Members

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

Greg Cox, Vice Chair
Supervisor, County of San Diego

Rudy Ramirez
Deputy Mayor, 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
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Jim Cunningham
Councilmember, City of Poway
(Representing North County Inland)

Sherri Lightner
Councilmember, City of San Diego

Vacant
(Representing Imperial County)

Advisory Members

Brian Tisdale
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

BORDERS COMMITTEE
AGENDA

Friday, October 28, 2011
12:30 to 2:30 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• STATE ROUTE 11/OTAY MESA EAST PORT OF ENTRY PROJECT UPDATE

• DRAFT BORDER 2020: UNITED STATES - MEXICO ENVIRONMENTAL PROGRAM

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.

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(619) 699-1900  ·  Fax (619) 699-1905  ·  www.sandag.org
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. Members of the public may 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. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form available on the Web site. E-mail comments should be received no later than 12 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.

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<th>ITEM #</th>
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<tr>
<td>+1.</td>
<td>APPROVAL OF THE SEPTEMBER 23, 2011, MEETING MINUTES</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.

**CONSENT (3 and 4)**

| +3. | REPORT FROM THE CONSUL GENERAL OF MEXICO | INFORMATION |
| (Honorable Remedios Gómez-Arnau, Consulate General of Mexico in San Diego) | |

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 the first permit issued to a Mexican long-haul trucking company under the new cross-border trucking program.

| +4. | UPDATE ON THE SOUTH AND EAST SAN DIEGO COUNTY COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (Ron Saenz) | INFORMATION |
| | | |

In October 2008, the South County Economic Development Council (South County EDC) received a grant to create a Comprehensive Economic Development Strategy (CEDS), which is required to qualify for the U.S. Department of Commerce’s Economic Development Administration (EDA) assistance for public works and planning efforts, and is a prerequisite for being designated by EDA as an economic development district. On September 20, 2011, the South County EDC received the letter of approval from the Department of Commerce’s Economic Development Council. This report provides the Borders Committee with an update on the CEDS.
REPORTS (5 through 7)

5. UPDATE FROM THE SOUTHERN CALIFORNIA TRIBAL CHAIRMEN’S ASSOCIATION (Chairman Mark Romero, Mesa Grande)

Chairman Mark Romero, representative of the Southern California Tribal Chairmen’s Association on the Borders Committee, will brief the members on issues and activities affecting tribal nations in the region and the state.

6. STATE ROUTE 11/OTAY MESA EAST PORT OF ENTRY PROJECT UPDATE (Marney Cox and Christina Casgar; and Mario Orso, Caltrans)

Staff will provide a progress report on the State Route 11 (SR 11) and Otay Mesa East Port of Entry project, including updates on the traffic and revenue study, and the Intelligent Transportation System deployment study.

+7. DRAFT BORDER 2020: UNITED STATES – MEXICO ENVIRONMENTAL PROGRAM (Tomas Torres, U.S. Environmental Protection Agency)

This report will present the Draft Border 2020: United States – Mexico Environmental Program (Border 2020 Program) that is the latest cooperative initiative implemented under the 1983 La Paz Agreement and builds on previous binational efforts, particularly the Border 2012 Program. The Border 2020 Program is an eight-year (2013-2020) binational effort designed to protect the environment and public health in the U.S.-Mexico Border region, consistent with the principles of sustainable development. The Border 2020 Program was released for public comment on September 19, 2011. The public comment period ends November 30, 2011.

8. UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for Friday, November 18, 2011, at 12:30 p.m.

9. ADJOURNMENT

+ next to an item indicates an attachment
The Borders Committee was called to order by Vice Chair Greg Cox (County of San Diego) 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 Councilmember Ed Gallo (North County Inland) and a second by Deputy Mayor Rudy Ramirez (South County), the Borders Committee unanimously approved the minutes from the May 27, 2011, and the July 22, 2011, meetings.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

   Vice Chair Cox introduced Councilmember Brian Tisdale (City of Lake Elsinore), recently appointed to represent the County of Riverside.

   Vice Chair Cox introduced Evelia Castellanos new Borders Committee Clerk, and asked Committee members to introduce themselves.

   Monique LaChappa (Southern California Tribal Chairmen’s Association [SCTCA]) announced that today, Friday, September 23, 2011, is California Indian Day, a celebration of the diversity and peaceful coexistence of the various tribes in California.

   Chair John Minto (East County) recognized Jadyn Cooper, U.S. Customs and Border Protection, for her work helping organizing the Borders Committee tour for the Otay Mesa Port of Entry in July, and several Committee members expressed their appreciation.

CONSENT (3 and 4)

3. BORDERS COMMITTEE WORK ELEMENTS AND CALENDAR OF MEETINGS FOR FISCAL YEAR 2012 (INFORMATION)

   This report outlines the work elements and tasks included in the Fiscal Year (FY) 2012 Overall Work Program that are related to the responsibilities of the Borders Committee, as well as a draft calendar of meetings for the rest of this fiscal year.
4. REPORT FROM THE CONSUL GENERAL OF MEXICO (INFORMATION)

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 the upcoming XXIX Border Governors Conference, which will be held in Ensenada, Baja California, on September 28-29, 2011.

Action: Upon a motion by Deputy Mayor Ramirez and a second by Supervisor John Renison (Imperial County), the Borders Committee accepted Consent Items 3 and 4.

REPORTS (5 through 8)

5. INTERSTATE 15 INTERREGIONAL PARTNERSHIP UPDATE (DISCUSSION/POSSIBLE ACTION)

The Interstate 15 Interregional Partnership (I-15 IRP) was formed in 2001 between planning agencies in southwestern Riverside County and the San Diego region to foster a collaborative approach to the jobs/housing balance and congestion on the I-15 corridor. The Partnership developed a set of strategies which were implemented over several phases.

Jane Clough-Riquelme, Senior Regional Planner, and Kevin Viera, Western Riverside Council of Governments (WRCOG), reviewed the accomplishments of the Partnership, provided an update on the Riverside business portal, and requested the Borders Committee appoint three members to participate at the next I-15 IRP Joint Meeting to be held in spring 2012.

Jo Marie Diamond, President and CEO, Connectory.com, provided additional comments regarding the accomplishment of the Partnership on this item.

Action: Upon a motion by Supervisor Renison, and a second by Councilmember Gallo, the Borders Committee appointed the following three members to participate at the next I-15 IRP Joint Meeting to be held in spring 2012: Councilmember Gallo, Councilmember Gary Felien (North County Coastal), and Supervisor Pam Slater-Price (County of San Diego).

6. RECOMMENDATIONS FROM THE 2011 BINATIONAL SEMINAR “ENHANCING TRANSIT AND NON-MOTORIZED MOBILITY ON THE BORDER” (RECOMMEND)

Chair Paul Ganster, Committee on Binational Regional Opportunities, presented highlights from the 2011 Binational Seminar and recommendations from the Committee on Binational Regional Opportunities (COBRO) on next steps. COBRO recommends that the Borders Committee forward the 2011 Binational Seminar recommendations to the Board of Directors for approval.

Action: Upon a motion by Councilmember David Alvarez (City of San Diego), and a second by Deputy Mayor Ramirez, the Borders Committee recommended that the Board of Directors approve the 2011 Binational Seminar recommendations.
7. U.S.-MEXICO BORDER CROSSINGS AT SAN YSIDRO: SOCIAL AND ENVIRONMENTAL EFFECTS FOR THE PEDESTRIAN CROSSERS AND SAN DIEGO COMMUNITIES (INFORMATION)

Dr. Jenny Quintana, San Diego State University, briefed the Committee on findings of the study that addressed environmental and social impacts of the international border crossing on the community of San Ysidro.

Action: This item was presented for information only.

8. SAN YSIDRO PORT OF ENTRY PEDESTRIAN CROSSING REPORT (INFORMATION)

Cindy Gompper-Graves, South County Economic Development Council, presented the findings of a survey held at the busiest land port of entry (POE) in the United States. The goal of the survey was to increase understanding of the purposes for which people cross at the San Ysidro POE, solicit input on the functionality of the border crossing, and communicate ways to reduce wait times as it relates to pedestrian crossers at the San Ysidro POE.

Action: This item was presented for information only.

9. UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for Friday, October 28, 2011, at 12:30 p.m.

10. ADJOURNMENT

Chair Minto adjourned the meeting at 2:27 p.m.

Attachment: Attendance Sheet
# CONFIRMED ATTENDANCE
BORDERS COMMITTEE MEETING
SEPTEMBER 23, 2011
12:30 p.m. to 2:30 p.m.

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<td>Fernando Vargas</td>
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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 the first permit issued to a Mexican long-haul trucking company under the new cross-border trucking program.

Discussion

The North American Free Trade Agreement (NAFTA), signed by the United States, Canada, and Mexico, was enacted in 1994. NAFTA required the United States to incrementally lift the moratorium on licensing Mexico-domiciled motor carriers to operate beyond the border commercial zones. However, at the end of 1995, the United States announced an indefinite delay in opening the border to Mexico-domiciled long-haul motor carrier operations.

Through the years, the governments of the two countries continued discussions and negotiations, including dispute resolution and arbitration under the NAFTA framework, to resolve this issue. On October 14, 2011, the Federal Motor Carrier Safety Administration (FMCSA) issued the first permit to a Mexican long-haul trucking company to operate beyond the U.S. commercial border zone under a new crossborder program.

Attachment 1 is a fact sheet prepared by Mexico’s Secretariat of the Economy that announced the issuance of this first permit as “a positive action toward the solution of a bilateral trucking dispute.”

In 2010, international trade between Mexico and the United States reached $393 billion, where approximately 70 percent of such trade is carried by truck.

Attachment: 1. Mexico’s Secretariat of the Economy NAFTA Works Fact Sheet on the First Permit Issued to Mexican Long-Haul Trucking Company

Key Staff Contact: Hector Vanegas, (619) 699-1972, hva@sandag.org
FIRST PERMIT ISSUED TO MEXICAN LONG-HAUL TRUCKING COMPANY

Transportes Olympic receives first FMCSA permit under new cross-border trucking program


The FMCSA permit was issued following Transportes Olympic’s successful completion of the U.S. agency's pre-authorization safety audit. This Mexican carrier was the first authorized participant in the original program, and showed a strong safety record during its operation within the United States.

The new program is reciprocal and mutually beneficial and was established between Mexico and the United States under a Memorandum of Understanding signed on July 6th, 2011. Issuance of operating authority to Transportes Olympic is a positive step taken by the United States to come into full compliance with its commitments on long haul cross-border trucking services under the North American Free Trade Agreement (NAFTA). This also represents a positive action towards the solution of the bilateral trucking dispute.
According to the commitment announced last March by presidents Obama and Calderon, Mexico will suspend the remaining retaliatory tariffs on 99 U.S. products that Mexico was forced to impose after a previous trucking pilot program was defunded in 2009. With the new program, Mexican carriers will have transparency and certainty on the full access on long haul cross-border trucking services. At the same time, Mexican carriers will once again demonstrate that they can meet all U.S. regulatory requirements and operate safely.

Several U.S. government studies and an independent panel review have repeatedly documented that Mexican trucks and drivers meet or exceed the safety records of their counterparts in the United States. Mexico and the United States enjoy a $400 billion annual trade relationship and approximately 70 percent of such trade travels by truck. Door-to-door delivery services of international cargo represent a step toward a more modern, agile and efficient border, bringing benefits to producers, exporters, consumers and transport’s users, and enhancing North America's competitiveness.
UPDATE ON THE SOUTH AND EAST SAN DIEGO COUNTY COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY

File Number 3400200

Introduction

In October 2008, the South County Economic Development Council (South County EDC) received a grant to create a Comprehensive Economic Development Strategy (CEDS), which is required to qualify for the U.S. Department of Commerce’s Economic Development Administration (EDA) assistance for public works and planning efforts, and is a prerequisite for being designated by EDA as an economic development district.

Discussion

As reported when this item was presented to the Borders Committee on April 23, 2010, the CEDS is a collaborative effort between South County EDC, East County Economic Development Council (East County EDC), and the County of San Diego, with support of other agencies and partnering organizations, volunteers, and local jurisdictions. The study area covers south and east San Diego County. The CEDS is designed to bring together the public and private sectors in order to create strategies that maximize the synergy and opportunities of the CEDS study area.

The CEDS report identifies the demographic and economic challenges facing the area and provides a strategy to meet these challenges and improve the competitiveness of the area. Attachment 1 is the Executive Summary of the final report.

In June 2011, the County of San Diego accepted the updated CEDS, and authorized the CEDS committee to send its report to the EDA for final consideration. In September 2011, the EDA approved the CEDS for a five-year period (Attachment 2). Potential projects covered by the CEDS would be eligible for EDA support through that time.

Next steps

Staff will continue to provide periodic updates to the Borders Committee as progress is made on the CEDS.

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

2. EDA’s Letter of Approval, Dated September 20, 2011

Key Staff Contact: Ron Saenz, (619) 699-1922, rsa@sandag.org
August 2011

South and East San Diego County

2011 Comprehensive Economic Development Strategy
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**Executive Summary**

In this age of globalization and rapid change, economic development issues become magnified. Regions must contend with the lack of and/or aging infrastructure, the need to serve the existing business base and attract new business, the necessity to upgrade and expand workforce skills, overcome environmental concerns, inadequate budgets, and diminishing fiscal resources.

Recognizing the importance of addressing these issues, representatives from South and East San Diego County joined together to create a Comprehensive Economic Development Strategy (CEDS). The CEDS is designed to bring together the public and private sectors in order to create strategies that maximize the synergy and opportunities of the CEDS Study Area. This report identifies the demographic and economic challenges facing the area and provides a strategy to meet these challenges and improve the competitiveness of the area.

The CEDS Study Area consists of the southern and eastern portions of San Diego County. Its 2010 population is estimated at approximately 1,477,707 representing almost half (47.74 percent) of the entire San Diego region (population 3,095,393). The population of the CEDS Study Area is 4 percent of California’s population (37,253,956). Approximately 41 percent of the population of the CEDS area is of Hispanic origin compared to 37.6 percent for California.

The study revealed important challenges faced by the area. The number of families in the CEDS Study Area that live below the poverty level is about 34,482, which is 11.1 percent. This compares to the 9.8 percent in the State of California and 9.9 percent for the U.S.

The median household income is $61,496, which is lower than the statewide level of $68,909 and lower than the national level of $62,363. The CEDS Study Area Per Capita Income (PCI) is $25,669, which is lower than the PCI of $29,020 for the State of California, the San Diego County PCI of $30,705, and the U.S. PCI of $27,041 (see Appendix 12).

In addition, adults in the CEDS Study Area are not as well educated as the average adult in California, particularly in terms of higher education. Approximately 33.3 percent of the adult population has completed a four-year degree or higher, compared to 37.4 percent statewide and 34.9 percent nationally.

The study area also has unemployment rates that are considered to be relatively high. While the unemployment rate in San Diego County has historically ranked among the lowest in California. This is no longer the case. According to the American Community Survey from 2005 to 2009, the average unemployment rate for the CEDS area was 7.5 percent compared with San Diego County 6.7 percent, and the State of California unemployment rate was 7.9 percent. According to the American Community Survey from 2005 to 2009, the national unemployment rate was 7.2 percent. Pockets of high unemployment still exist and are primarily located in the CEDS Study Area. According to the American Community Survey between 2005 and 2009, the unemployment rates for two of the cities in the CEDS Study area with the highest unemployment rates were 10.8 percent in National City and 9.2 percent in El Cajon respectively (see Appendix 12). As indicated
on the CEDS map, a large portion of the CEDS area has high unemployment and below median income (see Fig. 1 below).

There are a host of common issues that South and East San Diego County contend with that make the area a distinct region. The CEDS Study Area has a complementary employment base, South San Diego County is strong in manufacturing, and East San Diego County is concentrated in defense-related industries. The area’s workforce has similar and complementary skill sets that support these industries. The region also shares many infrastructure challenges including an international border that needs major infrastructure investment. The importance of this international border is that products, goods and services travel through the border from different international manufacturing companies in Baja California, Mexico to numerous destinations in the United States of America; as well as the raw materials, human capital, and supplies that travel from the United States of America through the border to different destinations in Mexico. As the internet industry increases its power of selling on-line, the border becomes a critical factor in supply and distribution to deliver products, goods and services on-time to customers in the Republic of Mexico and the United States.

This area’s proximity to the U.S. - Mexico border adds a unique aspect to the area’s economy that brings with it unique economic development challenges and opportunities. Borders and boundaries become blurred when considering the transportation network, workforce, business markets, social issues and the environment overlay.

MAP

- Three border crossings link the South and East San Diego County with Mexico. The efficient movement of goods and people safely through these ports of entry are critical to the region’s economy and provide a competitive advantage.

- Border wait times for commercial traffic at the California-Mexico border are considerably longer than at the Texas-Mexico border or any of the U.S.-Canada border crossings. Delays are responsible for significant economic losses on both sides of the border and are felt at the national, state, and local level due to product and material delivery delays, increased transportation costs, plus interrupted and extended manufacturing cycles.

- According to two different studies, if delays at the ports of entry continue and action is not taken to improve border crossing efficiencies, including transportation infrastructure, delays
The overall mission of this CEDS is to bring together the public and private sectors to create strategies that maximize the synergy and opportunities of the CEDS Study Area.

In past years, these and many other organizations and individuals have been working effectively to help maintain and improve the economy and quality of life in the region. The objective of this CEDS is not to replace any of the work or plans that are already underway, but to help support and add to the efforts with new opportunities that strong collaboration can make possible.

This CEDS includes an Action Plan with specific initiatives designed to mitigate weaknesses and utilize the region’s strengths to address economic challenges and sustain a strong economy. It will be used as a guide toward ongoing efforts to fund economic development and infrastructure projects, implement action items, and monitor success.

The overall mission of this CEDS is to bring together the public and private sectors, nonprofits and individuals to create strategies that maximize the synergy and opportunities of the CEDS Study Area including its proximity to the international border. To accomplish this, goals and initiatives are centered on:

- Collaboration and Leadership — Communicating the CEDS vision and goals; building a well-informed regional leadership base and developing on the commonalities between South and East San Diego County.
- Business Development and Entrepreneurship — capturing opportunities in the CEDS Study Area for: supporting and advancing entrepreneurship, home-based businesses, and tourism opportunities; expanding existing and developing new and emerging industries that

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1. Sources: Economic Impacts of Wait Times at the San Diego-Baja California Border (January 19, 2006); San Diego Association of Governments California Department of Transportation, District 11.
will offer long-term employment, jobs with career ladders and good wages. Some examples include medical devices, renewable energies, other advanced manufacturing products, and creative industries.

- Workforce Development and Education — strengthening communication and support between educational institutions and businesses; preparing workers for today’s and tomorrow’s jobs, providing opportunities for youth to gain work skills and experience and improving the population’s educational attainment.

- Infrastructure Development — working to ensure local, state and federal political representatives understand the importance of improving the border region/CEDS Study Area infrastructure; supporting infrastructure improvements within the region that will facilitate commerce, ensuring efficient and secure movement of goods and people, and reduce wait times. The types of infrastructure development that need improvements are international border crossings, roads, highways, regional airports, rail transportation, water, sewer, electrical and communication systems.

- Quality of Life — expanding art, cultural, recreational, and entertainment opportunities; supporting retail and downtown development and renovation; ensuring there are sufficient and diverse housing choices; ensuring the educational, safety, and health needs of a diverse population are met; and provide for sustained communities.
September 20, 2011

Ms. Cindy Gompper-Graves  
South County Economic Development Council  
1111 Bay Blvd., Suite E  
Chula Vista, CA 91911

Tel: 619.424.5143  
Fax: 619.424.5738  
Email: cindy@southcountyedc.com

Subject: South/East Portion of San Diego County Comprehensive Economic Development Strategy (CEDS)

Dear Ms. Gompper-Graves,

The Los Angeles Office of the Economic Development Administration (EDA) has reviewed the "Comprehensive Economic Development Strategy (CEDS) submitted for the South/East Portions of the San Diego County.

This letter serves as your record of EDA’s approval of abovementioned CEDS document. Please be aware that your original CEDS was approved for the 5 year period of September 20, 2011 through September 19, 2016. You are responsible for updating this document on an annual basis in order to maintain your CEDS active.

The 2011-2012 CEDS for the South/East Portion of San Diego County will remain on file and current through September 19, 2012, at which time said CEDS will no longer be in date until a new update is submitted and approved by our office. Potential projects covered by the CEDS would be eligible for EDA support until that time. However, there is no guarantee that a proposed project will be financially supported by EDA.

I have attached a copy of "CEDS Summary of Requirements" for your reference in the preparation of CEDS update. If you have any questions or comments, please do not hesitate to contact our office.

Sincerely,

Wilfred L. Marshall  
Economic Development Representative

Cc: Berney Richert, Area Director
DRAFT BORDER 2020: UNITED STATES – MEXICO
ENVIRONMENTAL PROGRAM

Introduction

The Draft Border 2020: United States – Mexico Environmental Program (Border 2020 Program) is the latest cooperative environmental initiative and builds on previous binational efforts, particularly the Border 2012 Program. The Border 2020 Program is an eight-year (2013-2020) binational effort designed to protect the environment and public health in the U.S.-Mexico Border region, consistent with the principles of sustainable development (Attachment 1). The Border 2020 Program was released for public comment on September 19, 2011. The public comment period ends November 30, 2011.

Description

The United States – Mexico border region extends almost 2,000 miles from the Pacific Ocean to the Gulf of Mexico, and spans 62.5 miles (100 km) on each side of the international border, encompassing a diverse array of ecological systems and geographic features. Fourteen million people (approximately 7.3 million live in the United States and 6.8 million in Mexico) call this region “home,” reflecting a rich history and culture, an economic interconnectedness, and strong familial ties that cross the international boundary. This shared border environment has been impacted by rapid population and economic growth over the past years, resulting in many cases in lack of sufficient water and wastewater infrastructure, poor air quality, and improper management of hazardous and solid wastes.

For decades, the U.S. and Mexico have cooperated to solve the border region’s many environmental problems. The proposed Border 2020 Program is the latest multi-year, binational planning effort to be implemented under the La Paz Agreement and succeeds the Border 2012 and the Border XXI Programs. The Agreement on Cooperation for the Protection and Improvement of the Environment in the Border Area, known as the La Paz Agreement, was signed in the City of La Paz, Baja California Sur, Mexico, in 1983, by the Governments of Mexico and the United States. The La Paz Agreement serves as the basis for binational cooperation in the border region in which the United States Environmental Protection Agency (EPA) and Mexico’s Secretary for Natural Resources and the Environment (SEMARNAT) serve as National Coordinators.
In order to effectively address these environmental challenges, strong binational cooperation at the federal, state, and local levels in partnership with the tribes and with the active participation of border stakeholders is necessary. The Border 2020 Program is a new collaborative effort to solve the most significant environmental and environmentally related health problems in the U.S.-Mexico border region.

The Border 2020 Program has identified the following six long-term strategic goals to address the serious environmental and environmentally related public health challenges in the border region:

- **Goal #1:** Reduce Conventional Air Pollutant and Greenhouse Gas Emissions
- **Goal #2:** Improve Water Quality and Water Infrastructure Sustainability and Reduce Exposure to Contaminated Water
- **Goal #3:** Materials Management and Clean Sites
- **Goal #4:** Improve Environmental and Public Health through Chemical Safety
- **Goal #5:** Enhance Joint Preparedness for Environmental Response
- **Goal #6:** Compliance Assurance and Environmental Stewardship

In addition, the Border 2020 Program integrates five fundamental strategies: 1) Climate change; 2) Disadvantaged and underserved communities; 3) Children’s health; 4) Environmental education; and, 5) Strengthening tribal, state, federal, and international partnerships, which all program partners and stakeholders can incorporate as they prioritize and evaluate future projects and efforts.

**Discussion**

SANDAG has followed binational environmental issues over the years, including climate change, one of the Border 2020 Program strategies. Both climate change mitigation and adaptation were addressed by SANDAG in two successive binational seminars. Specifically, the 2010 SANDAG binational seminar, titled “Crossborder Climate Change Strategies: Raising Awareness on Adaptation,” continued the efforts of the 2009 binational seminar, which initiated a regional crossborder dialogue on climate change. The goal of the 2010 event was to seek input and discuss potential adaptation strategies to address climate change impacts and crossborder adaptation strategies. The following two recommendations came out of the 2010 event and were approved by the SANDAG Board of Directors at its November 19, 2010, meeting:

1. **Support, through a letter, the institutionalization of crossborder climate change adaptation discussions via existing mechanisms, such as the Border 2012 Program sponsored by the U.S. EPA and SEMARNAT and/or the San Diego-Tijuana Border Liaison Mechanism (BLM).**

2. **Request that the two Consul Generals of the United States and Mexico explore a feasible subcommittee or technical commission within the San Diego - Tijuana BLM structure to address crossborder climate change adaptation strategies. The BLM would agree on topics to explore and recommend to SEMARNAT and U.S. EPA that these topics be incorporated into the activities of the current Border 2012 Program and also be made a part of the new border environmental program that would replace Border 2012 in the future.**
As a follow up to the first recommendation, SANDAG sent correspondence (Attachment 2) in December 2010 to the U.S. EPA and SEMARNAT requesting that the climate change adaptation issue be addressed through its Border 2012 Program. U.S. EPA staff will provide an overview of the Border 2020 Program. This draft program currently does not include climate change adaptation strategies.

Most recently, the 2011 binational seminar focused its attention on transit and non-motorized mobility on the border. The issues of air quality and health impacts related to border crossers and neighboring communities were widely discussed and coincide with goals and strategies identified in the Border 2020 Program. Based on this year’s seminar discussions and outcomes, in September 2011, the Borders Committee reviewed recommendations and forwarded them to the Board of Directors for approval. For your reference, the following are the recommendations that will be considered by the Board of Directors in November 2011:

1. To strengthen collaboration with government agencies, interested parties, and stakeholders from both sides of the border with the purpose of facilitating, maintaining, and enhancing transit and non-motorized mobility on the border in a safe, faster, positive, comfortable, and healthful manner while respecting each country’s practices and regulations.

2. To explore promoting or supporting legislation in future SANDAG Legislative Programs to encourage urban design and incentive funding for urban design practices that facilitates and supports non-motorized mobility and public transportation in and around the border.

3. To develop indicators to measure the performance of transit and non-motorized modes of travel in the international border area that could be included in regional performance monitoring programs, as appropriate data is available. The performance measures should address the distribution of improvements, health outcomes, quality of life, worker productivity, and economic activity.

Staff encourages the U.S. EPA to consider the recommendations from the 2010 and 2011 SANDAG Binational seminars as it finalizes the Border 2020 Program.

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

   2. Letters from SANDAG to the U.S. Environmental Protection Agency and Mexican Secretariat of the Environment and Natural Resources (SEMARNAT in Spanish)

Key Staff Contact: Ron Saenz, (619) 699-1922, rsa@sandag.org
BORDER 2020:
U.S.-MEXICO ENVIRONMENTAL PROGRAM
BORDER 2020:

U.S.-MEXICO ENVIRONMENTAL PROGRAM

EPA-XXX-X-XX-XXX

The National Coordinators (EPA’s Office of International Affairs and SEMARNAT’s Office of International Affairs) express appreciation to the Ten Border States, the 26 U.S. Border Tribes, the co-chairs and staff of the former Border 2012 coordinating bodies, the EPA San Diego and El Paso Border Offices, the SEMARNAT and PROFEPÁ Border Delegations, the Western Governors Association, the Good Neighbor Environmental Board and SEMARNAT’s Advisory Council for Sustainable Development whose support was essential to the completion of this document.

Special thanks to the members of the Border 2020 Advisory Committee.
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CONTACT LIST
MISSION STATEMENT

As a result of the partnership among U.S. Border Tribes and federal, state and local governments in the United States and Mexico, the mission of the Border 2020 program is to: Protect the environment and public health in the U.S.-Mexico border region, consistent with the principles of sustainable development.¹

¹ In this program, sustainable development is defined as “conservation-oriented social and economic development that emphasizes the protection and sustainable use of resources while addressing both current and future needs and present and future impacts of human actions.”
BORDER 2020 GUIDING PRINCIPLES

The following Guiding Principles will support the mission statement, ensure consistency among all aspects of Border 2020, and continue successful elements of previous binational environmental programs.

- **Reduce the highest public health risks**, and preserve and restore the natural environment.
- **Adopt a bottom-up approach** for setting priorities and making decisions through partnerships with state, local and U.S. tribal governments.
- **Address disproportionate environmental impacts** in border communities.
- **Improve stakeholder participation** and ensure broad-based representation from the environmental, public health, and other relevant sectors.
- **Foster transparency, public participation, and open dialogue** through provision of accessible, accurate, and timely information.
- **Strengthen capacity** of local community residents and other stakeholders to manage environmental and environmentally-related public health issues.
- **Achieve concrete, measurable results** while maintaining a long-term vision.
- **Measure program progress** through development of environmental and public health-based indicators.

The United States recognizes that U.S. tribes are separate sovereign governments, and the equity issues impacting tribal governments must be addressed in the United States on a government-to-government basis.

Mexico recognizes the historical debt it has with its indigenous peoples. Therefore, appropriate measures will be considered to address their specific concerns, as well as to protect and preserve their cultural integrity within the broader environmental purposes of this program.
BORDER 2020 FUNDAMENTAL STRATEGIES

As a companion to the six strategic goals (and associated objectives), which outline the anticipated results we hope to achieve in the next eight years, the following five fundamental strategies provide the expectation for how we will approach and consider complex and critical environmental challenges faced by border communities along the U.S.-Mexico Border. The fundamental strategies will complement and inform the work that we do to achieve the mission and goals of the Border 2020 program.

Climate Change: The risks posed from climate change are well documented and are vast. These risks may include increases in smog levels, rising sea levels, increased precipitation intensity and droughts, which can also pose significant economic, environmental and public health challenges to border communities. The Border 2020 climate change efforts will focus on reducing greenhouse gas emissions (GHG) and on actions to help border communities become more resilient to the effects of climate change.

Building upon prior efforts to develop GHG emissions inventories to identify the sources of GHG emissions, will allow for more effective forecasting of GHG emissions over future years, and provide governments with the data to support making future GHG emissions reductions. Building on the recent climate action planning efforts in the ten border states, we hope to enhance capacity over the next two years to facilitate completion and implementation of these strategies and efforts.

Energy efficiency is one of the primary means of reducing GHGs, which is likely to be included in each states’ climate action plans. Sharing information and technologies related to energy efficiency throughout the eight-year Border 2020 Program will build capacity to achieve reductions, as well as to realize real cost savings over the long-term. These can include, for example, local GHG reduction strategy development, green indoor and outdoor lighting, elements of green building, vehicle retrofitting operations, methane recovery, and others.

Disadvantaged & Underserved Communities: For the past two decades, the U.S. and Mexican governments have implemented binational efforts to improve conditions for border communities along the 2,000 mile border. Significant progress has been made to improve access to drinking water and sanitation and to improve air quality and reduce contamination. Nonetheless, many border communities still face dire economic and health disparities, disproportionate environmental impacts, lack of access to resources and environmental information, and are at a higher risk of poor health outcomes.

The Border 2020 program is committed to addressing these disparities through a combination of approaches, including:

- Improving access to environmental information, promoting transparent decision-making and embracing a “bottom-up” approach in decision-making.
- Improving access to environmental data sources and right-to-know tools for the border region.
- Facilitating access to federal funding and encouraging border communities to participate in funding opportunities and binational dialogue via Regional Workgroups and other fora.
Developing and using environmental indicators to measure improvements in environmental conditions and identify any health disparities in underserved communities.

**Children’s Health:** As a result of environmental degradation in the border region, some residents, especially children, are exposed to environmental conditions that are detrimental to their health. Compared to adults, children are uniquely affected by environmental stressors. Children’s exposure patterns and resulting health outcomes are different from those of adults and for this reason explicit programs for protection and exposure reductions are required. Research has demonstrated that prenatal and early life exposure to environmental hazards can cause lifelong diseases, medical conditions, and disabilities. These health problems can be related to air pollution, inadequate water supply or poorly managed sewer systems, improper management of pesticides, chemical exposures and waste disposal issues.

The Border 2020 program will use a variety of approaches including: outreach, building capacity with health care providers, community based programs, and state/tribal/local partnerships to protect children from environmental and human health hazards. Our success in advancing Children’s Health protection along the border will result from fully integrating this priority into all Border 2020 goals. This includes:

- Consideration of women of child-bearing age, infants, children, and adolescents when developing safer chemicals (pesticides) and production processes.
- Engaging communities to address critical issues affecting children's health by working with environmental health experts.

**Environmental Education:** Environmental education (EE) is an important component to the success of the Border 2020 Program. The goal of environmental education along the U.S.-Mexico border is to increase public awareness and knowledge about environmental issues. The Program also hopes to support stakeholders and provide them with the environmental information required to make informed environmental decisions and take responsible actions toward the environment.

The Border 2020 program will use a variety of approaches to make EE successful, including: outreach, building capacity with health care providers, community based programs, and state/tribal/local partnerships to protect children from environmental and human health hazards. By fully incorporating this priority into all Border 2020 goals, the sense of environmental advocacy can be instilled in future generations throughout the border region.

The strategic goals for Environmental Education along the U.S. - Mexico border include:

- Promote the use of environmental education in schools and communities to improve academic achievement and stewardship.
- Increase the capacity of states, local and tribal governments to develop and deliver environmental education programs.
- Improve the quality, access, and coordination of environmental education information, resources, and programs.
- Promote and encourage environmental careers.
- Build youth environmental advocates and ultimately environmentally conscious adults.
**Strengthening Tribal, State, Federal, and International Partnerships:** A central component of the Border 2020 Program is to ensure strong and effective Tribal, Local, State, Federal, and International communications and partnerships. Through strong partnerships and interagency cooperation, available resources can be better leveraged and maximized while duplication of efforts and waste can be minimized.

The Border 2020 program is committed to strengthening Tribal, Local, State, Federal, and International partnerships through a combination of approaches, including:

- Encourage and enable full participation by Tribal, State, and Local Governments in Regional Workgroup and Task Force efforts.
- Frequent and effective communication on Program progress to border communities and Program partners.
- Develop joint strategies and priorities to address the Program goals, objectives, and emerging issues.
- Engage with relevant Tribal, Local, State, and Federal agencies to assist with technical assistance, resources, and/or appropriate expertise to address the challenges contained in the various goals and objectives of the Program.
- Strengthen our cross-cultural sensitivity with tribes, recognizing that tribes have cultural, jurisdictional, and legal aspects that must be considered when coordinating and implementing environmental projects in Indian Country.
1. INTRODUCTION

The U.S.-Mexico Environmental Program: Border 2020 is an eight year (2013-2020) binational effort designed “to protect the environment and public health in the U.S. Mexico Border region, consistent with the “principles of sustainable development”¹. Border 2020 is the latest cooperative initiative implemented under the 1983 La Paz Agreement. It builds on previous binational efforts, particularly Border 2012, which emphasized a regional bottom-up approach as basis to decision making, priority setting, and project implementation to address the environmental and public health problems in the border region. In addition to adopting and incorporating this approach in its framework, Border 2020 has established five fundamental strategies that set explicit expectations on the way we approach our work to achieve results. These five fundamental strategies–climate change; disadvantaged and underserved communities; children’s health; environmental education; and strengthening Tribal, State, Federal and international partnerships–should inform the scope and implementation of all goals, allow for priority setting in project development and financing, and contribute to the refinement and development of indicators that accurately depict environmental pressures, programmatic needs, results and outcomes.

Border 2020 has identified six long-term strategic goals to address the serious environmental and environmentally-related public health challenges in the border region. Some objectives and sub-objectives targeted by these strategic goals are broad and are expected to serve as guidance in the development of biennial action plans. Action plans will establish priority and near-term targets that pay attention to the particular needs of a community or geographic area and adapt to unanticipated resource constraints. The strategic goals for Border 2020 are:

Goal #1: Reduce Conventional Air Pollutant and GHG Emissions
Goal #2: Improve Water Quality and Water Infrastructure Sustainability and Reduce Exposure to Contaminated Water
Goal #3: Materials Management and Clean Sites
Goal #4: Improve Environmental and Public Health through Chemical Safety
Goal #5: Enhance Joint Preparedness for Environmental Response
Goal #6: Compliance Assurance and Environmental Stewardship

To achieve the long-term strategic goals and associated objectives, Border 2020 will track progress through highlight reports, a mid-term assessment, and a final report (See Section V). Border 2020 plans to build on the indicators developed in the prior Border 2012 Program to select, refine, and develop environmental indicators and indicator reports to help measure program achievements, and to help integrate and identify additional needs and targets for near-term planning. As mentioned earlier, Border 2020 will rely on biennial action plans to propose and implement concrete projects supportive of particular needs of a geographic area and/or community and long-term strategic goals.

In order to ensure effective program implementation, cooperation, and communication, the U.S. Environmental Protection Agency and Mexico’s Secretariat for the Environment and Natural Resources (SEMARNAT), provide guidance and oversight to Border 2020 coordinating bodies:
Policy Fora and Regional Workgroups. Policy Fora are responsible for providing border-wide technical and policy support on issues that are primarily of a federal nature and of a border-wide scope. Regional Workgroups are responsible for identifying, prioritizing and implementing projects and efforts in the four geographic regions of the border (California-Baja California, Arizona-Sonora, New Mexico-Texas-Chihuahua and Texas-Coahuila-Nuevo León-Tamaulipas).

In addition, Border 2020 will rely on Committees and Task Forces for program input and/or implementation. A Committee on Communications will provide recommendations to the National Coordinators on the design, implementation, and maintenance of effective communication strategies while the Committee on Border Indicators will be accountable for the selection, refinement and use of environmental and performance indicators that accurately identify program needs, outputs and outcomes. On the other hand, Task Forces will be responsible for bringing together local communities, governments, and stakeholders familiar with the issues addressed.

Border 2020 is committed to provide the technical and infrastructure support necessary to protect and improve the air and water quality of underserved communities and sensitive populations – women, elderly adults and children. It is our commitment to engage with border communities on the health related risks associated with the use and exposure of hazardous chemicals (pesticides, herbicides, fertilizers, and household cleaning products), and improper disposal of solid and electronic waste. It is our goal to provide communities, government, environmental and emergency response agencies with accurate and timely access to data on the quality of the air; the water; and the transport and fate of chemical substances in our shared environment. The Border 2020 program will continue promoting training and capacity building activities that facilitate the identification and response to, environmental and public health problems. Border 2020 efforts will be focused on environmental and programmatic sustainability by furthering knowledge and environmental education, capacity building and by ensuring strong partnerships and effective communication within border communities.
December 8, 2010

Ms. Lisa P. Jackson
Administrator
U.S. Environmental Protection Agency
Ariel Rios Building, Mail Code 1101A
1200 Pennsylvania Avenue NW
Washington, D.C. 20460

Dear Ms. Jackson:

SUBJECT: Crossborder Climate Change Adaptation Strategies

On June 1, 2010, the SANDAG binational seminar, titled “Crossborder Climate Change Strategies: Raising Awareness on Adaptation,” was held in San Diego. The Committee on Binational Regional Opportunities (COBRO) and the Borders Committee discussed the outcomes of this binational seminar and formulated the following recommendations, which were approved by the SANDAG Board of Directors at its November 19, 2010, meeting (the agenda item is provided as Attachment 1):

- Support, through a letter, the institutionalization of crossborder climate change adaptation discussions via existing mechanisms, such as the Border 2012 Program sponsored by the U.S. Environmental Protection Agency (EPA) and the Secretariat of Environment and Natural Resources of Mexico (SEMARNAT) and/or the San Diego-Tijuana Border Liaison Mechanism (BLM).

- Request that the two Consul Generals of the United States and Mexico explore a feasible subcommittee or technical commission within the San Diego – Tijuana BLM structure to address crossborder climate change adaptation strategies. The BLM would agree on topics to explore and recommend to SEMARNAT and EPA that these topics be incorporated into the activities of the current Border 2012 Program and also be made a part of the new border environmental program that would replace Border 2012 in the future.

Hector Vanegas, Borders Program Manager, will be contacting your organization to follow up on these recommendations. If you have any questions regarding this matter, please feel free to contact Hector Vanegas at (619) 699-1972 or hva@sandag.org, or me directly at (619) 699-1991 or gga@sandag.org.

Sincerely,

GARY L. GALLEGOS
Executive Director
GGA/HVA/ais

Attachment: 1. SANDAG Board of Directors, November 19, 2010, meeting, Agenda Item No. 17, Report
December 8, 2010

Ms. Lisa Almodovar
Senior Program Manager
U.S. Environmental Protection Agency.
U.S.-Mexico Program, Mail Code 2550R
1200 Pennsylvania Avenue NW
Washington, D.C. 20460

Dear Ms. Almodovar:

SUBJECT: Crossborder Climate Change Adaptation Strategies

On June 1, 2010, the SANDAG binational seminar, titled “Crossborder Climate Change Strategies: Raising Awareness on Adaptation,” was held in San Diego. The Committee on Binational Regional Opportunities (COBRO) and the Borders Committee discussed the outcomes of this binational seminar and formulated the following recommendations, which were approved by the SANDAG Board of Directors at its November 19, 2010, meeting (the agenda item is provided as Attachment 1):

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Hector Vanegas, Borders Program Manager, will be contacting your organization to follow up on these recommendations. If you have any questions regarding this matter, please feel free to contact Hector Vanegas at (619) 699-1972 or hva@sandag.org, or me directly at (619) 699-1991 or gga@sandag.org.

Sincerely,

[Signature]

GARY L. GALLEGOS
Executive Director

GGA/HVA/ais

Attachment: 1. SANDAG Board of Directors, November 19, 2010, meeting, Agenda Item No. 17, Report
Gateway of Opportunity
SR 11 / Otay Mesa East Port of Entry

Borders Committee Meeting – October 28, 2011

Unique Partnerships

Toll Authority

SR 11 / OTAY MESA EAST
POE Project Team

Project Delivery Team

Financial Strategy / Intelligent Transportation Systems Team

Mexico Project Team/ Federal Partners

Environmental Studies
Roadway Engineering Studies
Port of Entry Studies
Investment Banker
Traffic & Revenue Study
Legal Counsel
ITB Study

SR 11/Otay Mesa East Port of Entry

11/1/2011
Project Accomplishments

- EIR/EIS released to public
- Hired a senior investment underwriter
- Selected project legal counsel
- POE Program Development Study completed by architects
- MOU signed by partners
  (Federal Highway Administration, General Services Administration, Customs and Border Protection, Caltrans, and SANDAG)
- Intelligent Transportation System (ITS) and Traffic and Revenue (T&R) studies underway
Coordination with Mexico

- Cross-border coordination is critical
- Working with Mexican counterparts throughout process
- Coordinating with Mexico on planning of facilities/infrastructure and ITS and T&R studies

Traffic and Revenue Study

- Sketch level underway
- Data collection through surveys and interviews in progress
- Continued coordination with ITS team on surveys and tolling scenarios
Defining ITS for this Project

- ITS is the application of information and communications technologies to enhance efficiency, safety, and mobility.
- For the SR 11/Otay Mesa East Project this includes:
  - Traffic Flow Management
  - Data Collection/Analysis
  - Traveler Crossing Information
  - Toll Revenue Collection
  - CA Vehicle Safety Inspection

To build and operate a safe, secure, green, flexible, and efficient border crossing.

ITS Development Effort

- Follows Systems Engineering development process.
- Focus on developing consensus on Concept of Operations – Customs and Border Protection input is critical.

NEEDS DEFINITIONS
- Environment
- Customers
- Agencies
- Policies

CONCEPT OF OPERATIONS -> SYSTEM REQUIREMENTS -> PROCURE & IMPLEMENT

SR 11/Otay Mesa East Port of Entry
Project Policy Challenge

Safety
U.S./Mexico

Security
U.S./Mexico

Policy Collaboration

Efficiency
U.S./Mexico

SR 11/Otay Mesa East Port of Entry

Project Efficiency Challenge

United States
Operational Collaboration

Mexican
Operational Collaboration

Port of Entry
Operations
U.S./Mexico

SR 11/Otay Mesa East Port of Entry
Next Steps

- Finalize Traffic and Revenue Study
- Finalize EIR/EIS/Record of Decision (ROD)
- ITS Concept of Operations
- Finalize a Joint Vision to implement this project with federal partners and Mexico

Questions

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1 – Wait/Crossing Time Detection

- **Premise:**
  - Provide information on wait/crossing times
  - Provide length of queue per lane
  - Data used for toll pricing and traveler information
  - Consistent with national efforts

- **Potential Benefits:**
  - Information automatically passed to CBP
  - Meets CBP challenges of providing better data

2 – Directions and Information to Border Crossers

- **Premise:**
  - Provide near real time toll rate and wait time information
  - Link ITS on both sides of border

- **Potential Benefits:**
  - Additional outlet for CBP
  - Help CBP manage traffic flows and operations
3 – Notification of Traffic Flows and Incidents on POE Approaches

• Premise:
  – Provide enhanced cross-border traffic management and monitoring
  – Traffic conditions improve for entire border region
  – Help maintain efficiency of new crossing

• Potential Benefits:
  – CBP receives cross-border traffic information in near real time
  – Could assist CBP operations

SR 11/Otay Mesa East Port of Entry

4 – Historic and Estimated Data on Traffic Flows

• Premise:
  – Collect data on tolls, traffic volumes, and wait times for revenue collection and information systems
  – ITS data archived and used for toll policy and facility decisions

• Potential Benefits:
  – Binational data could supplement CBP data for operations planning

SR 11/Otay Mesa East Port of Entry
5 – Commercial Vehicle Enforcement Facility Remote Functions

• Premise:
  – A California Highway Patrol/Caltrans responsibility
  – Potential to deploy remote Commercial Vehicle Enforcement Facility (CVEF) at new POE under discussion
  – Vehicles would pass through weigh-in-motion systems, sensors, and cameras
  – If okay, they would proceed to SR 11
• Potential Benefits:
  – Data on vehicles could be passed to CBP
  – Cross-check for security purposes

6 – Managing POE Approach Lanes

• Premise:
  – Manage lane designations for traffic and inspection lanes
  – ITS support for this function
  – CBP would control and manage designations northbound
• Potential Benefits:
  – Allows cross-border coordination of lane designations
  – Enables CBP to adjust lanes per operational needs
  – More flexible lane designations to reduce queues
7 – POE Traffic Flow Management

• Premise:
  – Vehicle tracking capabilities
  – System controlled by CBP

• Potential Benefits:
  – Could be used to track vehicle movements within the POE for CBP
  – Could support modular POE design
  – Supports customer adoption of FAST, SENTRI, etc.
U.S.-Mexico Environmental Program: Border 2020

SANDAG Borders Committee
October 28, 2011

The U.S.-Mexico Border Region
Impact of Population Growth

- 2000 population: 11.8M
  - U.S.: 6.3 million
  - Mexico: 5.5 million
- Estimated current population ~ 14M
- Projection for 2020: 22 million
  - U.S.: 10 million
  - Mexico: 12 million

73 years later...

Quality of Life on the Border

- Poverty is double U.S. national average (except San Diego County)
- U.S. unemployment is almost twice national average
- Persistent issues remain:
  - High asthma rates
  - Chemical exposure
  - Childhood obesity
  - Diabetes
Border Environmental Challenges

• Poor air quality

• Inadequate and insufficient infrastructure (drinking water and wastewater)

• Improper management of hazardous and solid wastes

A Binational Commitment to the Border Environment

• The La Paz Agreement (1983)
• IBEP-Integrated Border Environmental Plan for the U.S.-Mexico Area (1992-1994)
• Creation of BECC/NADBank (1994)
• EPA’s Border Offices open (1994)
• Border XXI (1996-2000)
• Border 2012 (2002-2012)
Key Accomplishments Of Current Program

U.S.-Mexico Environmental Program: Border 2012

Border 2012 Accomplishments

Goal 1: Reduce Water Pollution

• Tijuana and Tecate Wastewater Treatment Projects
  – Over 50,000 households provided new service
  – Over 1.5M residents provided new and/or improved WW treatment
  – Improved water quality in Pacific Ocean and Tijuana River and Estuary

• Mexicali Wastewater Treatment Projects
  – 635,000 residents provided with new and/or improved WW service
  – Drastically improved water quality in the New River

• Improved sediment controls in Tijuana River Estuary
  – Annual removal of 80,000 tons of sediment from the Goat Canyon sediment basins.
  – In 2009-2010, the City and County of San Diego removed 45,000 tons of sediment (contaminated with trash and tires) from pilot channel
Border 2012 Accomplishments

Goal 1: Reduce Water Pollution

• Alamo River Clean up
  – Approx. 141 tons of solid waste removed
  – Cleanup efforts have encouraged additional wildlife to utilize the area
  – Diminished erosion due to installation of silt fencing and native vegetation

• Border 2012 Park
  – Utilized more than 10,000 scrap tires, pervious pavement, and recycled bottles in its construction
  – Prevents erosion and sedimentation of Tijuana River
  – Serves as gathering location for Los Laureles community

Goal 2: Reduce Air Pollution

• Air Quality Monitoring Network in place in Baja California
  – Thirteen monitors in Tijuana, Rosarito, Tecate, Mexicali
  – Monitor for NOx, PM, Ozone, SOx, and CO
  – Ongoing sampling and analysis
  – Annual audit of monitors by EPA
  – Real-time connection to internet for air quality information

• Road Paving in Baja California
  – Paving of 2.2 million m2 of roads
  – Cost of $54 million (USD)
  – Reduction of Particulate Matter emissions
  – Reduced exposure to sensitive populations
Border 2012 Accomplishments

Goal 2: Reduce Air Pollution (con’t)

• Completed Emissions Inventories for Mexicali and Tijuana
  – Major Source of Particulate Matter in both communities is dust from unpaved roads.

• Baja California Climate Change Action Plan
  – Identified Major Source of Green House Gas Emissions
  – Options for reducing GHG emissions

Goal 3: Reduce Land Pollution

• Tire cleanups
  – 2.4M scrap tires removed, including Centinela, largest tire pile in region
  – Educational outreach and voluntary cleanups in 50 colonias
  – State of Baja developed tire management program

• Metales y Derivados (Abandoned U.S-Owned Smelter)
  – Removed 2000T of surface waste and encapsulated 42,000T of waste
  – State air quality lab built on remediated site

• E-waste Collection and Outreach
  – Collected 27 tons at fifteen events
  – Trained 144 people in five BC academic centers
  – Completed E-waste generation assessment
**Goal 5: Emergency Preparedness and Response**

- Sister City Plans
  - 2 Sister City Plans
    - San Diego/Tijuana ~ Calexico/Mexicali
- HazMat Equipment Transfers (partnership with NorthCom)
  - Both Mexican sister cities have received over $5million in HazMat equipment
- Training for 80 *bomberos*
  - Mexicali, Tijuana, Rosarito, Ensenada, and Tecate fire departments
- Ongoing Table Top Exercises
  - Exercises in CA/Baja CA region since 2008

**Goal 6: Environmental Stewardship**

- State Environmental Inspectors
  - 3337 inspections conducted at Otay and Calexico Ports of Entry
  - Coordinated information exchange about shipments of metal scrap and biodiesel
  - Identified improperly permitted shipments of e-waste exported to Mexican recyclers
- Annual Toxics Release Inventory for CA
  - Inventoried top emitters to characterize quantities of toxic pollutants reported, and targets for compliance/enforcement
A New Approach

U.S.-Mexico Environmental Program: Border 2020

Key Considerations in Developing a New Binational Program

- Consistent with the La Paz Agreement
- Bottom Up Approach
- Achieve concrete and measurable results
- Constraints in resources
- Address bi-national/transboundary problems
Key Emphasis of Border 2020

• 8-year implementation (through 2020)
• Five Fundamental Strategies:
  • Climate Change
  • Underserved Communities
  • Children’s Health
  • Environmental Education
  • Strengthening Tribal, State, Federal and International Partnerships
• Regional Workgroups/Task Forces
• 2-Year Action Plans to Account for Resource/Priority Changes
• 2 Committees- Communication and Border Indicators

Border 2020 Goals

Goal 1
Reduce Conventional Air and Greenhouse Gas Emissions

Goal 2
Improve Access to Clean and Safe Water

Goal 3
Materials Management and Clean Sites

Goal 4
Improve Environment & Public Health through Chemical Safety

Goal 5
Enhance Joint Preparedness for Environmental Response

Goal 6
Compliance Assurance and Environmental Stewardship
Goal 1: Reduce Conventional Air and Greenhouse Gas Emissions

- Continue to focus on air pollution reductions in binational airsheds
- Maintain effective air quality monitoring networks and timely access to air quality
- Reduce greenhouse gas emissions through energy efficiency and alternatives or renewable energy projects

Goal 2: Improve Access to Clean and Safe Water

- By 2015, increase homes connected to safe DW and WW treatment
  - ~ 8,500 homes with DW
  - ~ 39,000 homes with WW treatment
- Help DW and WW utilities become more efficient and sustainable
- Reduce levels of metals, sediment, or bacteria entering Tijuana River Watershed
**Goal 3: Materials Management and Clean Sites**

- Develop capacity to improve collection and recycling of e-waste, plastics, and trash
- Develop scrap tire pile prevention and recycling capacity
- Develop institutional capacity to clean up contaminated sites
- Continue to share information on border area hazardous waste facilities

**Goal 4: Improve Environment and Public Health through Chemical Safety**

(US Proposal)

- Minimize obsolete and unwanted agricultural chemicals along the border
- Reduce exposure to hazardous chemicals and asthma triggers
- Reduce exposure of farm workers and their families to pesticides
- Train health care personnel and promotoras on dealing with pesticide-related illnesses/poisonings
**Goal 5:**
Enhance Joint Preparedness for Environmental Response

- Update sister city joint contingency plans with risk identification and reduction of all hazards
- Facilitate easier transboundary movement of equipment and personnel
- Continue updating the U.S.-Mexico Joint Contingency Plan

**Goal 6:**
Compliance Assurance and Environmental Stewardship

- Improve information sharing between enforcement agencies on cross-border hazardous waste movement
- Use Toxics Release Inventory (US) and RETC (Mexico) annually to identify top emitters
- Provide training and information exchange on laws and regulations of respective countries
New U.S.-Mexico Environment Agreement Timeline

- **September/November 2011:** Public meetings and webinars throughout the border area
- **November 30, 2011:** End of public comment period
- **Spring 2012:** Develop response to comments
- **August 2012:** New binational agreement signed
- **Spring 2013:** First 2-year regional action plans in place

Public Comment Opportunities in the United States

- **Internet:** [www.epa.gov/Border2012](http://www.epa.gov/Border2012)
- **Email:** border2020.comments@epa.gov
- **Mail:** US Environmental Protection Agency
  Office of International and Tribal Affairs (MC-2650R) (Room 31137)
  1200 Pennsylvania Ave., N.W.
  Washington, DC 20460
- **Fax:** 202-565-2411
Comments/Questions?