Members

John Minto, Chair
Vice Mayor, City of Santee
(Representing East County)

Greg Cox, Vice Chair
Supervisor, County of San Diego

Rudy Ramirez
Councilmember, City of Chula Vista
(Representing South County)

Gary Felien
Councilmember, City of Oceanside
(Representing North County Coastal)

Ed Gallo
Councilmember, City of Escondido
(Representing North County Inland)

David Alvarez
Councilmember, City of San Diego

John Renison
Supervisor
(Representing Imperial County)

Alternates

Ruth Sterling
Vice Mayor, City of La Mesa
(Representing East County)

Pam Slater-Price
Supervisor, County of San Diego

Mike Woiwode
Councilmember, City of Coronado
(Representing South County)

Farrah Douglas
Councilmember, City of Carlsbad
(Representing North County Coastal)

Jim Cunningham
Councilmember, City of Poway
(Representing North County Inland)

Sherri Lightner
Councilmember, City of San Diego

Vacant
(Representing Imperial County)

Advisory Members

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

Jim Dahl
Mayor Pro Tem, City of San Clemente
(Representing Orange County)

Remedios Gómez-Arnau
Consul General
Consulate General of Mexico

Howard Williams
San Diego County Water Authority

Laurie Berman
District 11 Director, Caltrans

Mark Romero (Mesa Grande)
Southern California Tribal Chairmen’s Association

Richard Macias
Director of Planning
Southern California Association of Governments

Gary L. Gallegos
Executive Director, SANDAG

SANDBAG
BORDERS
COMMITTEE
AGENDA

Friday, February 25, 2011
12:30 to 2:30 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• SUMMARY OF PAST AND CURRENT ACTIVITIES
  OF THE BORDERS COMMITTEE

• PROPOSED THEME AND DATE OF THE 2011
  SANDAG ANNUAL BINATIONAL EVENT

• UPDATE ON SR 11 AND OTAY MESA EAST
  PORT OF ENTRY PROJECT

• CAL-EPA CROSSBORDER EFFORTS ON CLIMATE
  CHANGE

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. Public speakers are limited to three minutes or less per person. 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. Any handouts, presentations, or other materials from the public intended for distribution at the Borders Committee meeting should be received by the Clerk of the Board no later than 12 noon, two working days prior to the meeting.

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

SANDAG offices are accessible by public transit. Phone 511 or see 511sd.com for route information.
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<th>ITEM #</th>
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<tr>
<td>+1.</td>
<td>APPROVAL OF THE JANUARY 28, 2011, MEETING MINUTES APPROVE</td>
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<td>2.</td>
<td>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</td>
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Members of the public shall have the opportunity to address the Borders Committee on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Borders Committee coordinator prior to speaking. Public speakers should notify the Borders Committee coordinator if they have a handout for distribution to Borders Committee members. Public speakers are limited to three minutes or less per person. Borders Committee members also may provide information and announcements under this agenda item.

**CHAIR’S REPORT (Item #3)**

| +3. | INTRODUCTION OF NEW BORDERS COMMITTEE MEMBERS INFORMATION |

New representatives have been appointed to the Borders Committee as shown in the attached roster.

**REPORTS (Items #4 through #8)**

| +4. | SUMMARY OF PAST AND CURRENT ACTIVITIES OF THE INFORMATION BORDERS COMMITTEE (Hector Vanegas) |

This report summarizes issues discussed in previous years, achievements of the Borders Committee, and the calendar of meetings that outlines work elements and tasks included in SANDAG’s Fiscal Year 2011 Overall Work Program.

| +5. | PROPOSED THEME AND DATE OF THE 2011 SANDAG ANNUAL BINATIONAL EVENT (Angelika Villagrana, Committee on Binational Regional Opportunities) ACCEPT |

Every year since 1997, SANDAG has organized an annual event to address binational topics. The Committee on Binational Regional Opportunities (COBRO) recommends that the 2011 binational event be held on Tuesday, June 7, 2011, focusing on public and active transportation on the border.
<table>
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<th>ITEM #</th>
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<tr>
<td>+6.</td>
<td>REPORT FROM THE CONSUL GENERAL OF MEXICO INFORMATION (Hon. Remedios Gómez-Arnau, Consulate General of Mexico in San Diego)</td>
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The Consul General of Mexico in San Diego, Hon. Remedios Gómez-Arnau, contributes to the Borders Committee dialogue by providing periodic reports on binational activities within the purview of the Committee. This report outlines overall results of the North American Free Trade Agreement (NAFTA).

| +7. | UPDATE ON STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY PROJECT (Marney Cox and Christina Casgar; and Mario Orso, Caltrans) INFORMATION |

Staff will provide a progress report on the State Route 11 (SR 11) and Otay Mesa East Port of Entry project, including the upcoming Intelligent Transportation System deployment study. The project’s draft environmental document has been circulated for public review.

| 8. | CAL-EPA CROSSBORDER EFFORTS ON CLIMATE CHANGE INFORMATION (Ricardo Martinez, California Environmental Protection Agency) |

In 2008, Mexico's Ministry of Environmental and Natural Resources, and California's Environmental Protection Agency, Resources Agency and Department of Food and Agriculture signed a Memorandum of Understanding (MOU) to work cooperatively on ways to enhance policies for environmental protection and sustainable natural resources. This presentation will give an overview of progress made in the area of climate change since the signing of this MOU.

| 9. | UPCOMING MEETINGS INFORMATION |

The next meeting of the Borders Committee is scheduled for Friday, March 25, 2011, 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 Renée Wasmund, Chief Deputy Executive Director (SANDAG). As a Committee Chair had not yet been selected and Vice Chair Greg Cox, Supervisor (County of San Diego) was not in attendance, the Committee was instructed to elect a Chair Pro Tempore to preside over the meeting. See the attached attendance sheet for Borders Committee member attendance.

**Action:** Upon a motion by Councilmember David Alvarez (City of San Diego) and a second by Councilmember Rudy Ramirez (South County), the Borders Committee unanimously elected Councilmember John Minto (East County) as Chair Pro Tempore for the January 28, 2011, Borders Committee meeting.

Chair Pro Tempore Minto asked Committee members to introduce themselves and then introduced Mark Baza, Executive Director of the Imperial County Transportation Commission.

1. **APPROVAL OF MEETING MINUTES**

Chair Pro Tempore Minto noted that due to Committee turnover, only one member was in attendance at the past meeting. He stated that meeting attendance is not imperative in order to approve meeting minutes.

**Action:** Upon a motion by Councilmember Rudy Ramirez (South County) and a second by Supervisor Pam Slater-Price (County of San Diego), the Borders Committee unanimously approved the minutes from the November 19, 2010, meeting.

2. **PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS**

**Action:** There were no comments/communications/member comments.
REPORTS (3 through 7)

3. DRAFT 2050 REGIONAL TRANSPORTATION PLAN: TRIBAL, BINATIONAL, AND INTERREGIONAL COMPONENTS (INFORMATION)

Elisa Arias, Principal Regional Planner, presented an update and overview of the Draft 2050 Regional Transportation Plan, which is presently under development and has a planning horizon of 40 years. She also informed on the projects that relate to the binational, interregional, and tribal liaison planning programs under the purview of the Borders Committee.

Chair Pro Tempore Minto stated that a workshop would be scheduled to brief new Committee members.

Action: This item was presented for information only.

4. REPORT FROM THE CONSUL GENERAL OF MEXICO (INFORMATION)

Hon. Remedios Gómez-Arnau, Consul General of Mexico in San Diego, reported on the 16th United Nations’ Conference of the Parties (COP 16), and the Cancun Accords, which is a series of documents that provide the basis for efforts to address climate change.

Consul General Gómez-Arnau also informed she and U.S. Consul General Steve Kashkett held a meeting in December 2010, on climate change upon a recommendation made from the 2010 SANDAG binational seminar on Crossborder Climate Change Adaptation Strategies. As a result of this meeting, it was suggested that a mega region asset map highlighting renewable energy opportunities in both regions be developed, and, discussions should focus on adaptation to drought and water-related issues and barriers to renewable energy development in the region. Another meeting is scheduled to take place in two months.

Action: This item was presented for information only.

5. SAN YSIDRO COMMUNITY PLAN UPDATE (INFORMATION)

Rachel Kennedy, Senior Regional Planner (SANDAG), introduced the item and provided background information on the Community Plan.

Sara Lyons, Senior Planner, City Planning and Community Investment (City of San Diego) and Project Manager for the San Ysidro Community Plan Update, presented an overview of the update process and schedule, along with community goals and ideas under consideration for San Ysidro.

Action: This item was presented for information only.
6. UPDATE ON THE SAN DIEGO – TIJUANA AIRPORT CROSSBORDER FACILITY (CBF) (INFORMATION)

Mark J. Rowson, Land Development Strategies, Inc., representing Otay – Tijuana Venture, LLC, provided background information, an overview of the project, and project benefits related to the full-service crossborder passenger facility. This project includes the construction and operation of the CBF and an above-grade pedestrian bridge linking border facilities in the United States with a commercial passenger airport terminal at the Tijuana International Airport. Councilmember Alvarez asked if SANDAG has expressed support comments on this project. Staff responded that through its Intergovermental Review process, it has already expressed support and comments on the CBF project.

Action: This item was presented for information only.

7. CAL-EPA CROSSBORDER EFFORTS ON CLIMATE CHANGE (INFORMATION)

Action: This item was postponed.

8. UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for Friday, February 25, 2011, at 12:30 p.m.

Councilmember Ed Gallo requested a copy of the I-15 IRP Study.

Charles “Muggs” Stoll, Director, Department of Land Use and Transportation Planning (SANDAG) stated the study is on the SANDAG Web site and a copy will be provided.

11. ADJOURNMENT

Chair Pro Tempore Minto adjourned the meeting at 1:39 p.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### BORDERS COMMITTEE MEETING
### JANUARY 28, 2011
### 12:30 p.m. to 2:30 p.m.

<table>
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<tr>
<th>GEOGRAPHICAL AREA</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ALTERNATE</th>
<th>ATTENDING</th>
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<tr>
<td>South County</td>
<td>City of Chula Vista</td>
<td>Rudy Ramirez</td>
<td>Member</td>
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<td>City of Vista</td>
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<td>Alternate</td>
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<tr>
<td>North County Coastal</td>
<td>City of Oceanside</td>
<td>Gary Felien</td>
<td>Member</td>
<td>Yes</td>
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<td>City of Carlsbad</td>
<td>Farrah Douglas</td>
<td>Alternate</td>
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<td>North County Inland</td>
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<td>East County</td>
<td>City of Santee</td>
<td>John Minto</td>
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<td>City of La Mesa</td>
<td>David Allan</td>
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<td></td>
<td>City of San Diego</td>
<td>David Alvarez</td>
<td>Member</td>
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<td></td>
<td>City of San Diego</td>
<td>Sherri Lightner</td>
<td>Alternate</td>
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<td></td>
<td>County of San Diego</td>
<td>Greg Cox (Vice Chair)</td>
<td>Member</td>
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<td>Pam Slater-Price</td>
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<td>Imperial County</td>
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<td>John Renison</td>
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<td>City of Calexico</td>
<td>John Moreno</td>
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<td>Republic of Mexico</td>
<td>Consul General of Mexico</td>
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<td>Caltrans</td>
<td>Laurie Berman</td>
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<td>Bill Figge</td>
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<td>San Diego County Water Authority</td>
<td>Howard Williams</td>
<td>Member</td>
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<td>SCAG</td>
<td>Rich Macias</td>
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<td>Mathew Gleason</td>
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<td>County of Orange</td>
<td>City of San Clemente</td>
<td>Member</td>
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<td>Bill Campbell</td>
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Borders Committee meetings are held the fourth Friday of each month from 12:30 to 2:30 p.m.

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

**MEMBERS**

**Chair: John Minto**  
Vice Mayor, City of Santee  
(Representing East County)

**Vice Chair: Greg Cox**  
Supervisor, County of San Diego

**Rudy Ramirez**  
Councilmember, City of Chula Vista  
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(Representing Riverside County)

**Laurie Berman / Bill Figge**  
Caltrans, District 11

**Jim Dahl, Mayor Pro Tem, City of San Clemente / Bill Campbell, Supervisor, County of Orange**  
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**Richard Macias / Mathew Gleason**  
Southern California Association of Governments

**ALTERNATES**

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**Vacant**  
(Representing Imperial County)

**Remedios Gómez-Arnau / Martha Rosas / Alberto Diaz (Interim)**  
Consulate General of Mexico  
(Representing Mexico)

**Howard Williams / Elsa Saxod**  
San Diego County Water Authority

**Mark Romero (Mesa Grande) / Monique LaChappa (Campo)**  
Southern California Tribal Chairmen’s Association
SUMMARY OF PAST AND CURRENT ACTIVITIES OF THE BORDERS COMMITTEE

Introduction

On November 16, 2001, the SANDAG Board of Directors authorized the creation of the Borders Committee as one of its Policy Advisory Committees. Senate Bill (SB) 1703, enacted on January 1, 2003, affirmed the creation of the Borders Committee and authorized the committee to perform specific functions.

The Borders Committee membership consists of seven voting members with board members or alternates representing East County, North County Coastal, North County Inland, South County, the Mayor or a Councilmember from the City of San Diego, a supervisor from the County of San Diego, and a Mayor, Councilmember, or Supervisor from the County of Imperial. The Borders Committee membership also includes advisory representatives from the neighboring counties of Orange and Riverside, as well as tribal governments and the Consul General of Mexico in San Diego representing Mexico.

Discussion

In addition to membership, Board Policy No. 1 outlines the responsibilities of the Borders Committee, as shown below and in Attachment 1.

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

The Borders Committee adopted its mission statement in 2002. The Borders Committee provides oversight for planning activities that impact the borders of the San Diego region (Orange, Riverside, Imperial Counties, and the Republic of Mexico).

As part of its work plan, the Borders Committee created a strategy to address borders issues within three perspectives: 1) Binational, for those issues pertaining to the international border with Mexico; 2) Interregional, for those projects related to the neighboring counties; and 3) a Government-to-Government relation with the native American tribes in San Diego County. This report summarizes the past and current activities of the Borders Committee, including the work elements for Fiscal Year (FY) 2011.
In 2004, the adoption of the Regional Comprehensive Plan (RCP), which was developed with input from the Borders Committee, became a long-term planning framework for the San Diego region by laying out a regional vision and providing a broad context in which local and regional decisions could be made. The RCP addressed issues from two perspectives – the binational perspective with relation to the international border with Mexico; and the interregional perspective regarding issues with the neighboring counties of Orange, Riverside, and Imperial. Among the policy recommendations in the Borders Chapter was the need to strengthen efforts with the tribal governments within the San Diego County boundaries, becoming eventually a third perspective. The key planning areas identified by the Borders Committee are Access to Jobs and Housing, Transportation, Water and Energy Supply, Environment, Economic Development, and Homeland Security.

Since the beginning of the Borders Committee, many important issues and milestones have been covered. Attachment 2 summarizes and reviews these achievements during the 2005-2010 period. This report was included in the agenda packet of the November 19, 2010, Borders Committee meeting.

In June 2010, the Borders Committee reviewed the work elements and tasks included in the SANDAG FY 2011 Overall Work Program (OWP) that are related to the responsibilities of the Borders Committee, as well as a draft calendar of meetings for FY 2011 (Attachment 3). Meetings are organized into three themes (binational, interregional, and tribal) in order to encourage proper representation by stakeholders. The FY 2011 OWP is organized by strategic goals and areas of emphasis. Planning and Forecasts is one of the areas of emphasis that pertains directly to the work of the Borders Committee, and it is defined as a coordinated planning process that will lead to a scheduled adoption of the 2050 Regional Transportation Plan (RTP) in 2011, including a Sustainable Communities Strategy (SCS) and Regional Housing Needs Assessment (RHNA). This area of emphasis also includes 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 among the regions. The following are selected work elements within the Planning and Forecasts area of emphasis:

- 31007.00 Goods Movement Planning
- 31008.00 Comprehensive Freight Gateway Study
- 34001.00 Interregional Planning: Imperial, Orange, and Riverside Counties
- 34002.00 Interregional Planning: Binational Planning and Coordination
- 34005.00 Interregional Planning: Tribal Liaison Program
- 34200.00 New Border Crossing and State Route (SR) 11

CHARLES “MUGGS” STOLL
Director of Transportation and Land Use Planning

Attachments: 1. SANDAG Board Policy No. 001
               2. 2005-2010: Summary of Issues and Achievements of the Borders Committee
               3. Borders Committee FY 2011 Calendar of Meetings

Key Staff Contact: Hector Vanegas, (619) 699-1972, hva@sandag.org
BOARD POLICY NO. 001

OPERATIONS POLICY
Board and Policy Advisory Committees Responsibilities

Shown below are responsibilities for the Board of Directors and each of the five Policy Advisory Committees (Executive, Transportation, Regional Planning, Borders, Public Safety) of the new Agency. Selected responsibilities are delegated by the Board to the Policy Committees to allow the Agency to effectively address key public policy and funding responsibilities. All items delegated to the Policy Advisory Committees are subject to Board action upon request of any member.

All functions not specifically delegated by the Board to a Policy Advisory Committee may be delegated to a Policy Advisory Committee on a one-time basis upon request by the Executive Director and approval by the Chair. Such actions shall be reported to the Board at its next regular meeting.

A. Board Responsibilities

1. Approve Regional Comprehensive Plan (RCP) and plan components and other regional plans (e.g. Regional Energy Plan, MHCP, etc.)
2. Approve Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP) and corridor studies
3. Fulfill responsibilities of SB 1703 as consolidated agency
4. Fulfill the responsibilities of the San Diego Regional Transportation Commission (RTC)
5. Approve programming of funds (TDA, CMAQ, STIP, etc.)
6. Approve project environmental reports
7. Approve Overall Work Program and Program Budget
8. Approve amendments to the Budget and Work Program and authorize contracts with consultants for amounts equal to or greater than the amounts to be determined for administrative and policy committee authorization.
9. Approve the annual legislative agenda
10. Provide policy direction through Policy Development Board meetings
11. Appoint Committees and Board officers
12. Delegate responsibilities to Policy Advisory Committees and approve Committee actions. All items delegated to the five Policy Advisory Committees are subject to direct Board action upon request of any members.
13. Delegate responsibilities to Board Chair consistent with Board criteria. Conference sponsorships and proclamations are hereby delegated subject to current or subsequently approved criteria.

B. Executive Committee Membership and Responsibilities

The Executive Committee shall consist of six voting members with board members representing East County, North County Coastal, North County Inland, South County, and the representative, or the representative’s alternate in their absence, from the City of San Diego and the County. The
Chairperson of the consolidated agency shall be one of the six voting members. The First and Second Vice Chairpersons of the consolidated agency shall serve as voting members if one or both of the Vice Chairpersons represent an area of the region that is different from the area of the region represented by the Chairperson or the other Vice Chairperson.

1. Set agenda for Board
2. Review and recommend annual work program and program budget
3. Approve amendments to the Budget and Overall Work Program and authorize contracts up to amount approved by the Board
4. Review and act on state and federal legislation
5. Comment on behalf of SANDAG or provide recommendations to the Board regarding comments on third party environmental documents
6. Act upon and evaluate dispute resolution
7. Advise on personnel actions
8. Act on behalf of Board when timing requires
9. Make policy recommendations to the Board
10. Perform other duties as assigned by the Board
11. Approve financial/contracting transactions, including selection of vendors, acceptance of funding, stipulations of any nature, and any resulting budget amendment up to $500,000, subject to increase by Board action.
12. Annually review a list of all the SANDAG lower-level committees and working groups to determine the need to maintain the committee or working group and approve any revisions in functions or membership.
13. Review all proposed amendments to the Bylaws or Board Policies and make recommendations to the Board regarding those amendments.
14. Conduct expedited reviews and approvals of Energy Working Group actions on an as-needed basis.

C. Transportation Committee Membership and Responsibilities

The Transportation Committee shall consist of nine voting members with board members or alternates representing East County, North County Coastal, North County Inland, South County and the mayor or a council member from the City of San Diego, a supervisor from the County of San Diego, a member of the Board of the MTS appointed by the Board of the MTS, a member of the Board of the NCTD appointed by the Board of the NCTD, and a member of the San Diego County Regional Airport Authority appointed by the airport authority.

1. Provide oversight for consolidated transit responsibilities
2. Provide policy oversight for transportation plans and corridor and systems studies
3. Establish/approve transportation prioritization criteria
4. Approve TDA and STA claim amendments and RTIP and STIP amendments
5. Recommend funding allocations to the Board
6. Approve transit operator budgets for funding
7. Approve Regional Short Range Transit Plan and Coordinated Human Service and Public Transit Transportation Plan
8. Make recommendations regarding changes to Board Policy No. 018 (Transit Service Policy) and Board Policy No. 029 (Regional Fare Policy and Comprehensive Fare Ordinance)
9. Conduct public hearings as delegated by Board
10. Approve contracts for transit up to amount approved by the Board
11. Advise Board on other transportation policy-level issues
12. Recommend legislative program for transportation and transit
13. Approve financial/contracting transactions, including selection of vendors, acceptance of funding, stipulations of any nature, and any resulting budget amendment up to $500,000 for transportation items, subject to increase by Board action
14. To convene closed sessions and make final decisions with regard to real property transactions related to transportation projects, however, this delegation does not include the authority to make a Resolution of Necessity or to commence litigation.
15. Conduct hearings and authorize additional public meetings when appropriate pursuant to Board Policy No. 025 to hear official testimony from the public regarding Comprehensive Fare Ordinance amendments
16. Approve amendments to the Comprehensive Fare Ordinance
17. Accept for distribution, hold public hearings regarding, and adopt/certify environmental documents where items can be approved through actions of the policy committee
18. Approve loans of TransNet funds when such loans are incorporated into an RTIP amendment requiring an exchange of TransNet funds for funds from another source
19. Provide oversight and approvals for Coordinated Transportation Services Agency (CTSA) matters and appoint Transportation Committee representative to the CTSA board
20. Approve revisions to funding allocations for Federal Transit Administration Section 5311 funding
21. Approve the TransNet compliance audits consistent with Board Policy No. 031 (TransNet Ordinance and Expenditure Plan Rules)
22. Provide input on project selection criteria for, and recommend projects for funding under, the TransNet Smart Growth Incentive Program and Environmental Mitigation Program

D. Regional Planning Committee Membership and Responsibilities

The Regional Planning Committee shall consist of six voting members with board members or alternates representing East County, North County Coastal, North County Inland, South County, and the mayor or a council member from the City of San Diego, and a supervisor from the County of San Diego.

1. Provide oversight for preparation and implementation of the RCP and its components
2. Recommend regional infrastructure financing strategies to the Board
3. Represent the Board for outreach and public information on the RCP and its components
4. Advise Board on regional planning policy issues
5. Approve distribution of funds from the California Coastal Commission Beach Sand Mitigation Fund
6. Recommend project selection criteria for, and recommend projects for funding under, the TransNet Smart Growth Incentive Program and Environmental Mitigation Program.
E. Borders Committee Membership and Responsibilities

The Borders Committee shall consist of seven voting members with board members or alternates representing East County, North County Coastal, North County Inland, South County and the mayor or a council member from the City of San Diego, a supervisor from the County of San Diego, and a mayor, council member, or supervisor from the County of Imperial.

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

F. Public Safety Committee Membership and Responsibilities

The membership, authority and responsibilities for this committee are set forth in Board Policy No. 026.

G. Distribution of Meeting Materials

1. All agendas for meetings of the Board of Directors, Policy Advisory Committees, and all other SANDAG legislative bodies covered by the Brown Act (Government Code § 54950 et seq.) shall be posted on the SANDAG Web site and copies of such agendas will be available for viewing by the public in the SANDAG business office reception area.

2. All closed session items shall be provided to appropriate Board and/or Policy Advisory Committee members prior to the closed session. Closed session meeting materials will be sent in sealed envelopes and clearly labeled as confidential. If a representative will not be able to attend a meeting he/she should ensure the closed session materials are given to the appropriate alternate to review prior to the meeting. All closed session meeting materials must be returned to the Office of General Counsel at the end of the closed session.

H. Work Assigned to Staff

Requests for staff to perform work on a project that is not specified in the Overall Work Program or Budget shall only be conducted following approval by the Board if the work is estimated to exceed four hours of staff time.

Adopted January 2003
Amended November 2004
Amended January 2006
Amended December 2006
Amended January 2010
2005-2010: Summary of Issues and Achievements of the Borders Committee

Binational

The 2004 SANDAG annual binational conference brought particular attention to effective binational planning with our neighbors south of the border, at a time when long and unpredictable wait times were the rule at our international land ports of entry (POEs).

In early 2005, the Borders Committee and the Committee on Binational Regional Opportunities (COBRO) held a joint tour of the portion of Otay Mesa located in the City and County of San Diego to view vital infrastructure. The tour included a visit to the Otay Mesa POE’s Commercial Inspection Facility, and a trip to the California Highway Patrol Commercial Vehicle Enforcement Facility.

Economic Impacts of Border Wait Times

During the same year, SANDAG presented the first results of the model that estimated the economic impacts of border wait times at the San Diego – Baja California POEs. This tool estimated that with an average wait time of 45 minutes, more than 8 million crossborder trips are forgone every year and that those forgone crossborder personal trips and freight movements cost the United States and Mexican economies an estimated $7.2 billion in foregone gross output and more than 62,000 jobs in 2007. Our region’s three POEs, San Ysidro-Puerta México, Otay Mesa-Mesa de Otay, and Tecate-Tecate have surpassed capacity and delays at the border highlight the need to modernize and expand our border crossing infrastructure.

Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan

Challenged with implementing effective binational planning with our Mexican partners, the Borders Committee and COBRO provided direction and input to SANDAG staff to develop a strategy that would align planning with the collaborative process on both sides of the border. For this purpose, binational stakeholders were invited to provide input on issues that should be included in a new strategic plan.

Two workshops were organized, one in Tijuana and one in National City, which focused on planning issues in the Otay Mesa-Mesa de Otay binational corridor. Based on feedback received at these workshops, staff from Tijuana’s Municipal Planning Institute (IMPlan), Caltrans, the State of Baja California’s Secretariat of Infrastructure and Urban Development (SDUE), and SANDAG, formed a team that, as a first outcome, produced an Early Action Plan in 2006. For the preparation of this strategic plan, Early Actions were defined as those that could be implemented or initiated within six months with concurrence from stakeholders.

The final Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan included strategies focusing on the areas of transportation, environment, housing, and economic development. It was approved in 2007 by both the SANDAG Board of Directors and the City Council of the City of Tijuana.
The study area encompasses the City of San Diego’s Otay Mesa community planning area, the County of San Diego’s Otay community planning area (including Otay Lakes), the eastern portion of the City of Chula Vista east of Interstate 805 (I-805) and south of Olympic Parkway, and the planning areas of Mesa de Otay and Centenario, including the Alamar River in the City of Tijuana.

The following highlight some of the strategies contained in the Strategic Plan

Transportation

- Establish the East Otay Mesa-Otay II Port of Entry (POE) Technical Commission to advance planning and implementation of the future East Otay Mesa-Otay II POE and connecting roads as a binational project, in collaboration with Caltrans, SIDUE, IMPlan, and other stakeholders.

- Coordinate with U.S. Customs and Border Protection (CBP) and Mexican Customs on the process to fund and implement short-term capital and operational improvements at the Otay Mesa-Mesa de Otay Commercial POE.

- Explore the feasibility of short-term operational and capital improvements at the Otay Mesa-Mesa de Otay Passenger POE.

- Collaborate with the City of San Diego on the Otay Mesa Community Plan update in relation to transportation implications of future land use changes under consideration.

- Evaluate economic benefits of the proposed East Otay Mesa-Mesa Otay II POE.

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

- Complete the Otay Mesa POE Paseo de la Amistad Pedestrian and Bicycle Circulation Alternatives Study.

- Evaluate the City of Tijuana’s Draft Public Transportation Plan focusing on routes to serve the Otay Mesa-Mesa de Otay POE.

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

Economic Development:


- Collaborate with the City of San Diego in the Otay Mesa Community Plan update to evaluate future land demand for high value industrial clusters, considering the unique
characteristics of the evolving crossborder economy and competing demand for vacant land in the San Diego region.

- Establish the Crossborder Innovation and Competitiveness Center (UCSD partnership with Mexico).

**Housing:**

- Collaborate with the City of San Diego on its Otay Mesa Community Plan update to evaluate the potential to convert industrial land use into residential, and its regional implications.

- Explore opportunities to implement Smart Growth planning in the Mesa de Otay and Alamar River study area.

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

**Environmental Conservation:**

- Expand the environmental analysis of the draft Partial Program for Conservation and Urban Improvements of the Alamar River Zone to further assess the habitat conditions and support plans for habitat restoration along the Alamar River riparian corridor.

- In Mexico, explore cooperative agreements between private and public sectors and community for development rights and environmental mitigation; use existing legal mechanisms to acquire private or public land for conservation; and 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.

- Support the San Diego Air Pollution Control District’s crossborder clean air demonstration projects.

Since this Strategic Plan was approved, three annual reports were produced in 2008, 2009, and 2010 to review progress on selected actions of the strategic plan. This Strategic Plan was our first joint planning study with our partners across the border and continues to be addressed in annual progress reports.

**Joint Meetings of the Borders Committee, the City of Tijuana, and COBRO**

The first joint meeting among the Borders Committee, COBRO, and the City of Tijuana was held in June of 2008 to review progress on selected strategies identified in the Otay Mesa–Mesa de Otay Binational Corridor Strategic Plan. Subsequent joint meetings have been held annually. During this year’s third joint meeting, Hon. Remedios Gomez-Arnau, Consul General of Mexico, provided the first in a series of periodic reports that have focused on areas that contribute to the Borders Committee dialogue.
Land POEs

While border wait times continue to result in significant impacts to the economies of the two countries, as it was mentioned previously, important projects are being developed to address those impacts. These projects include the reconfiguration and expansion of the San Ysidro-Puerta Mexico POE, the proposed modernization of the Otay Mesa-Mesa de Otay POE, a future crossborder passenger terminal from Otay Mesa to the Tijuana International Airport, and an innovative proposal to build a new POE in Otay Mesa East linked to a toll road, State Route 11 (SR 11). Therefore, border transportation infrastructure has been a prominent and consistent element discussed at Borders Committee meetings. The following highlights some of those activities:

San Ysidro – Puerta Mexico POE Reconfiguration and Expansion Project

The federal governments of the United States and Mexico are engaged in a project to modernize and expand the facilities of the San Ysidro – Puerta Mexico POE, including using the former commercial operations facilities known as Virginia Avenue – El Chaparral. These commercial facilities were vacated in 1995 when all commercial transactions and trucks were directed to the Otay Mesa–Mesa de Otay POE.

The project in the United States, a major expansion of $570 million, will include a new northbound inspection facility, primary vehicle inspection booths, secondary inspection area, administration space, and a pedestrian processing facility. A new southbound inspection facility will also be developed, and Interstate 5 will be shifted to the west to align with Mexico’s planned use of a reconstructed entry facility at the vacant Virginia Avenue/El Chaparral commercial facility, as well as enhanced, new northbound and southbound pedestrian facilities on both the western and eastern sides of the port.

On the Mexican side, the Bicentennial System project will include three components: El Chaparral that will accommodate the new southbound vehicle lanes and the new western pedestrian gate; the existing Puerta Mexico for all northbound vehicle lanes; and a new Eastern Gate consisting of a new intermodal facility to accommodate the new pedestrian access on the eastern side and public transportation and retail facilities.

In April 2007, the U.S. General Services Administration (GSA) began making periodic presentations on the San Ysidro POE Reconfiguration and Expansion Project to the Borders Committee.

This project presents the challenge of accommodating both the needs of the local community and a secure and efficient inspection process. In coordination with Caltrans, the City of San Diego, and the Metropolitan Transit System, SANDAG submitted several comment letters, which focused on pedestrian and transit user issues along with possible Americans with Disabilities Act considerations, to the U.S. GSA. In response to comments from SANDAG and other stakeholders, GSA modified the original master plan to accommodate a potential southbound pedestrian gate on the eastern side of the project. Additionally, a new pedestrian facility on the western side of the port was requested by Mexico through a diplomatic note. Collaborative efforts are still needed to secure funding for the three phases of the project.
As the project sponsor for the Otay Mesa East POE and SR 11, Caltrans District 11, in collaboration with other local stakeholders, including SANDAG, has undertaken several planning tasks to advance this project, including securing funds for preliminary engineering and environmental studies; and developing and gaining consensus on the innovative two-tiered process for environmental analysis for both projects. In addition, several key studies, such as the SANDAG/Caltrans Financial Feasibility Study, the U.S. GSA Feasibility Study (Expanded Feasibility Study - Otay Mesa and Otay Mesa East POEs, San Diego, CA), a Value Analysis Study for the New Otay Mesa East POE and the California Highway Patrol (CHP) Commercial Vehicle Enforcement Facility served as background studies for the Presidential Permit application. In December 2008, the U.S. Department of State approved the Presidential permit, which authorizes U.S. GSA to build the Otay Mesa East POE as a vehicular and pedestrian border crossing.

To implement the SR 11 and the Otay Mesa East POE as possible toll-funded facilities, in December 2007, the Board of Directors approved the 2008 legislative program that allowed SANDAG to pursue statutory authority to build a toll road and POE at Otay Mesa East to reduce border wait times as well as support interregional partnerships, and binational trade and border projects. In 2008, Governor Arnold Schwarzenegger signed SB 1486 (Ducheny).

Substantial progress has been made on this project. SANDAG has engaged Barclay’s Capital as the Senior Investment underwriters; Siegel and Associates, an architectural firm, to undertake the preliminary design for the POE and the access roads; secured additional funds from California Proposition 1B Trade Corridors and Improvement Fund for construction and from U.S. Department of Transportation to undertake an ITS Pre-deployment study. This project represents the very intense efforts of coordination and collaboration between local stakeholders, the U.S. Customs and Border Protection (CBP), the U.S. GSA, and the Mexican partners.

A key upcoming effort for this project is the development of an Investment Grade Traffic and Revenue (T&R) Study aligned with Mexico’s to fully integrate the two sides of the future border crossing.

In Mexico, the project consists of a POE serving passenger and commercial vehicles, connected to the Mexican transportation network through two new access roads on Cañon Rinconada and Las Torres, as well as a proposed transit center serving the future mass transit system of Tijuana. This project is led by Mexico’s Secretariat of Communications and Transportation (SCT) in coordination with the Secretariat of Infrastructure and Urban Development of the State of Baja California (SIDUE) and the City of Tijuana.

SANDAG Annual Binational Events

Two binational workshops, two binational mobile seminars, one conference, and two binational seminars were held during the 2005-2010 period. The focus of these annual binational events has been selected strategies or actions from the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan, including shared planning knowledge on smart growth, sustainability, and climate change.

In 2005, the Borders Committee supported the organization of two binational workshops on “Crossborder Collaborative Planning for Otay Mesa-Mesa de Otay” that served to identify issues
that would help shape the Otay Mesa–Mesa de Otay Binational Corridor Strategic Plan with a focus on transportation, housing, economic development, and the environment. The two events supported the development of a stronger relationship with Tijuana-Baja California towards achieving more effective binational planning. One of these workshops was organized in Tijuana.

The two binational workshops were followed in 2006 and 2007 by two binational mobile seminars that focused on ongoing planning activities in Tijuana and the border area of the San Diego region that supported actions proposed in the Draft Otay Mesa–Mesa de Otay Binational Corridor Strategic Plan.

Continuing the approach of pursuing effective binational planning, the 2008 annual binational event “Smart Growth and Sustainability on the Border” was planned to provide an opportunity to connect on a binational level to share planning techniques and strategies as they relate to smart growth planning and sustainability on the border.

Finally, the issue of climate change constituted the core of the 2009 and 2010 binational seminars. The 2009 event was dedicated to addressing crossborder climate change collaboration, while the 2010 event focused on discussing potential impacts to transportation infrastructure due to climate change, possible strategies to adapt to these impacts and to provide input for the preparation of the 2050 Regional Transportation Plan (RTP).

Binational Energy Issues

Through the years, energy issues have been discussed by the Borders Committee. The Border Energy Issues Group (BEIG) was formed in 2003 to promote open dialogue between the United States and Mexico with the goal of recommending strategies to address energy infrastructure and supply needs, as well as the efficient and environmentally-sound production and use of energy resources in the binational region. This group dissolved in 2005 to give rise to the newly formed Energy Working Group (EWG), with the intention of incorporating binational-related energy issues into the work program of the EWG.

The California Biodiversity Council (CBC)

The CBC, a statewide council established to design strategies for preserving biological diversity and to coordinate the implementation of these strategies through regional and local institutions, held a meeting on September 27-28, 2006, with the theme of “Biodiversity Along the Border – Working Together in a Binational Watershed.” The meeting focused on biodiversity, habitat, wildlife corridors, and water quality along the border; trends in growth and development and the underpinnings for those trends. The event focused on conservation challenges facing the three levels of government on both sides of the border as they continue to work together to accommodate the needs of the rapidly growing Tijuana-San Diego binational region. An important outcome from this meeting was the creation of two working groups: the Tijuana Estuary Issues Working Group and the Las Californias Working Group. Due to lack of funding sources, the Las Californias Working Group no longer meets. However, many of the players from the Tijuana River Estuary Issues Group continue their dialogue through the U.S. EPA’s Border 2012 Water Quality - Tijuana River Watershed Group.
San Diego – Baja California Border Master Plan

Although presented only for information to the Borders Committee in 2009, the California – Baja California Border Master Plan (BMP) became a milestone on crossborder planning. The BMP, coordinated by Caltrans and the Secretariat of Infrastructure and Urban Development of the State of Baja California (SIDUE), was approved in 2008 by the U.S.-Mexico Joint Working Committee (JWC). This Master Plan created a prioritized project list which ranks mid and long-term POE and transportation projects to identify projects of binational importance within the border region.

Comprehensive Freight Gateway Study

The goal of the Gateway Study is to give SANDAG, the Imperial County Transportation Commission (ICTC), and other regional stakeholder’s access to timely and thorough freight flow information as an estimation tool to better plan and manage a sustainable freight network. The horizon of the study extends through the year 2040.

The Borders Committee provided policy direction during the development of this study, which was completed in 2010. Some of the findings of the study are:

1) Freight flows through the Gateway Region (San Diego and Imperial Counties) are estimated to grow by 2.1 percent annually in volume, and 4.0 percent in value;
2) The Otay Mesa POE will remain the largest commercial international gateway for the region, followed by the Calexico East POE; both are expected to see growth of over 3 percent per year in volume; and
3) Trucks are expected to remain the main mode of transportation for goods movement “within” the region, growing at an average annual rate of 2.4 percent in volume and 4 percent in value. Trucks will transport over 97 percent of the total volume of freight in 2050.
Interregional

The Borders Committee concurred that an interregional perspective would refer to issues with our Orange, Riverside, and Imperial County neighbors. This section highlights SANDAG’s work with its neighboring counties.

Riverside County

One of the most successful programs has been the I-15 Interregional Partnership (I-15 IRP). The I-15 IRP was formed in 2001 to address the imbalance of jobs and housing that has developed between the San Diego region and southwestern Riverside County in the past decade and the resulting traffic congestion on the I-15 corridor. The I-15 IRP is a voluntary compact between local elected officials representing SANDAG, the Western Riverside Council of Governments (WRCOG), the Riverside County Transportation Commission (RCTC), and the Riverside Transit Agency (RTA). Caltrans and other affected governmental agencies and private sector organizations also participate in the partnership. Through various grants, the partner agencies have been able to pursue three phases of the partnership.

I-15 IRP - Phase I Overview and Accomplishments

Phase I of the I-15 IRP was funded by a grant from the State Department of Housing and Community Development. The focus of the first phase, based on a three-year work plan, was to: develop a policy structure and mechanism for technical support, explore existing conditions, understand the interregional commute problem, identify current programs to resolve interregional issues, forecast commute conditions, develop strategies to better balance jobs and housing, and establish an implementation and monitoring process. A total of 21 interregional strategies for short- and long-range implementation were identified. Eight short-range transportation strategies focused on coordinating existing Transportation Demand Management (TDM) activities were adopted by the I-15 IRP and are now being implemented by the local and regional transportation agencies. The long-range strategies identified included development of BRT along the I-15 Corridor.

I-15 IRP - Phase II Overview and Accomplishments

In 2004, I-15 IRP and WRCOG were awarded a Caltrans grant to implement the short-term strategies and to lay the foundation to implement several long-term strategies. In the area of economic development, an Economic Development Working Group (EDWG) was established as a structure for pursuing cooperative economic development strategies and a two-county Employment Cluster Study was completed, which provided recommendations for economic prosperity in both regions. The transportation component focused on a cooperative study undertaken by Caltrans to assist San Diego and southwestern Riverside to better understand the multimodal infrastructure and service needs in the I-15 corridor. The housing component provided a summary of housing and land use programs that could be implemented in the San Diego region and southwestern Riverside.
I-15 IRP - Phase III Overview and Accomplishments

The I-15 IRP partnership received several grants from Caltrans through District 8 to focus on short term strategies and action plans in all three areas of the partnership. In Economic Development, a two-county Working Group was formed from economic development corporations and chambers of commerce to develop a strategic action plan with key economic cluster industries identified in Phase II. In Transportation, the partnership developed short term strategies to improve mobility on the corridor, including the study of buspools and vanpools originating in Riverside and ending in San Diego. Finally, in the area of housing, SANDAG staff collaborated with WRCOG staff and local jurisdictions to adapt the methodology use for the Smart Growth Concept map to assist southwestern Riverside in identifying areas for transit oriented development.

Orange County

In 2005, the Borders Committee identified topics for discussion with the Orange County Transportation Authority (OCTA), including Interstate 5 corridor studies; updates of long-range/RTPs, and passenger rail improvements.

Since that year, staff members from the OCTA and SANDAG have met periodically to strengthen cooperative relationships and to discuss topics of joint interest, including SANDAG staff and policy representation on OCTA’s South Orange County Major Investment Study.

In 2006, the Borders Committee held a discussion on the Board policy of not commenting on projects outside the County and the possible role of the Borders Committee in the review of external projects. This discussion resulted in enhancing the Borders Committee responsibilities, reflected in Board Policy 1, which include recommending border infrastructure financing strategies to the Board of Directors as well as reviewing and commenting on significant regional projects in adjoining counties.

On April 24, 2010, the Board of Directors approved the Southern California Association of Governments (SCAG) as the newest advisory member of the Borders Committee. SCAG is the largest council of governments in the United States, functioning as the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Ventura, San Bernardino, Orange, Riverside, and Imperial. These last three counties border the San Diego region.

Imperial County

Both San Diego and Imperial County share important linkages that set the stage for collaboration and information exchange. These Counties border each other and Mexico and as a result encounter similar planning issues and economic development opportunities. They also are increasingly tied by issues such as water supply and alternative energy demand. Therefore, formal lines of communication, and focus on opportunities that make our regions strong were seen to serve both regions’ best interest.

With the enactment of SB 1703 in 2003 and in recognition of the importance of formalizing the mechanism by which both regions could dialogue, the membership of the Borders Committee was reaffirmed to include Imperial County as a regular member. In December, 2004, the Borders Committee held a joint tour with the Imperial Valley Association of Governments of the County of
Imperial. This tour included visits to housing developments, transportation facilities, POEs, agricultural, retail, and industrial developments, airport facilities, and energy infrastructure, among other areas.

In 2007, Supervisor Victor Carrillo, as the representative of Imperial County on the Borders Committee, reported on the Imperial Valley/Mexicali Economic Impacts of Border Delays Study, which was performed in order to understand the economic significance of border delays, measure the economic impacts of wait times, and develop a new model for testing public policy solutions. Also, in 2007, the Imperial Valley Association of Governments (IVAG), in cooperation with SANDAG and Caltrans District 11, began work on the development of the San Diego Imperial County I-8 Corridor Strategic Plan to identify issues, establish goals and objectives, and develop interregional strategies in the areas of transportation, housing, and employment to ensure adequate levels of service on the I-8 corridor.

A Joint Policy Advisory Group was formed with participation from members of the Borders Committee and IVAG to provide policy direction throughout the development of the Strategic Plan. The Borders Committee received presentations on the proposed early actions and interregional strategies included in the Final San Diego-Imperial County I-8 Corridor Strategic Plan. The Joint Policy Advisory Group and the Joint Technical Advisory Group reviewed the Final Strategic Plan and requested that the Borders Committee accept this Strategic Plan. The IVAG Regional Council approved the Strategic Plan at its meeting on February 25, 2009. The following are some of the key proposed joint SANDAG and IVAG strategies:

Strategy 1a: Improve interregional and regional information sharing regarding on-going studies to maximize the benefits and minimize duplication of effort.

Strategy 1b: Continue to integrate Tribal Nations into overall planning process for the I-8 corridor.

Strategy 1c: Collaborate on crossborder people and goods movement issues, including recommendations and projects identified in the California - Baja California Border Master Plan.

Strategy 2a: Maintain key capital investments identified in SANDAG’s 2030 RTP and the Imperial County 2007 Transportation Plan Highway Element to improve mobility for people and goods on I-8, including widening from four to six lanes between El Cajon to Alpine (2nd Street to Los Coches Road) and widening within Imperial Valley between State Route 111 and Forrester Road as priorities.

Strategy 2b: Explore opportunities to expand ridesharing.

Strategy 4: Support economic development focusing on job creation, particularly on higher paying jobs.

Since the Strategic Plan’s completion, progress has been made on a goal included in Strategy 2b: Explore Opportunities to Expand Ridesharing. This goal calls for the expansion of the 511 service to Imperial County. SANDAG has worked on extending some elements of the 511 service to Imperial County by expanding the existing Advanced Traveler Information System for Commercial Vehicle Operations (ATIS-CVO) component designed for the I-8 corridor commercial vehicle user. This service is anticipated to begin operation in fall 2010. The ATIS-CVO component of the 511 service will be a free phone and Web service that will consolidate the San Diego and Imperial County regions’ transportation information into a one-stop resource, and will be available to I-8 corridor commercial vehicle operators (truck drivers and trucking operations management) in
The 511 service will provide up-to-the-minute information on traffic conditions, incidents, border wait times, and driving times, on a 24-hours a day, seven days a week basis. The ATIS-CVO project is funded through a cooperative agreement with Caltrans.

**Government-to-Government Framework with Tribal Nations**

The U.S. Constitution and treaties recognize Native American communities as separate and independent political communities within the territorial boundaries of the United States. The current government-to-government relationship is a federal/tribal relationship, the origin of which flows from treaties, federal statutes, and U.S. Supreme Court decisions. Government-to-government relations between regional planning agencies, local governments, and counties is voluntary; however, regional transportation agencies are required by federal law to consult with tribes in the development of the various planning processes, including the RTP. During the last few years, SANDAG, through its Borders Committee, has been building a government-to-government framework for engaging tribal nations at a regional level.

The Borders Committee, through its partnership approach, has been working for the past several years with the Reservation Transportation Authority (RTA), a non-profit intertribal government agency, to strengthen liaison activities and tribal involvement in transportation planning with the MPOs whose area of influence coincides with their member tribes. Through the RTA, SANDAG began discussions with the Southern California Tribal Chairmen’s Association (SCTCA), a multi-service, non-profit corporation established in 1972 by a consortium of 19 federally-recognized Indian tribes in Southern California. As an intertribal council, the SCTCA serves as a forum for a wide variety of issues for tribal governments in the region. In June of 2005, the SCTCA agreed to join the Borders Committee as an advisory member.

The SCTCA and SANDAG, with the support of the RTA, co-hosted the 2006 San Diego Regional Tribal Summit which brought the tribal nations in the region together with the SANDAG Board of Directors to discuss issues of mutual concern. One of the issues raised by the tribal leaders was tribal representation at SANDAG. The SANDAG Board and the tribal governments recognized the benefits to be gained by taking a cooperative approach to planning for an improved quality of life for the San Diego region. The leadership of SANDAG and the SCTCA had discussions over several months regarding the development of a formula for tribal representation which would respect tribal sovereignty and involve tribal governments in policy decisions at SANDAG.

At a policy level, SCTCA and SANDAG signed a Memorandum of Understanding on January 26, 2007, memorializing the agreement to have the SCTCA join the SANDAG Board of Directors and Policy Advisory Committees, including Transportation, Regional Planning, and Public Safety, as advisory members. At a technical level, it was agreed that a tribal working group should be formed to discuss tribal transportation issues on a regular basis. The Intertribal Transportation Working Group serves as a forum for tribal governments in the region to discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators.

The Working Group forms part of the SANDAG structure and reports to the Borders Committee, and all tribes in San Diego can be members. Since its formation in 2006, the Working Group has collaborated on a number of tribal transportation planning projects including:
The Tribal Transit program has enabled the Reservation Transportation Authority to work with North County Transit District and support the enhancement of the 388/389 route enabling rural residents and those living or working on reservations to get to the Escondido Transit Station in 20-25 minutes via the Interstate 15. The RTA and the transit agencies are currently collaborating on a $1.2 million ARRA grant for implementation of capital improvements in the rural areas.

In 2009, SANDAG and SCTCA established a Task Force of elected officials to plan the 2010 San Diego Regional Tribal Summit. On April 9, the 2010 San Diego Regional Tribal Summit was hosted by the Rincon Band of Luiseño Indians. The purpose was to bring together elected leaders from local governments who make up the SANDAG Board of Directors and the 17 federally recognized tribal governments in the San Diego region to identify policy-level issues of mutual concern related to transportation and regional planning and formulate a set of priority areas for action that can be addressed over the next few years. In particular, SANDAG is currently developing the 2050 RTP for approval in 2011. The Tribal Summit provided a timely opportunity to discuss tribal input regarding transportation and important regional planning issues for inclusion in the 2050 RTP. Among the key issues raised were:

- Value of the SCTCA being represented on the SANDAG Board and Policy Advisory Committees
- Critical importance of working together on statewide issues
- Importance of developing a collaborative legislative agenda
- Importance of nontribal elected officials understanding tribal sovereignty
- Opportunities for developing a collaborative funding strategy for transportation

This innovative framework led by the Borders Committee goes far beyond the federal requirement for consultation; tribal leaders are now part of the regional decision-making process at a policy level, offering a tribal perspective to complex planning issues.
## Borders Committee FY 2011 Calendar of Meetings

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| July 23, 2010  | Tribal             | **Agenda**  
§ Proceedings from 2010 San Diego Regional Tribal Summit  
§ Tribal Collaboration - Next Steps  
§ Update from the Reservation Transportation Authority  
§ County-Tribal Collaboration |            |
| August 27, 2010| MEETING MAY BE CANCELLED |                                              |            |
| September 24, 2010 | Binational   | **Agenda**  
§ Recommendations from the 2010 Binational Seminar  
§ Briefing on State Route 11/Otay Mesa East POE Financial Strategy  
§ Recommendations from Southern California Tribal Chairmen's Association (SCTCA) on Tribal Issues for Borders Committee FY 2011 Meeting Schedule  
§ Cal-EPA Crossborder Efforts on Climate Change | Recommend  
§ Information  
§ Discussion/ Possible Action |
| October 22, 2010 | Binational / Interregional | **Agenda**  
§ San Diego-Imperial County I-B Corridor Strategic Plan Update  
§ Update on Selected Strategies from the Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan | Information  
§ Information |
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| November 19, 2010 | Interregional / Tribal | § Draft 2050 Regional Transportation Plan: Tribal, Binational and Interregional Components  
§ Good Neighbor Environmental Board: Report to the President of the United States |
| December 16, 2010 | MEETING MAY BE CANCELLED | -                                                             |
| January 28, 2011 | MEETING MAY BE CANCELLED | -                                                             |
| February 25, 2011 | Interregional | § Updates on Comprehensive Freight Gateway Study  
§ San Diego-Imperial County I-8 Corridor Strategic Plan Update |
| March 25, 2011 | Binational | § Status Report on Otay Mesa East-Otay II POE and connecting roads  
§ Briefing on State Route 11/Otay Mesa East POE Financial Strategy  
§ Progress report on the San Ysidro POE Reconfiguration and Expansion Project by GSA  
§ Organization of the 2011 Binational Seminar |
| April 22, 2011 | Interregional | § Status Report on SANDAG and Orange County Transportation Authority (OCTA) and Southern California Association of Governments (SCAG) Collaboration on Long-Range Planning  
§ Draft 2050 Regional Transportation Plan |


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<th>Date</th>
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<tr>
<td>May 27, 2011</td>
<td>Interregional / Tribal</td>
<td>§ TBD</td>
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<td>June 24, 2011</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>§ Progress Report on the Implementation of Strategies Included in the Otay - Mesa - Mesa de Otay Binational Corridor Strategic Plan</td>
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PROPOSED THEME AND DATE OF THE 2011 SANDAG ANNUAL BINATIONAL EVENT

Introduction

Every year since 1997, the Committee on Binational Regional Opportunities (COBRO) has supported the organization of SANDAG’s annual binational events. These events have included six conferences, two workshops, two mobile seminars, and three binational seminars, which addressed a wide range of topics.

Recommendation

The Borders Committee is asked to accept COBRO’s recommendation that the 2011 binational event be held on Tuesday, June 7, 2011, focusing on public and active transportation on the border.

Background

The SANDAG binational events have addressed a wide range of topics, from water and energy supply, and crossborder climate change to border wait times and homeland security issues since 1997. The purpose of these events has been to bring together stakeholders from both sides of the border, to address these issues, seek out solutions and identify opportunities. Outcomes from the annual events are discussed by COBRO and presented to the Borders Committee and the SANDAG Board of Directors as possible recommendations for follow up actions.

Discussion

At its February 1, 2011, meeting, COBRO discussed possible themes and dates for the 2011 binational event. After discussing potential topics in the areas of public and active (non-motorized) transportation, border wait times, water supply and economic development, COBRO recommends that this year’s event be focused on public and active transportation on the border.

COBRO considered that this would be an opportune time to address transit and active transportation on the border, as the region is currently immersed in several modernization and expansion projects such as the San Ysidro Port of Entry (POE) Reconfiguration and Expansion project, the future State Route 11 (SR 11) and Otay Mesa East POE, and the San Diego-Tijuana Airport Crossborder Facility. On the Mexican side, the City of Tijuana is moving ahead with its plans for a new mass transit system that will connect the existing POEs with the rest of the city. The State of Baja California and the Mexican federal government continue reconfiguration work at the Puerta México POE (south of the San Ysidro POE Reconfiguration and Expansion project).
Next Steps

Subject to the Borders Committee’s acceptance of the proposed theme and date for the 2011 binational event, a draft program will be presented to the Borders Committee at a future meeting.

CHARLES "MUGGS" STOLL
Director of Land Use and Transportation Planning

Key Staff Contact: Hector Vanegas, (619) 699-1972, hva@sandag.org
REPORT FROM THE CONSUL GENERAL OF MEXICO

Introduction

The Consul General of Mexico in San Diego, Honorable Remedios Gómez-Arnau, contributes to the Borders Committee dialogue by providing periodic reports on binational activities within the purview of the Committee. This report highlights outcomes from the January 10, 2011, meeting of the North America Free Trade Agreement (NAFTA) Free Trade Commission (FTC). Since NAFTA’s enactment 17 years ago, the FTC has brought together trade representatives of the United States, Canada, and Mexico for collaboration.

Discussion

In 1994, the North American Free Trade Agreement (NAFTA) came into effect, creating one of the world’s largest free trade zones. This agreement resulted in an increase in trade among the three countries, the United States, Canada, and Mexico, more than doubling from 1993 to 2009, from $288 billion to $701 billion. NAFTA focuses on reducing costs to businesses and consumers by lowering trade barriers and regulatory differences.

According to www.naftanow.org, an Internet site produced jointly by the three governments, today, the NAFTA region is home to 444.1 million people (33.3 million of whom live in Canada, 304.1 million in the United States, and 106.7 million in Mexico), with a combined output of $17.0 trillion. Every day the NAFTA countries conduct nearly $1.9 billion in trilateral trade.

Attachment 1 is the joint statement from the NAFTA Free Trade Commission (FTC) held on January 10, 2011. Since the last meeting of the FTC in 2009, the North American economies have continued to recover from the recession. The FTC recognizes NAFTA as essential not only for economic recovery but also for increasing job, trade, and communication growth and has agreed on multiple measures to facilitate such developments. Other areas of interest are enhanced environmental and labor collaboration.

Given that one of the greatest opportunities within NAFTA are for small and medium enterprises (SME) the NAFTA FTC released the Opportunities for Small- and Medium-Sized Enterprises in North America, a publication answering fundamental questions about entering the export market. The document will also be made available on each of the countries’ Web sites.


Key Staff Contact: Hector Vanegas, (619) 699-1972, hva@sandag.org
Bruno Ferrari, Mexico’s Secretary of Economy; the Honorable Peter Van Loan, Canada’s Minister of International Trade, and Ambassador Ron Kirk, United States Trade Representative; are pleased to release the following Joint Statement, which outlines the overall results of the January 10, 2011 meeting of the NAFTA Free Trade Commission (FTC), in Mexico City, Mexico.

We have recently marked seventeen years since the entry into force of the North American Free Trade Agreement (NAFTA). Since 1994, trade has blossomed, investment has increased, and all three countries have become more competitive. From 1993 to 2009, trade among the NAFTA countries has more than doubled, from $288 billion to $701 billion. Each day the NAFTA countries conduct nearly $1.9 billion in trilateral trade. The benefits of expanding trade have flowed to businesses, farmers, workers, and consumers.

As noted by our Leaders, we remain committed to “promoting the global competitiveness of our region” by fostering job creation and increasing the prosperity of our citizens. We look forward to the contribution that the FTC can make to the North American Leaders’ Summit (NALS) in 2011.

When we last met in 2009, North America was struggling as it began to emerge from one of the deepest recessions in history. As our economies recover, we must continue to accelerate growth by making our economies more competitive, including by boosting innovation and creating new jobs in new industries. We recognize the NAFTA as a catalyst for our economic recovery as it provides the means for increased flows of trade and investment in North America.

Increased trade with each other and the rest of the world helps create jobs in our respective countries. Since all of the tariff cuts under NAFTA were implemented either on time or ahead of schedule, we are developing new and creative ways to increase trade. Today we agreed to a number of measures to reduce transaction costs, facilitate access to information, and eliminate barriers to trade. These steps aim to make North America one of the most economically competitive regions in the world.

Regulatory cooperation continues to be a top priority, as it has the potential to reduce costs to businesses and consumers by eliminating unnecessary regulatory differences. At the August 2009 NALS, our Leaders asked ministers to continue the work of reducing unnecessary regulatory differences by “building on the previous efforts, developing focused priorities and a specific timeline”. Therefore, the three countries have been working on reducing or eliminating unnecessary transaction costs to increase the region’s competitiveness. This exercise reflects the commitment we have assumed to promote deeper economic integration in North America. We
tasked relevant NAFTA committees, including the Committees on Standards-Related Measures and Sanitary and Phytosanitary Measures, to continue their work in this area and identify additional areas for cooperation.

Today we reaffirmed our commitment to enter into bilateral mutual recognition agreements (MRAs) that establish procedures for accepting test results from laboratories or testing facilities in the territory of another NAFTA country for use in the conformity assessment of telecommunications equipment. This will allow a manufacturer to test a product only once and then have the test results accepted in other NAFTA countries. We initialed today the basic terms of this agreement and asked officials to continue their work with the goal of concluding the MRAs by May 2011. We shall endeavor to find additional areas for further collaboration.

Updating the NAFTA rules of origin to reflect current sourcing and production patterns allows more goods to qualify for duty-free treatment under the NAFTA. In addition, simplification of the NAFTA rules of origin reduces transaction costs. We are pleased to note that the Working Group on Rules of Origin (WGRO) has reached preliminary agreement on a fourth set of changes to the NAFTA rules of origin. Annually, these goods are valued at approximately 90 billion dollars.

We will each undertake our respective domestic procedures for consultation, and we will aim to implement these changes in 2011. We have instructed the WGRO to begin work on technical rectifications to align the NAFTA rules of origin with the updated tariff schedules that will result from the 2012 amendments to the nomenclature of the Harmonized System. We have also directed the WGRO to explore the possibility of implementing a fifth set of changes to the NAFTA rules of origin.

We instructed the ad hoc working group of senior trade officials to work closely with their counterparts in the North American Commission for Environmental Cooperation (CEC) to identify areas of collaboration, such as trade flows of used electronics in North America, green buildings and greening North America’s transportation corridors. The ad hoc working group has already provided valuable input on changes to the rules of origin. We are pleased to announce that goods that have a positive impact on the environment are part of this set of changes to the NAFTA rules of origin.

We asked the senior officials responsible for labor to continue to cooperate with their counterparts in the North American Commission for Labor Cooperation (CLC) to discuss specific strategies to improve the labor side agreement and its functioning, including the CLC’s Secretariat. We will continue to work to improve coordination between our labor and trade ministries; to support the consultations on the Secretariat to identify the most efficient means by
which its function under the NAALC can be carried out; and to implement a robust work plan of cooperative activities on labor matters of mutual interest.

We commend the work that has been done by the North American Steel Trade Committee (NASTC) in drawing attention to issues of importance to the manufacturing sector and promoting cooperation between North American industry and governments in areas of mutual interest. The work of the NASTC has resulted in positive impacts on this sector’s competitiveness and demonstrates the importance of information sharing and policy collaboration in advancing the competitiveness of North American manufacturing. As directed by the FTC in 2007, the NASTC has undertaken efforts to identify specific barriers to intra-NAFTA trade in this sector, including in the area of permit requirements. Further to this work, Canada recently removed the fees for its steel import permits, and continues to focus on the ongoing implementation of a more streamlined import monitoring system, which will improve regulatory efficiency at the border.

Our three countries have cooperated closely to more effectively combat the challenges of IPR infringement, particularly in the context of piracy and counterfeiting. In 2007 we joined together with other countries to launch negotiations of the Anti-Counterfeiting Trade Agreement (ACTA). We stand now on the threshold of an important achievement in the enforcement of intellectual property rights. We concluded negotiations this past November, and look forward to the prompt entry into force of this agreement.

We had a robust discussion on the experiences of small and medium sized enterprises (SMEs) in North America. When such businesses begin to export, they are most likely to make their first exports to a NAFTA partner. We discussed ways to help SMEs take advantage of the export opportunities that the NAFTA provides. One of the main challenges that SMEs face is access to information. To address this, we released “Opportunities for Small- and Medium-Sized Enterprises in North America”, a publication designed to answer fundamental questions about starting to export. This document will be available on each of our websites. One new source of assistance and interactive information exchange for SMEs is SBDCGlobal.com. This website is currently being used by SMEs in Mexico and the United States and is being expanded to other countries in the Hemisphere. Canada is exploring the potential for its SMEs to access this network as well. We also instructed our officials to identify additional measures to meet the distinct requirements of SMEs that allow them to increase their export opportunities.

We are committed to transparency in trade negotiations. The negotiating texts of the NAFTA are documents of historical value and we recognize the level of public interest in them. Today we released the negotiating texts of Chapter 20 (Institutional Arrangements and Dispute Settlement Procedures) and will make the texts available through our websites.
In line with our governments’ initiatives to promote accessibility, transparency and technology, we recommended that the three national sections of the NAFTA Secretariat explore a system for electronic filing and archival of documents, initially in Chapter XIX proceedings, through the development of a pilot project.

We recognize the importance of transparency and maintaining communication with all stakeholders. As we move forward on our agenda to promote competitiveness, increase prosperity and foster job creation, we will continue to use existing mechanisms for getting meaningful public comment, as part of our commitment to public engagement.

We welcome the “NAFTA Advisory Committee on Private Commercial Disputes: A 15-year Retrospective” report which documents the outstanding work that the Committee has done since its establishment in 1994 to increase awareness of, and promote the use of, alternative dispute resolution (ADR) as a means of resolving commercial disputes in the NAFTA region. We continue to see the use of ADR as an important tool in facilitating trade among the NAFTA countries.

We take note of the renewal of the Mutual Recognition Agreement (MRA) among the accountants of Mexico, Canada and the United States and encourage other professions to undertake similar efforts to foster trade in professional services in the region. Notwithstanding the coverage of the renewed trilateral MRA, Mexico will subject the implementation of this MRA to the definition and scope of territory of NAFTA Parties as agreed upon in Article 201.1 and Annex 201.1.

We are committed to the successful conclusion of the WTO Doha Development Agenda. We urge all WTO Members to demonstrate renewed energy and directly engage immediately with each other in across-the-board give-and-take negotiations to put the Doha Development Agenda on a path toward a balanced and ambitious overall outcome that opens new markets and creates new trade flows.

Finally, we agreed that Canada will host the next NAFTA Commission meeting.
UPDATE ON STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY PROJECT  File Number 342000

Introduction

During the past six months SANDAG and Caltrans, in collaboration with the Mexican government and other project stakeholders, have continued to make progress to advance the Otay Mesa East - Mesa de Otay II Port of Entry (POE) and connecting roads on both sides of the border. This report describes some recently completed project milestones and highlights the coordinated binational approach to the project.

Discussion

Project Background and Purpose

SANDAG, in cooperation with Caltrans, the U.S. General Services Administration (GSA), counterpart agencies in Mexico, and other project stakeholders, is working on developing the new Otay Mesa East POE and associated transportation network, State Route 11 (SR 11). The proposed project is located approximately two miles east of the existing Otay Mesa border crossing and will constitute a third major border crossing along the San Diego region’s border with Tijuana. The improvements on the United States side of the border are expected to cost in the range of $615 million to $715 million and are proposed to be funded through tolls, fees, and other revenues such as the Proposition 1B Trade Corridors Improvement Fund.

The need to improve the region’s border crossing capacity stems from steady growth in global and regional economic integration that squeezes ever more people and goods through border infrastructure that was sized for a much smaller and significantly less security-conscious economy. The existing San Ysidro-Puerta Mexico POE is the busiest international land crossing along the U.S.-Mexico border. The Otay Mesa-Mesa de Otay POE continues to accommodate the third highest dollar value of trade among all southern border POEs. Northbound peak wait times at these existing facilities can routinely last for more than two hours for passenger vehicles, and commercial truck drivers have often logged four hours in line.

According to the SANDAG-Caltrans study, 2007 Update: Economic Impacts of Border Wait Times in the San Diego-Baja California Border Region, the border traffic congestion and delays cost the U.S. and Mexican economies an estimated $7.2 billion in gross output (value of goods and services produced annually) and more than 62,000 jobs in 2007. The recent economic downturn dampened cross border trade flows, but for the last three quarters the regional flows have begun to climb back
to the 2007 levels. A third border crossing at East Otay Mesa could reduce delays caused by traffic congestion, better accommodate projected trade and travel demand, and increase economic growth and job opportunities on both sides of the border without sacrificing border safety and security.

**Recent Project Milestones**

Investment Banker and Outside Legal Counsel Selected for Project

At its May 5, 2010, meeting, the SANDAG Board of Directors directed staff to negotiate with Barclays Capital to conduct investment banking services for SANDAG on the project. Staff has since engaged Barclays Capital as the Senior Investment Underwriters for the project. The Barclays Team includes key financial experts based in California, New York City, Washington, DC, and Mexico City who have participated in numerous project meetings and worked with the project team to develop a preliminary financial strategy for the project.

Staff also conducted a competitive procurement for outside legal services for the project and selected California law firm, Lindborg & Drill LLP to provide legal counsel on project elements. Lindborg & Drill LLP has other law firms on its team, including, Capin, Calderon, Ramirez y Gutierrez-Azpe, S.C., based in Mexico City, and Buchanan, Ingersoll & Rooney PC, with offices in California and Washington, DC.

Program Development Study for Otay Mesa East POE Nearing Completion

Caltrans and SANDAG, in collaboration with GSA, U.S. Customs and Border Protection, and Mexican counterpart agencies, have reached 75 percent completion of the Program Development Study (PDS) for the Otay Mesa East POE portion of the project. Architects Siegel and Associates are under contract to complete the PDS. The purpose of the PDS is to develop a concept, test fit, project management plan, schedule, and estimate based upon the results of the initial Feasibility Study (completed in 2007). This is necessary to support the project team's funding/bonding budget requests for site acquisition, road improvements, design and construction and funding of the project, and to provide preliminary facility inputs into the traffic and revenue study. The PDS is expected to be complete in the first half of 2011.

Public Release of Draft Environmental Document

Caltrans has been conducting the environmental studies for the development of the proposed project. On December 3, 2010, Caltrans and the Federal Highway Administration (FHWA) released the Tier II Draft Environmental Impact Report/Draft Environmental Impact Statement (DEIR/DEIS) for a 60-day public comment period that closed February 1, 2011. The DEIR/DEIS document is available at www.dot.ca.gov/dist11/envir.htm.

Proposals Requested for Intelligent Transportation Systems Technology Pre-Deployment Study

A Request for Proposals (RFP) was released on November 11, 2010, to conduct an Intelligent Transportation Systems (ITS) Pre-Deployment Study for the project. This study will create a Concept of Operations or blueprint for what ITS strategies should be implemented at the new border crossing. ITS components of the project include a system that will notify travelers of border wait
times so they are able to choose which POE to use to help streamline traffic by minimizing congestion. The RFP selection criteria requires the inclusion of a Mexico-based ITS consulting firm as part of the project team. It is anticipated that the consultant team will be under contract and begin work in spring 2011.

Developing a Binational Traffic and Revenue Study

Toll collections are expected to pay for most of the project costs on both sides of the border. To help evaluate this objective, a binational Investment Grade Traffic and Revenue Study (T&RS) will be undertaken and coordinated with Mexico’s Secretariat of Communications and Transportation (Secretaría de Comunicaciones y Transportes or SCT). The T&RS is expected to provide an estimate of the toll revenue generating capacity of the entire cross-border facility over a specified period under a variety of toll pricing scenarios.

Coordinated Progress on Developing the POE Facilities and Respective Roadway Systems

Proposed plans on each side of the border include new roadways to connect the POEs to the existing transportation system. North of the border, the Otay Mesa East POE would be linked to the regional highway network via SR 11; south of the border, the Mesa de Otay II POE would be connected to the Tijuana-Rosarito Corridor, with links to the Tijuana-Tecate and the Tijuana-Ensenada toll roads in Baja California, Mexico. On the U.S. side, SR 11 will become part of the region’s 2050 vision for 197 miles of tolled facilities and high-occupancy toll lanes in San Diego County.

Next Steps

By summer 2011 the binational team expects to have preliminary results from the T&RS, which will provide revenue projections that will in turn drive roadway and POE financial feasibility studies. Additionally, the preliminary T&RS data will inform decisions for POE staffing, right-of-way acquisition, and ITS investments. During fall 2011, the Record of Decision (ROD) on the environmental document is expected. Assuming timely adoption of the ROD, design of the various project elements would begin to intensify. It is anticipated that in fall 2013 construction financing would be secured, and construction would begin before the end of 2013. The goal is to have the facility open to traffic by 2015.
SR11/Otay Mesa East/Mesa de Otay II
Port of Entry (POE) and Connecting Roads

Work Flow - Concept to Completion

Environmental Impact Analysis
Program Development Study

Intelligent Transportation System Pre-Development Study
United States: Traffic and Revenue Study
Mexico: Traffic and Revenue Study

Financial Model and Feasibility Study

YES

Funding

Port of Entry Design
Customs and Border Patrol Training
Right of Way Acquisition
SR11 Roadway Design
ITS Design

Funding

Construction of Roadway and POE
Opening of Roadway and POE

Project Area

Otay Mesa East/Mesa de Otay II
New Border Crossing and Connecting Roads

Map showing locations of San Ysidro/Puerta México POE, Otay Mesa/Mesa de Otay POE, and Tecate/Tecate POE.
Summary of Past and Current Activities of the Borders Committee

February 25, 2011

Outline

- Roles and Responsibilities
- Issues, Milestones and Accomplishments
- Activities in FY 2011
Board Policy 1

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

Borders Chapter
- Access to Jobs and Housing
- Transportation
- Energy and Water Supply
- Environment
- Economic Development
- Homeland Security

Relevant reports and activities
- Annual Binational Event
- Economic Impact of Border Wait Times
- Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan
- San Diego and Imperial Valley Comprehensive Freight Gateway Study
- Existing and Future Ports of Entry projects
- Joint Meetings of the Borders Committee, COBRO and the City of Tijuana
Otay Mesa – Mesa de Otay Binational Corridor
- Strategic Plan (2007)
- Two binational Mobile Seminars
- Progress Reports
- Annual Joint Meetings with COBRO and the City of Tijuana

Riverside County
- I–15 Interregional Partnership
  - Transportation
  - Economic Development
  - Housing
- Joint Policy Meetings between the San Diego region and western Riverside County
  - Western Riverside Council of Governments (WRCOG)
  - Riverside County Transportation Commission (RCTC)
  - Riverside Transit Agency (RTA)
Orange County

- Orange County Council of Governments (OCCOG)
- Orange County Transportation Authority (OCTA)
- Southern California Association of Governments (SCAG)
- Joint Policy and Staff Meetings

Imperial County

- San Diego – Imperial County I-8 Corridor Strategic Plan
- Joint Policy Meetings
  - Imperial County Transportation Commission (ICTC)
Relevant Reports and Activities

- 2006 and 2010 Regional Tribal Summit
- Southern California Tribal Chairmen’s Association (SCTCA)

Calendar of Meetings

- Comprehensive Freight Gateway Study
- Interregional Planning: Imperial, Orange, and Riverside Counties
- Binational Planning and Coordination
- Tribal Liaison Program
Questions and Comments?

February 25, 2011
Economic Impacts of Border Wait Times
(Personal Travel + Freight Movement)

$7.2 Billion in Output Lost =

18 Super Bowls

62,000 Jobs Lost =
4 Google Companies

SR 11/Otay Mesa East Port of Entry
Project Need and Purpose

• Critical need for additional capacity
• Existing border crossings cannot meet demand
• Economic impact
• Demand to increase in future

SR 11/Otay Mesa East Port of Entry

Project Overview

• 100+ Acres Outside of Urban Center
• Removes/Alleviates a Community Bottleneck
• Reduces Idle Time
• Toll-Financed with 2.1 Mile, Four-Lane State Highway
• Dynamically Priced = Manages Queue
Project Overview

- Safe, secure and efficient
- New technology
- Cross-border trade and travel
- Connectivity to Otay Mesa road network
- Unique partnerships

SR 11/Otay Mesa East Port of Entry

Unique Partnerships
Project Milestones

- Enabling Legislation SB 1486
- Presidential Permit 2008
- Investment Banker and Legal Counsel
- Program Development Study for POE
- Draft Environmental Document
- Intelligent Transportation Systems Study
- Binational Coordination of Traffic & Revenue Study
- Ongoing Coordination on Development of POE Facilities and Respective Roadway Systems

SR 11/Otay Mesa East Port of Entry

Project Development Schedule

- Fall 2006: Environmental Impact Analysis
- Spring 2011: Program Development Study
- Summer 2011: Traffic and Revenue Study
- Fall 2011: Intelligent Transportation System Pre-Development Study
- Financial Model and Feasibility Study
- Funding
Project Development Schedule

2011-2013

Fall 2013

Winter 2013

Winter 2015

- Port of Entry Design
- CBP Training
- Right-of-Way Acquisition
- SR 11 Roadway Design
- ITS Design

Funding

Construction of Roadway and POE

Opening of Roadway and POE

SR 11/Otay Mesa East Port of Entry

Funding Sources

STIP

Federal

Prop 1B TCIF

Remaining Funds Needed

87% Unmet Need

SR 11/Otay Mesa East Port of Entry
Project Layout U.S.

SR 11/Otay Mesa East Port of Entry

Otay Mesa East Port of Entry

State of California Commercial Vehicle Enforcement Facility

Federal Commercial Vehicle Inspection Area

Federal Passenger Vehicle Inspection Area
Binational Coordination and Next Steps

- Cross-border coordination is critical
- Working with Mexican counterparts throughout the process
- Coordinating with Mexico on concurrent planning of facilities/infrastructure

Thank You

- Mario Orso, Caltrans District 11
  – 619-688-2561; mario_orso@dot.ca.gov