop the flow of sewage there and thus result in improved water quality in the Tijuana River Estuary. This project is expected to be completed in December of 2009.

Los Laureles

Work continues in the Los Laureles Canyon to collect pavers for erosion protection. So far 130,000 pavers are necessary to pave one of the roads. With the new paving project, the goal is to collect 250,000 pavers by next year.

U.S. Department of Homeland Security

CBP is building fences and access roads along 670 miles of the U.S.-Mexico border as mandated by Congress in the Secure Fence Act of 2006. On April 1, 2008, DHS Secretary Michael Chertoff waived certain environmental statutes, as authorized by the Illegal Immigration Reform and Immigrant Responsibility Act, to gain expedited access to the U.S. Department of Interior (DOI)-managed lands and other lands for these border security projects. At that time, Secretary Chertoff reiterated his department’s firm commitment to environmental stewardship through the use of best management practices and by providing funding for mitigation measures.

On January 14, 2009, the DHS signed a Memorandum of Agreement with the DOI regarding environmental stewardship measures related to the construction of border security infrastructure. As part of this agreement, $50 million has been set aside for environmental and regulatory mitigation in the FY 2009 Border Security, Fencing, Infrastructure and Technology appropriation. DOI manages public lands along over 900 miles of the southwestern border. Its biologists and land managers have examined the expected impacts from these projects and proposed a range of mitigation measures.

For the California border area, the Bureau of Land Management (BLM), on behalf of the DOI, has taken the lead in prioritizing these funds. The Nature Conservancy (TNC) has been actively involved in discussions with the BLM on identifying priority conservation areas that would foster Las Californias crossborder habitat linkages.

The westernmost three miles of San Diego’s border with Mexico which are located in the Tijuana River National Estuarine Research Reserve (TRNERR), will not receive funding for wildlife mitigation included in the border infrastructure project. TRNERR believes this wildlife-sensitive area has been adversely impacted by ongoing construction of the triple border fence. As a result, TRNERR representatives have raised concerns for not funding mitigation in this area.
Next Steps

When the necessary DHS environmental and regulatory mitigation funding is received, the DOI will implement the reasonable mitigation measures on behalf of CBP in those areas and for those projects identified where the Secretary of Homeland Security has waived the applicability of certain federal laws. DOI will coordinate with CBP as it implements the reasonable mitigation measures on behalf of that agency.

In June 2009, preliminary discussions between the California Biodiversity Council (CBC), TNC, BLM, and SANDAG focused on exploring these funds for local conservation land acquisition opportunities. It was agreed that CBC would consider organizing a Las Californias Binational Working Group meeting, initially with U.S. stakeholders, to explore existing and future funding opportunities. The CBC representative indicated that agencies such as TRNERR and the California-Mexico Border Relations Council would be invited to participate in these discussions.

Figure 5

Source: The Nature Conservancy, 2004
NEW ACTION  Support Air Pollution Control District (APCD) efforts to implement the SmartWay Transport project in the San Diego region.

Progress

To advance SmartWay Transport goals, EPA completed an Anti-Idling and Truck Stop Electrification (AI/TSE) study in April 2009. AI/TSE approaches are strategies to encourage (or require) drivers to turn off their vehicles rather than idling at a stand-still or very slow speeds. The study analyzed how AI/TSE approaches successfully applied in the U.S. and elsewhere may be adapted to POEs to save money and reduce emissions from idling trucks. Various stakeholders, including SANDAG, were interviewed to help identify opportunities and barriers to implementation.

The study applied its findings to examine how AI/TSE could be implemented at the Otay Mesa-Mesa de Otay POE. According to SANDAG (2006) the average wait time for a truck at the Otay Mesa-Mesa de Otay POE is estimated at two hours. It is calculated that a cargo truck idling for one hour uses one gallon of gas and emits 24.69 lbs of GHG gases.

After research and discussion with various stakeholders, three viable adaptations of the AI/TSE concept were developed to avoid trucks slowly idling in a queue while they wait to access border crossing facilities:

- Traffic Controls on Existing Roadways: This approach uses traffic controls on existing roadways to process truck crossings in “batches.” Traffic signals are used to stop vehicles, which are encouraged or required to turn their engines off, and drivers wait for a period of time while batches of vehicles in front of them cross the border and clear the roadway. This strategy would not include TSE technology.

- Mandatory AI/TSE Facility: This approach requires all vehicles accessing a POE to enter a parking area, turn off their engines, and wait for a signal to cross the border via an appointment.

- Voluntary AI/TSE Facility: Trucks accessing a POE have the option to enter a parking area with an appointment system, TSE equipment, and amenities. Or they can choose to use the traditional (congested) approach to the customs facility. Drivers would pay to use the facility in exchange for reduced fuel costs, a resting environment, use of amenities and possibly (depending on the procedures) a shorter wait time.

The study also focused on how AI/TSE could work at the current Otay Mesa POE and the planned Otay II POE. Based on the characteristics of the location of the POE – congestion, length of wait, land availability, local climate, need for new/upgraded infrastructure, cost, and willingness to pay – the following conclusions were determined about the value of AI/TSE in these locations:

- Otay Mesa-Mesa de Otay POE: Due to high population density and expensive land costs in the area, the most effective AI/TSE approach would be a mandatory traffic control approach on the existing roadway, or a voluntary off-site AI/TSE parking area that serves the POE by a designated roadway.

- East Otay Mesa POE: since more land is available in the area, a mandatory on-site parking facility would be most effective.
Based on the study's key findings, EPA made the following recommendations:

**Recommendation 1:** All new POEs should consider strategies for reducing idling through infrastructure and border crossing processes in their planning. The BECC and NADBank should consider an evaluation of AI/TSE approaches as air emissions mitigation strategies. NADBank could leverage AI/TSE facilities through loans for new ports. Decisions not to have anti-idling should be justified by showing that approaches are not viable or that air quality benefits are not sufficient over the life of the facility.

**Recommendation 2:** Existing POEs with congestion issues should evaluate options for retrofitting with anti-idling infrastructure and determine which model (with which adaptations) could work. Anti-idling retrofits will not be appropriate or feasible for all border crossings.

**Recommendation 3:** For the Mexican side of the Otay Mesa border crossing, the U.S. and Mexico should jointly conduct a feasibility study to evaluate and compare the cost and effectiveness for: 1) a mandatory on-road AI approach that uses traffic controls to “batch” trucks through the port using the existing access road and lanes (Strategy A) and 2) a fee-based, voluntary, remote, off-site parking/TSE area that serves the port via a dedicated roadway (Strategy C). The study should involve extensive outreach with stakeholders, especially those in the trucking and shipping sectors to make sure that the strategy is consistent with patterns of drayage logistics at the POE.

**Recommendation 4:** For the Mexican side of the Otay II crossing, if congestion is predicted over the life of the facility, the project planning should include an AI/TSE facility that is incorporated into the port infrastructure so that all vehicles accessing the POE would use it (Strategy B). Otay II project planning should analyze options for using a portion of toll fees for the new port to cover the cost of the TSE facility. This facility should be evaluated as a possible staging area for access to the Otay Mesa POE as well, via a dedicated roadway.

**Next Steps**

The following are U.S EPA’s recommended future steps:

1. Hold additional discussions with stakeholders involved in AI/TSE strategies for Otay Mesa to better understand institutional jurisdictions and the feasibility of the recommended AI/TSE strategies. These stakeholders include: Mexico’s Secretariat for Communications and Transportation, City of Tijuana (e.g. Sub Comité Binacional and local traffic enforcement) and the State of Baja California Secretariat of Infrastructure and Urban Development (SIDUE) and shippers/maquiladoras.

2. Further evaluate key aspects of the Otay Mesa and Otay II crossings, including:
   - What land is available for a dedicated AI/TSE parking area and the acquisition cost;
   - The length of the roadway needed to accommodate batching of trucks using existing roadways;
   - A more refined analysis of congestion and wait times that takes into account possible near-term congestion relief due to a new Otay II crossing and possible longer-term increases in commercial vehicle traffic at both POEs;
   - The impact on the viability of AI/TSE approaches if Otay II offers a service that guarantees a 30 minute crossing time; and
   - The demand impact on Otay II from an additional fee component to pay for the AI/TSE facility.
3. Evaluate other existing northbound and southbound truck and passenger vehicle border crossings for the need for, and viability of, AI/TSE strategies using consistent analytical approaches and/or tools for evaluating when AI/TSE sites make sense, what type of AI/TSE strategy is most appropriate in a given location, and the costs and benefits of different approaches.

4. Evaluate existing and planned AI/TSE strategies at international POEs and elsewhere, including 1) the planned San Luis Rio Colorado Commercial POEs TSE facility and 2) the traffic controls at the U.S.-Canada Peace Arch passenger vehicle crossing. Other examples may be useful to monitor as well (e.g., using maglev technology to move trucks with their engines shut off through ports, as suggested by the Long Beach Port study, or the Universal Freight Shuttle concept developed by the Texas Transportation Institute).

5. Develop more sophisticated approaches for quantifying potential emissions reductions from AI/TSE strategies at various levels of congestion and length of wait times, beginning with the Otay Mesa and Otay II crossings. These approaches should take into account the various emissions dynamics of creep idling, idling at a stand-still, starting and stopping, etc. The Texas Transportation Institute, for example, has done detailed analyses of emissions characteristics at POEs that could be used in such an analysis (Zietsman, et al, 2005).

6. Further analyze anti-idling options, including their staffing requirements and operations and maintenance costs.

7. Conduct outreach or educational campaigns with Mexican trucking and shipping companies and with drivers about anti-idling options that are available and their benefits.

8. Develop “model” approaches for deploying AI/TSE at new POEs.

9. Conduct pilot projects to test and evaluate AI/TSE strategies.

10. Share data and collaborate with global climate change planning efforts in both the U.S. and Mexico and incorporate the use of AI/TSE as a greenhouse gas and air pollution reduction strategy.

To follow up on selected recommendations and areas identified for future work in EPA’s study referenced above, SANDAG applied for a grant from the Border Environment Cooperation Commission (BECC) in June 2009. The BECC grant is meant for projects that meet U.S. - Mexico Border 2012 Program 2009 Priority Areas.

The grant proposal titled, Truck Stop Electrification and Anti-Idling as Vehicle Emissions-Reduction Strategies at San Diego-Tijuana Ports of Entry, proposes to research the applicability of TSE/AI strategies at San Diego-Tijuana POEs to reduce GHGs, air pollutants, and fuel consumption.