JOINT MEETING OF THE BORDERS COMMITTEE, THE COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES (COBRO), AND THE CITY OF TJUANA

Friday, March 25, 2011

Hospitality Room open from 12:00 to 12:30 p.m.
Meeting from 12:30 to 2:30 p.m.

SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• REPORT FROM THE CITY OF TJUANA’S COMMISSION FOR BORDER AFFAIRS TO INCLUDE SANDAG AS AN HONORARY MEMBER OF THIS COMMISSION

• OTAY MESA – MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN: MARCH 2011 DRAFT PROGRESS REPORT

• DEVELOPMENT OF THE TJUANA-TECATE-PLAYAS DE ROSARITO 2010-2050 METROPOLITAN STRATEGIC PLAN

PLEASE TURN OFF CELL PHONES DURING THE MEETING

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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.

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**JOINT MEETING OF THE BORDERS COMMITTEE, COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES (COBRO), AND THE CITY OF TIJUANA**  
Friday, March 25, 2011

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**APPROVAL OF THE FEBRUARY 25, 2011, MEETING MINUTES**  
This item requires action only by Borders Committee members.

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**PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS**

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.

**CONSENT ITEM (#3)**

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**REPORT FROM THE CITY OF TIJUANA’S COMMISSION FOR BORDER AFFAIRS TO INCLUDE SANDAG AS AN HONORARY MEMBER OF THIS COMMISSION (Hector Vanegas)**

At its December 10, 2010, meeting, City of Tijuana Councilmember María Luisa Sánchez, Chair of the Commission for Border Affairs of the City Council of Tijuana, requested that SANDAG be included as an Honorary Commission Member. This request, which was presented as an historic milestone to the municipal legal framework, is slated to be considered by the Tijuana City Council in the near future.

**REPORT ITEMS (#4 through #6)**

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**REPORT FROM THE CONSUL GENERAL OF MEXICO (Hon. Remedios Gómez-Arnau, Consulate General of Mexico in San Diego)**

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 highlights outcomes from the March 3, 2011, visit of President Felipe Calderón to Washington D.C., to meet President Barack Obama.
e +5. OTAY MESA - MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN: MARCH 2011 DRAFT PROGRESS REPORT (Ron Saenz; Manuel Guevara, Tijuana Metropolitan Planning Institute or IMPlan)

The Otay Mesa - Mesa de Otay Binational Corridor Strategic Plan was approved in 2007 by both SANDAG and the City of Tijuana. This report will present background information on the Plan’s development and provide updates on selected strategies accomplished during the last year.

6. DEVELOPMENT OF THE Tijuana-Tecate-Playas de Rosarito 2010-2050 Metropolitan Strategic Plan (Manuel Guevara, Tijuana Metropolitan Planning Institute or IMPlan)

This report will present highlights from the development of the Metropolitan Strategic Plan, an inter-municipal urban development plan currently under preparation.

7. UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for Friday, April 22, 2011, at 12:30 p.m.

8. ADJOURNMENT

+ next to an item indicates an attachment
e next to an item indicates available in Spanish / junto a uno de los puntos indica que está disponible en español
The meeting of the Borders Committee was called to order by Chair John Minto (East County) at 12:35 p.m. See the attached attendance sheet for Borders Committee member attendance.

1. APPROVAL OF MEETING MINUTES

   Action: Upon a motion by Deputy Mayor Rudy Ramirez (South County) and a second by Supervisor John Renison (Imperial County), the Borders Committee unanimously approved the minutes from the January 28, 2011, meeting. Vice Mayor Ruth Sterling (East County) and Councilmember Farrah Douglas (North County Coastal) abstained.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

   Chair Minto welcomed Carolina Bustamante, daughter of Tijuana Mayor Carlos Bustamante, and First Lady of Tijuana. She reported on her efforts to improve the lives of Tijuana citizens as the Board President of the Municipal Human/Family Services System (Desarrollo Integral de la Familia or DIF).

   Chair Minto introduced Susan Reinert, Politics and Economics Chief of the U.S. Consulate General’s Office in Tijuana, and Georgina Scarlata, from the Department of State’s Mexican Borders Affairs office.

CHAIR’S REPORT (Item #3)

3. INTRODUCTION OF NEW BORDERS COMMITTEE MEMBERS (INFORMATION)

   Chair Minto welcomed the newly appointed representatives to the Borders Committee and self-introductions were conducted.

   Action: This item was presented for information only.
4. SUMMARY OF PAST AND CURRENT ACTIVITIES OF THE BORDERS COMMITTEE (INFORMATION)

Hector Vanegas, Borders Committee Coordinator, reported on the Committee’s roles and responsibilities, achievements and milestones, along with issues discussed in previous years. He also provided a brief description of the main activities included in the calendar of meetings, which outlines work elements and tasks included in the SANDAG Fiscal Year 2011 Overall Work Program.

Councilmember David Alvarez (City of San Diego) asked if the Borders Committee has addressed the San Ysidro Land Port of Entry Reconfiguration and Expansion Project.

Deputy Mayor Ramirez (South County) asked about the process to include topics in future meetings of the Border Committee.

Regarding advocacy opportunities with federal governments, Hon. Remedios Gómez-Arnau, Consul General of Mexico in San Diego, announced the San Diego Regional Chamber of Commerce will conduct its annual Mission to Mexico City during the first week in April.

Action: This item was presented for information only.

5. PROPOSED THEME AND DATE OF THE 2011 SANDAG ANNUAL BINATIONAL EVENT (ACCEPT)

Angelika Villagrana, Committee on Binational Regional Opportunities (COBRO), provided background information on the binational event and presented COBRO’s recommendation to hold the 2011 binational event on Tuesday, June 7, 2011, focusing on public and active transportation on the border, including transit.

Action: Upon a motion by Deputy Mayor Rudy Ramirez (South County) and a second by Councilmember Ed Gallo (North County Inland), the Borders Committee unanimously accepted COBRO’s recommendation that the 2011 binational event be held on Tuesday, June 7, 2011, focusing on public and active transportation on the border.

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

Hon. Remedios Gómez-Arnau, Consul General of Mexico in San Diego, reported on the meeting of the U.S., Mexican, and Canadian Trade Ministers that took place in Mexico City on January 10, 2011, in which they reviewed the overall results of the North American Free Trade Agreement (NAFTA).

Action: This item was presented for information only.
7. **UPDATE ON STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY PROJECT (INFORMATION)**

Mario Orso, Corridor Director (Caltrans), provided background information and 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.

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

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

**Action:** This item was not presented at this time.

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**

Chair Minto adjourned the meeting at 1:57 p.m.

**Attachment:** Attendance Sheet
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<td>David Alvarez</td>
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<td>Dr. Paul Ganster</td>
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<td>San Diego County Water Authority</td>
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REPORT FROM THE CITY OF TIJUANA’S COMMISSION FOR BORDER AFFAIRS TO INCLUDE SANDAG AS AN HONORARY MEMBER OF THIS COMMISSION

Introduction

At its December 10, 2010, meeting, City Council Councilmember Maria Luisa Sánchez, Chair of the Commission for Border Affairs of the City of Tijuana for the 2010-2013 term, requested that SANDAG be included as an honorary member. This request, which was presented as an historic milestone to the municipal framework, is slated to be considered by the Tijuana City Council in the near future.

Discussion

Mexico is a federal republic divided into 31 states. Each state is divided into municipalities governed by a city administration, known as ayuntamiento, which is headed by a Mayor and a City Council. The State of Baja California is divided into five municipalities, one being the City of Tijuana. The Mayor and City Council are elected for a three-year period, with no reelection as mandated by the Mexican Constitution. While Tijuana was founded in 1889, its first municipal administration was formed in 1953.

The Commission for Border Affairs is one of the twenty Tijuana City Council commissions. “The Commission for Border Affairs is responsible for collaborating on activities representing the City Council and the Mayor to the state, federal and international authorities on issues related to immigration and the international border.” (City of Tijuana, Internal Rule, Article 95). On December 10, 2010, the Commission for Border Affairs of the City Council of Tijuana held its first meeting for the 2010-2013 term. The Commission is chaired by Councilmember María Luisa Sánchez and formed by Councilmember Najla Webbe, Councilmember Ricardo Franco, and Councilmember Mariano San Román. On this occasion, Chair Sánchez requested that the Commission include SANDAG as an “Honorary Member.” This item passed unanimously and in order to be enacted, it requires the approval by the City Council Commission for Governance and Legislation (equivalent to the SANDAG Executive Committee). As of the mailing of this agenda, this item had not yet been addressed by Tijuana’s City Council; however, it is anticipated that action will be taken on this item before the March 25, 2011, joint meeting of the SANDAG Borders Committee and the City of Tijuana.
Councilmember Sánchez introduced this item to recognize SANDAG’s representation of the 18 cities and the county that form the San Diego region, as well as its role in regional governance north of the international border. The request to officially include SANDAG on the Commission is a part of the City of Tijuana’s “institutional innovation” framework to ensure civic and political participation, including transborder participation in governance, planning, and public outreach.

This matter was also presented as an historic milestone to the municipal legal framework in Tijuana, as it formally recognizes SANDAG’s participation on the Commission for Border Affairs.

CHARLES “MUGGS” STOLL
Director of Transportation and Land Use 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 March 3, 2011, visit of President Felipe Calderón to Washington D.C., to meet President Barack Obama.

Discussion

The March 3, 2011, meeting of the U.S. President Obama and Mexican President Calderón was their fifth bilateral meeting since January 2009. At this meeting, President Calderón accepted the invitation from President Obama to continue their dialogue on bilateral issues, including opportunities for collaboration.

The attached Fact Sheet, prepared by the U.S. Department of State, highlights the agreement to resolve the crossborder long-haul trucking dispute; the terms of reference for the activities of the recently created High-Level Regulatory Cooperation Council between the two countries; updates on clean energy and climate change; and the intent to conclude negotiations on an agreement related to transboundary reservoirs by the end of 2011.

(http://www.america.gov/st/texttrans-english/2011/March/20110303170026su0.4767071.html).

Attachment: 1. Fact Sheet: Enhancing U.S.-Mexico Cooperation

Key Staff Contact: Hector Vanegas, (619) 699-1972, hva@sandag.org
FACT SHEET:
Enhancing U.S.-Mexico Cooperation

03 March 2011

Mexican Trucks:

President Obama and President Calderón today announced that Mexico and the United States have found a clear path to resolving the cross-border long-haul trucking dispute. This path will allow for the establishment of a reciprocal, phased-in program built on the highest safety standards that will authorize both Mexican and United States long-haul carriers to engage in cross-border operations under NAFTA. Once a final agreement is reached, Mexico will suspend its retaliatory tariffs in stages beginning with reducing tariffs by 50 percent at the signing of an agreement and will suspend the remaining 50 percent when the first Mexican carrier is granted operating authority under the program. Mexico will terminate all current tariffs once the program is normalized. The agreed schedule will not affect the rights and obligations of Mexico or the United States under the NAFTA, including Mexico's right to apply its retaliatory measures.

This agreement will deliver a program that is safe, secure, efficient, and in the economic interests of both the United States and Mexico. It also will feature a number of program improvements that are important to both United States and Mexican interests. U.S. and Mexican negotiators are continuing to work through the remaining issues and expect to have a draft final agreement in place very soon. As soon as all of the details are in place, the United States Department of Transportation and the U.S. Trade Representative (USTR) will confer with interested members of Congress and publicly share the proposed agreement and seek comment.

Regulatory Cooperation:

During the May 2010 State Visit, President Obama and President Calderón directed the creation of a High-Level Regulatory Cooperation Council (HLRCC) to identify areas of mutual interest for regulatory cooperation, with a focus on improving intra-North American commerce and enhancing the competitiveness of North American producers. In September, senior officials from the United States Office of Management and Budget and the Mexican Secretariat of the Economy co-chaired the first meeting of the HLRCC and discussed their shared commitment to regulatory cooperation on key issues that affect both countries. The two sides agreed to work collaboratively to share information about upcoming regulations, identify those regulations that might impede North American competitiveness, and consider joint work in specific sectors.

Today, the U.S. and Mexico finalized Terms of Reference for the Council, which set out six major goals:

- Making regulations more compatible and simple;
- Increasing regulatory transparency;
- Promoting public participation;
- Improving the analysis of regulations;
- Linking regulatory cooperation to improved border-crossing and customs procedures; and
- Increasing technical cooperation.
As follow-up, the Council will create a Work Plan to implement these goals. Both governments will be reviewing the Council's progress on a regular basis.

Clean Energy and Climate Change:

President Obama and President Calderón reaffirmed the strong commitment of both the United States and Mexico to combat global climate change and create markets for clean energy technologies. President Obama applauded President Calderón’s leadership on the successful outcome of the climate negotiations in Cancún, including the creation of the Green Climate Fund, a new multilateral vehicle to deliver financing to address climate change mitigation and adaptation in developing countries. The United States strongly supports Mexico’s ongoing leadership in this area. The Presidents agreed to work together this year to implement the other major agreements reached in Cancún, including on transparency, technology, adaptation, and forest preservation.

The leaders welcomed the achievement of significant milestones under the Bilateral Framework on Clean Energy and Climate Change, including plans for cooperation on mapping of wind resources in Mexico, and wind turbine testing and design. Mexico and the United States continue to work together, with Canada, to complete by April 2012 a North American Carbon Storage Atlas under the North American Carbon Atlas Partnership (NACAP). President Calderón and President Obama noted progress on the Cross Border Electricity Task Force to promote a bilateral renewable energy market, increase grid reliability and resiliency, and make energy use more efficient in both countries.

Transboundary Energy Negotiations:

Today, President Obama and President Calderón reaffirmed the desire of the United States and of Mexico to conclude an agreement on transboundary reservoirs. In May 2010, the Presidents made a joint commitment to the safe, efficient, and equitable exploitation of transboundary reservoirs with the highest degree of safety and environmental standards, and the two governments began work on a transboundary agreement. The two leaders have acknowledged the energy security benefits to both countries of responsible stewardship and development of these resources and the high level of significance of completing such an agreement for both countries. President Obama and President Calderón both reiterated their commitment to conclude these negotiations by the end of 2011.
OTAY MESA – MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN: MARCH 2011 DRAFT PROGRESS REPORT

Background

The Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan: March 2011 Draft Progress Report highlights key transportation, economic development, and environmental strategies. This is the fourth progress report since the Strategic Plan was completed in 2007. A draft version was presented to the Committee on Binational Regional Opportunities (COBRO) at its February 1, 2011, meeting and input received from COBRO members has been incorporated into the attached report.

The Borders Committee and the representatives from the City of Tijuana are asked to discuss and comment on this draft progress report. Input received will be incorporated into a final report.

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

Attachment: 1. Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan: March 2011 Draft Progress Report

Key Staff Contact: Ron Saenz, (619) 699-1922, rsa@sandag.org
Otay Mesa – Mesa de Otay
Binational Corridor
Strategic Plan

March 2011
Draft Progress Report
INTRODUCTION

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

The Otay Mesa - Mesa de Otay Binational Corridor Strategic Plan created a process for collaboration and established a framework for binational collaboration and planning. This partnership continues to grow through the implementation of several initiatives identified in the Strategic Plan and serves as a guide for future binational planning efforts.

The Otay Mesa - Mesa de Otay Binational Corridor Strategic Plan was approved in 2007 by both the SANDAG Board of Directors and the City of Tijuana City Council. Since then, three annual reports were produced in 2008, 2009, and 2010 to review progress on selected actions of the strategic plan. This report provides the latest updates highlighting progress made since the 2010 progress report.

TRANSPORTATION ACTIONS

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

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

Progress

In the past year, Caltrans, the U.S. General Services Administration (GSA), the County of San Diego, SANDAG, and the Mexican government continued to make progress to advance the implementation of the proposed Otay Mesa East - Mesa de Otay II POE and connecting roads on both sides of the border (Figure 1). Caltrans District 11 has taken the lead on several planning tasks to advance this project. In Mexico, the Secretariat of Communications and Transportation (SCT) also has undertaken required studies for the Mesa de Otay II POE and connecting roads.
PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT (PEIS/PEIR) FOR SR 11 AND THE OTAY MESA EAST POE

Caltrans, in cooperation with GSA and the Federal Highway Administration (FHWA), initiated project-level environmental clearance studies for State Route 11 (SR 11) and the Otay Mesa East POE. A Tier II Environmental Impact Report/Environmental Impact Statement (EIR/EIS) is evaluating the design and operational alternatives for SR 11, the POE, and a potential Commercial Vehicle Enforcement Facility (CVEF). The draft EIR is a key step toward environmental clearance for the implementation of the projects. It was released in November 2010 along with the draft project report for SR 11.

In addition, the engineering studies for both SR 11 and the new POE are also expected to be completed by December 2011. The design and right-of-way acquisition are scheduled for 2012 and construction is expected to begin in late 2013, with completion in late 2015.

Caltrans, in collaboration with GSA, Customs and Border Protection (CBP), and SANDAG, has engaged an architectural firm, Siegel and Associates, to undertake the Program Development Study (PDS) for the POE, which is 75 percent complete. Work on the PDS is anticipated to be complete by spring 2011. Furthermore, the team recently selected a legal counsel for the SR 11/Otay Mesa East POE project.

SANDAG and Caltrans are working jointly to develop a financial strategy to build the SR 11/Otay Mesa East POE project. SANDAG and Caltrans have engaged Barcaday’s Capital as the Senior Investment Underwriters and Public Financial Management (PFM) to assist with bond placement and other elements of the project financing. SANDAG and Caltrans are also working with Mexico to conduct a traffic and revenue study for the project.

Finally, FHWA awarded SANDAG a grant to conduct an Intelligent Transportation Systems (ITS) Technology 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.

MEXICO

Garita Mesa de Otay II (POE)

Road access projects to connect to the Mesa de Otay II POE are being planned by the Secretariat of Communications and Transportation (SCT) with input from Tijuana’s Municipal Planning Institute (IMPlan) and the Secretariat of Infrastructure and Urban Development of Baja California (SIDUE). There is no definite construction start date as this is dependent on a bidding process in Mexico. The executive project design stage is at 90 percent completion and construction cost estimates are approximately $50 million. This would include: Boulevard Las Torres as a passenger vehicle access, a dedicated boulevard for commercial truck access, and the construction of three interchanges at the Tijuana-Mexicali toll road with Boulevard Hector Teran Teran, Calzada Las Torres and the Cañón Rinconada cargo access to Mesa de Otay II POE. (Figure 2).

Figure 2
Otay Mesa East-Mesa de Otay II POE and Connecting Roads

Source: SIDUE, 2009
ISSUE IMPLEMENT IMPROVEMENTS TO EXISTING OTAY MESA - MESA DE OTAY POE AND CONNECTING ROADS

EARLY ACTION—Collaborate with the City of San Diego in the development of the Public Facilities Financing Plan of the Otay Mesa Community Plan update in relation to local funding contributions toward regional transportation facilities and services to serve the proposed land uses under consideration

State Route 905 (SR 905)

SR 905 is a six-lane freeway being constructed in phases from Interstate 805 (I-805) to the Otay Mesa POE at the U.S.-Mexico Border to serve the POE and businesses and residents in the Otay Mesa area. It connects with other major interstate routes such as I-5 and I-805 and will include grade-separated local access interchanges and a freeway-to-freeway interchange with the South Bay Expressway (SR 125 South).

Construction of Phase 1A from Siempre Viva Road Interchange to Britannia Boulevard was completed in November 2010. Phase 1B from Britannia Boulevard to just east of the I-805/SR-905 Interchange began construction in July 2010 and is expected to be completed by summer 2012. In addition, SANDAG and Caltrans received $20.2 million in federal stimulus funds for Phase 2 to complete the connection of I-805 with SR 905. The interchange for SR 905, SR 125, and SR 11 would be part of Phase 3.

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

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

Progress

The planned South Bay BRT project is a 21-mile, reliable, high-frequency transit service between the Otay Mesa POE and downtown San Diego via eastern Chula Vista. SANDAG is in the process of preparing an Environmental Impact Report (EIR) for the South Bay Bus Rapid Transit (BRT) project. Figure 3 illustrates the South Bay BRT alignment. Several technical studies are being conducted including: traffic, habitat, noise, and visual. Extensive public outreach commenced in fall 2009 and continues as part of the EIR under way in compliance with CEQA. The Draft EIR is expected to be completed in the summer of 2011. The South Bay BRT project is on schedule to be implemented in 2014.
Figure 3
South Bay Bus Rapid Transit (BRT) Service

Source: SANDAG, 2011
ISSUE FACILITATE IMPROVEMENTS TO CROSSBORDER AND REGIONAL PUBLIC TRANSPORTATION SERVICES

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

Progress

The City of Tijuana has been incorporating the Federal Program of Mass Transit Support to develop studies to be delivered to Mexico’s National Infrastructure Fund (FONADIN), which require the review of SCT, SEDESOL (Secretariat of Social Development) and SHCP (Secretariat of Finance), with the purpose of securing funding for project investment.

An initial set of studies that identified specific goals was delivered in 2010. Once approved by FONADIN, the solicitation bidding process will begin for construction and concession of two transit corridors and their respective auxiliary routes. Two high volume trunk lines will be constructed. Route 1 would traverse 18.4 Km or 11.4 miles and connect downtown Tijuana with the Puerta México (San Ysidro) POE and the southeastern part of the city. Route 2 (BRT type) would connect the Mesa de Otay area (including the POEs) along a 30 Km or 18.6 mile route to Santa Fe and Ciudad Industrial on the southwest portion of the city (Figure 5).

The following are the actions identified during the preparation of the 2011-2013 Municipal Development Plan:

- Update the Cost-Benefit Study and send modifications to SCT
- Pursue final approval from SCT and SHCP required by FONADIN
- Hold a workshop with FONADIN to establish a critical path for the next three years

Figure 4
Draft/Preliminary Corridor Analysis for the Metropolitan Zone

<table>
<thead>
<tr>
<th>Corridor 1</th>
<th>Corridor 2</th>
</tr>
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<tbody>
<tr>
<td>27% of the metropolitan zone demand is captured on Corridor 1 (Refugio – San Ysidro)</td>
<td></td>
</tr>
<tr>
<td>27% of the metropolitan zone demand is captured on Corridor 2 (Santa Fe – Otay)</td>
<td></td>
</tr>
<tr>
<td>45% of the total metropolitan zone demand is captured on the two corridors</td>
<td></td>
</tr>
</tbody>
</table>

Source: IMPlan, 2009
NEW ACTION  Collaborate with the San Diego County Regional Airport Authority in the upcoming market demand study of a cross-border terminal connection between Otay Mesa and Tijuana International Airport (TIJ) toward its possible implementation.

Progress

In 2008, in an effort to advance the San Diego-Tijuana Airport Crossborder Facility (CBF), a private investment group, the Otay-Tijuana Venture, LLC, purchased 52 acres of undeveloped industrial land in Otay Mesa to develop the U.S. side of the crossborder airport terminal project. Its intent is to build a full-service crossborder passenger facility. The proposed San Diego-Tijuana CBF 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 Tijuana International Airport (TIJ).

The CBF would enable ticketed airline passengers to travel between Mexico’s TIJ and San Diego, California, via an enclosed, elevated pedestrian bridge. The CBF will consist of a main building on the U.S. side of the border housing U.S. Customs and Border Protection CBP inspection facilities along with shops and services to accommodate travelers; an approximately 525-foot pedestrian bridge from the main building on the U.S. side connecting into TIJ’s passenger terminal on the Mexican side; and parking facilities and areas for car rentals and potentially bus service on the U.S. side. The CBF is expected to serve 2 million passengers annually, a number that is forecasted to increase to 4.9 million by 2030.

The following summarizes the latest project developments:

• Approval of the Presidential Permit from the U.S. Department of State was granted on August 4, 2010.
• Additional approvals that need to be secured include the City of San Diego’s Planned Development Permit and Vesting Tentative Map as well as evaluation through the California Environmental Quality Act (CEQA) approval process, which are currently underway.
• The project developer (Otay-Tijuana Venture, LLC.) anticipates that the crossborder airport terminal could start operating in late 2012.

ECONOMIC DEVELOPMENT ACTIONS

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

EARLY ACTION  Within the framework of San Diego Dialogue’s Crossborder Innovation and Competitiveness Initiative, begin the implementation of selected recommendations from the Borderless Innovation study outlined below: Establish the Crossborder Innovation and Competitiveness Center.

Initiate a crossborder program to foster scientific and technology relationships, awareness of research, and commercialization of discoveries in the life sciences between the San Diego-Baja California region and other regions in Mexico.
Progress

In 2007, the San Diego Dialogue produced the first briefing paper titled Borderless Biotech & Mexico’s Emerging Life Sciences Industry, which outlines progress on this collaborative effort. The report describes the San Diego border region as a portal for borderless biotech due to its strategic location along the U.S.-Mexico border and the unique opportunity to work with Mexico’s emerging life science industry. Merck & Co., and its subsidiary Merck, Sharp, & Dohme - México, sponsored a multiyear initiative to link regions in Mexico with strengths in the life sciences with San Diego. This initiative began in 2007 and was completed in 2010.

In 2008, stakeholders from the Mexican regions of Cuernavaca, Guadalajara, Guanajuato, and Monterrey were in the process of formally establishing the Mexican Life Sciences Alliance to collaboratively promote their capabilities internationally, including a showing at the San Diego BIO tradeshow in June 2008. They also agreed to co-develop a proposal to the Inter-American Development Bank (IDB). Under a three-year grant, IDB funding would be used to support Alliance activities to build commercialization infrastructure (e.g., training and policies) within participating research institutions, business support services for new life science startup companies, and international outreach for research and business development opportunities which include linkages with San Diego’s life sciences community. Under the proposal UCSD Extension (San Diego Dialogue and Global CONNECT) and Merck & Co., would serve as partners to the Alliance.

The Mexican Life Sciences Alliance became formalized as a Mexican civil association (asociación civil) in 2009, and submitted its proposal to the IDB shortly thereafter. Due to difficulties securing matching funds required by the IDB during the economic downturn, the Alliance’s proposal was put on hold. Member regions are continuing to pursue development strategies with state and local sources of support.

Beginning in fall 2009, San Diego Dialogue and Global CONNECT launched a process of providing advice and input to new Mexican life science start-up firms. Among the five companies accepted into the program, two have offices in Otay Mesa. These were referred to CONNECT for participation in its Springboard coaching and mentoring program, and as of March 2011, one company has completed the program and the other four are still in process. San Diego Dialogue and Global CONNECT also held additional workshops in Mexico and San Diego. An April 2010 workshop focused on the different kinds of capital available to life science companies. The final workshop, held in September 2010 in Mexico City in partnership with Angel Ventures Mexico, provided an overview of angel investing and how to organize angel investor networks in Mexico. The latter workshop included participation by the San Diego Chapter of the Tech Coast Angels.

San Diego Dialogue and Global CONNECT continue to have ongoing relationships with regions in Mexico. Beginning in September 2010 and running through February 2011, both organizations partnered with Mexico’s Technology Business Accelerator (TechBA) office in Phoenix, Arizona, to provide coaching and mentoring services to high technology companies that wish to further develop their business networks in the San Diego region. Of the ten companies in the candidate pool, four presented to intake panels in San Diego. Following the intake panels, two companies were selected for additional mentoring to refine their market entry strategy. Having completed the program, both companies are currently focused on lining up the resources needed for execution. Global CONNECT and
the mentors remain in contact with the companies to provide referrals and introductions on an ongoing basis.

ENVIRONMENTAL ACTIONS

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

EARLY ACTION Support the San Diego APCD crossborder clean air demonstration projects

Comprehensive Road Rehabilitation Project in the City of Tijuana (Programa Integral de Repavimentación)

According to the Border Environment Cooperation Commission (BECC), Tijuana’s air pollution problems are primarily caused by vehicular emissions and suspended dust particles. As part of the Border 2012 Program, EPA and SEMARNAT performed an emissions study of the border region, which ranked the Tijuana-San Diego metropolitan area air basin as first in the U.S.-Mexico border region in terms of pollutant emissions derived from mobile and area sources, including: nitrogen oxides (NOx), sulphur dioxide (SO), carbon monoxide (CO), and fugitive dust (PM10 and PM2.5).

Based on this information the City of Tijuana recognized the need to tackle these air pollution problems through improving its infrastructure. Its primary roadway system showed deterioration from potholes, erosion, shifting asphalt, and leveling and runoff problems caused by the uneven terrain of the city. Most roadways were over 30 years of age and had exceeded the average 8-14 year life cycle for asphalt pavements. Historically, the City had allocated a significant portion of its public works budget (US $750,000 on average) for the rehabilitation and maintenance of its principal roadways, particularly for the repair of potholes. However, despite this maintenance, the roadways continued to show substandard travel conditions, due to aging, weather, and high traffic volumes.

After analyzing various options for implementing a comprehensive solution to this problem, the City determined that the most viable long-term solution was the rehabilitation of the primary roadway system with a concrete overlay known as “whitetopping.” Cement concrete has a longer useful life and lower maintenance requirement compared to asphalt. Consequently, asphalt could be several times more expensive than whitetopping over the project’s life cycle.

In 2009, the City of Tijuana applied for a North American Development Bank (NADB) loan of US $109.8 million certified by BECC to complete construction of the Comprehensive Road Rehabilitation Project in Tijuana, Baja California. This represented 85 percent of the financing and of the total project cost of US$125.46 million.

The loan financing was provided under an innovative public-private financing structure designed to finance the project with debt for a term of 20 years. Under this arrangement, the private contractor, Cementos Mexicanos (Cemex), entered a construction and financing agreement with the City of Tijuana, which was converted into a long-term debt obligation between the City and NADB.

The project consisted of the rehabilitation of 160 km (100 mi) of primary roadways and an area of 4.3 million square meters (m2) (46.3 million ft2), and also included the rehabilitation of storm drains, construction or reconstruction of curbs and sidewalks, and the restoration of landscaping adjacent to the roadways.
The rehabilitation is anticipated to improve air quality in the region by facilitating traffic flows through improved road conditions and fewer street closures for repairs, eliminating the asphalt debris, and reducing the need for constant pothole repair using hot asphalt mix. The use of whitetopping instead of asphalt will also mitigate the heat island effect, as well as increase the efficiency of street lighting.

Greenhouse Gas (GHG) Emissions

The study titled GHG Emissions due to Vehicle Delays at the San Diego – Baja California Border Crossings addresses the public health concerns related to GHGs in the context of global climate change. It includes a study of estimated GHG emissions due to northbound vehicle delays at the three San Diego County – Baja California border crossings (located in San Ysidro, Otay Mesa, and Tecate) in fiscal year (FY) 2009.

Estimations were based on emission rates derived from EPA’s latest mobile vehicle emission simulator model, MOVES2010. FY 2009 emissions were approximately 80,000 metric tons (MT) of CO2Eq for the three border crossings combined, comprising 0.5 percent of total on-road transportation emissions in San Diego County based on the latest 2006 inventory. The study showed that Otay Mesa contributed 30 percent of total emissions and heavy-duty diesel trucks at the Otay Mesa commercial crossing contributed the most on a per vehicle basis (15.3 kg CO2Eq/crossing).

The paper includes recommendations to reduce GHG emissions for the border region including increasing SENTRI participation, decreasing border delay times, and creating a border crossing process that allows drivers to turn off their engines while waiting in line.

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

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

The Alamar River, also known as the Arroyo Alamar, is located in the southern portion of the study area and is a major tributary in the Tijuana River Watershed. The Tijuana River is downstream and the Tecate River is upstream. The water that flows through this river eventually makes its way into the United States via the Tijuana River. SIDUE recently allocated funds for its channelization. This would protect nearby infrastructure, homes, and businesses from possible flooding and support development of future infrastructure around the River such as the planned Alamar Expressway (Vía Rápida) that would connect Tijuana’s Rio Zone with the future Otay Mesa East POE.
Otay Mesa - Mesa de Otay Binational Corridor Strategic Plan
Progress Report

March 25, 2011

A Living Document

Issue Areas

Transportation
Economic Development
Housing
Environment

Actions/Strategies
Collaboration Process

- Policy Guidance - Borders Committee
- Technical/Stakeholders Group – COBRO & Tijuana’s Binational Affairs Sub-Committee
- Joint Project Development Team –
  - IMPlan
  - SIDUE
  - Caltrans
  - SANDAG

South San Diego County and Border Region
Study Area

Transportation: SR 11 & Otay Mesa East Port of Entry

SR 11 Alternatives Studied
- No Interchange
- One Interchange
- Two Interchanges
Otay Mesa - Mesa de Otay POE
Planned Transit

South Bay Bus Rapid Transit (BRT) between Otay Mesa POE and Downtown San Diego

Otay Mesa-Mesa de Otay POE
Planned Transit Facilities

Future Otay Mesa Transit Center

Potential Transit Center
18% of the metropolitan zone demand is captured on Corridor 2 (Santa Fe – Otay).

27% of the metropolitan zone demand is captured on Corridor 1 (Refugio – San Ysidro).

45% of the total metropolitan zone demand is captured on the two corridors.

Draft/Preliminary Corridor Analysis for the Metropolitan Zone.

Proposed Crossborder Facility

Tijuana International Airport

U.S. Mexico Border
Economic Development

- Mexican Life Sciences Alliance
- Mexico’s Technology Business Accelerator (TechBA)

Environment: Comprehensive Road Rehabilitation Project

PIRE (Programa Integral de Repavimentación 2008-2010)
Study of Greenhouse Gas Emissions Due to Vehicle Delays at the San Diego-Baja California Ports of Entry

Environment

Channeling of the Alamar River
MODELO DE PLANEACIÓN

ESTRUCTURA JURÍDICA

- Constitución Política de los Estados Unidos Mexicanos
- Constitución del Estado Libre y Soberano de B. C.
- Ley del Régimen Municipal para el Estado de B. C.
- Ley de Planeación de B. C.

OBJETIVO GENERAL:
Desarrollar el modelo con visión de largo plazo que permita aplicar acciones racionalizadas en el contexto de la continuidad para resolver las necesidades cotidianas de corto plazo y así construir el porvenir de la ciudad y sus habitantes.

COMPONENTES:
- Sociedad-Ciudadanos
- Organos de la Sociedad Civil
- Entidades y organismos empresariales y educativos
- Gobierno Federal, Estatal y Municipal
Decretado por Ejecutivo del Estado, el 30 de junio del 2009

AMBITO FEDERAL
*SEDESOL
*SEMARNAT

AMBITO ESTATAL
*GOBERNADOR DEL ESTADO
*COORDINADOR GENERAL DE GABINETE
*SECRETARIO GENERAL DE GOBIERNO
*SECRETARIO DE INFRAESTRUCTURA Y DESARROLLO DEL ESTADO
*SECRETARIO DE PROTECCION AL AMBIENTE
*SECRETARIO DE PLANACION Y FINANZAS

AMBITO MUNICIPAL
*PRESIDENTE MUNICIPAL DE TIJUANA
*PRESIDENTE MUNICIPAL DE TECATE
*PRESIDENTE MUNICIPAL DE PLAYAS DE ROSARITO
*SECRETARIO DE DESARROLLO URBANO MUNICIPAL

PLAN ESTRATEGICO METROPOLITANO
TIJUANA+TECATE+ROSARITO

AYUNTAMIENTO DE PLAYAS DE ROSARITO
AYUNTAMIENTO DE TIJUANA
AYUNTAMIENTO DE TECATE

GOBIERNO DEL ESTADO

INSTITUTO METROPOLITANO DE TIJUANA

EQUIPO TECNICO

IMPLAN ROSARIO
DIRECCION DE PLANACION TERRITORIAL Y DIRECCION DE PLANACION SOCIOECONOMICA
COPLADEM TECATE

ACTORES SOCIALES CLAVES
PLANEACION ESTRATEGICA

PLANEACION PROSPECTIVA: DEFINICION DE LA VISION

DIAGNOSTICO TENDENCIAL

PASADO

PRESENTE

FUTURO

PLANEACION ESTRATEGICA

ETAPAS DE ELABORACION DEL PLAN

1. ORGANIZACIÓN Y LANZAMIENTO DEL PLAN
   - ORGANIZACION DEL PLAN ESTRATEGICO
   - DEFINICION DE ACTORES
   - LANZAMIENTO DEL PROYECTO
   
   PRODUCTO: MEMORIA TECNICA

2. ACUERDO ENTRE ACTORES
   - RED DE ACTORES SOCIALES CLAVES
   - GOBIERNO
   - CIUDADANOS
   - INICIATIVA PRIVADA
   - GRUPO PROMOTOR

   PRODUCTO: TALLER DE CAPACITACION

3. DIAGNOSTICO BASE
   - DEFINICION DEL AREA DE LA ZONA METROPOLITANA
   - DIAGNOSTICO BASE DE TEMAS PRIORITARIOS
   - INDICADORES
   - DIAGNOSTICO BASE POR MUNICIPIO

   PRODUCTO: DOCUMENTO DIAGNOSTICO INTEGRADO, MAPA ZONA METROPOLITANA

4. PROCESO DE PLANEACION PARCIPATIVA
   - INTEGRACION DE PRONOSTICO
   - ANALISIS FODA
   - VISION Y OBJETIVOS
   - METAS, ACCIONES Y ESTRATEGIAS

   PRODUCTO: INFORME DE RESULTADOS Y DOCUMENTO DE PLANEACION INTEGRADO

5. INTEGRACION DE LA CARTERA DE PROYECTOS
   - PROYECTOS ESTRATEGICOS

   PRODUCTO: CARTERA DE PROYECTOS, INFORME DE RESULTADOS

6. INSTRUMENTACION DE LA PLANEACION Y GESTION DEL PLAN
   - INSTRUMENTOS APLICABLES A CADA PROYECTO
   - ESTRATEGIA DE DIFUSION
   - INSTRUMENTOS FINANCIEROS Y JURIDICOS

   PRODUCTO: MATRIZ PROGRAMATICA, INFORME DE INSTRUMENTOS

7. PLAN DE MARKETING
MAPA CONCEPTUAL

TALLER INICIAL

INTEGRACION DE UN EQUIPO TECNICO

IDENTIFICACION DE ACTORES CLAVE, CONFORMACION DEL GRUPO PROMOTOR

REALIZAR ENTREVISTAS CON ACTORES LOCALES Y EXPERTOS

TALLER PARA LA CONSTRUCCION DE LA VISION

INTEGRACION DE LA CARTERA DE PROYECTOS

MODELO DE CIUDAD DESEADA Y FACTIBLE

INTEGRACION DE UN EQUIPO TECNICO

INSTRUMENTOS DE GESTION

ELABORACION DEL DIAGNOSTICO TERRITORIAL

MODELO DE ZONA METROPOLITANA ACTUAL

INTEGRACION DE PRONOSTICOS

UN PLAN DE CIUDAD, DE GOBIERNO, ESTRATEGICO Y METROPOLITANO, CON VISION DE LARGO PLAZO PERO CON ACCIONES DE TRIENIO.