MEETING NOTICE AND AGENDA

COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES
The Committee on Binational Regional Opportunities (COBRO) may take action on any item appearing on this agenda.

Tuesday, February 5, 2013

PLEASE NOTE CHANGE OF LOCATION

3:00 to 4:30 p.m.

Grand Hotel – Salón Las Californias
Boulevard Agua Caliente 4500
Col Aviación
Tijuana, Baja California c.p. 22420
Mexico

Staff Contact: Hector Vanegas
(619) 699-1972
Hector.Vanegas@sandag.org

Meeting hosted by

AGENDA HIGHLIGHTS

• PROPOSED THEME AND DATE OF THE 2013 SANDAG ANNUAL BINATIONAL EVENT
• CITY OF TECATE BORDER PROJECTS
• SAN DIEGO REGIONAL PLAN

MISSION STATEMENT
The Committee on Binational Regional Opportunities (COBRO) will advise the Borders Committee of the San Diego Association of Governments (SANDAG) concerning both short- and long-term binational related activities, issues, and actions; provide input regarding binational border-related planning and development; and identify ways to assist and coordinate with existing efforts in the binational area. The COBRO will serve as a working group to the SANDAG Borders Committee to facilitate a better understanding of the binational border-related issues and needs of the California-Baja California region.
Welcome to SANDAG! Members of the public may speak to the COBRO on any item at the time that the Committee is considering the item. Please complete a Speaker’s Slip which is located in the rear of the room and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications. Speakers are limited to three minutes. The COBRO may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under meetings on SANDAG’s Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two days prior to the COBRO meeting.
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<th>ITEM #</th>
<th>RECOMMENDATION</th>
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<td>1.</td>
<td>WELCOME AND INTRODUCTIONS</td>
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<td>+2.</td>
<td>SUMMARY OF MEETING</td>
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<td>Summary of the November 6, 2012, meeting.</td>
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<td>3.</td>
<td>PUBLIC COMMENTS/COMMUNICATIONS AND MEMBER COMMENTS</td>
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<tr>
<td>Members of the public shall have the opportunity to address the COBRO 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 COBRO coordinator prior to speaking. Public speakers should notify the COBRO coordinator if they have a handout for distribution to COBRO members. Public speakers are limited to three minutes or less per person. COBRO members also may provide information and announcements under this agenda item.</td>
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<tr>
<td>+4.</td>
<td>UPCOMING EVENTS</td>
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<td>e+5.</td>
<td>SANDAG BINATIONAL BORDER ACTIVITIES AND PROJECTS WITH PARTNER AGENCIES (Hector Vanegas, SANDAG)</td>
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<td>This report summarizes SANDAG’s activities that are focused on the border with the United States – Mexico. It includes work that is directly under SANDAG’s purview, reports produced through primary data gathered from partner agencies, and projects where SANDAG participates or contributes as a stakeholder.</td>
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<td>CHAIR’S REPORT (6)</td>
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<td>6.</td>
<td>PROPOSED THEME AND DATE OF THE 2013 SANDAG ANNUAL BINATIONAL EVENT (Chair Paul Ganster)</td>
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<td>Chair Paul Ganster will introduce this item and recommend that the 2013 annual binational event be held on Tuesday, June 4, 2013. As in past years, members can choose to form a task force to discuss and recommend a theme for the 2013 binational event.</td>
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REPORTS (7 and 8)

7. CITY OF TECATE BORDER PROJECTS
   (Gabriel Vazquez, City of Tecate, and Carlos Graizbord)
   INFORMATION

   This presentation will provide updates on the Cottonwood Creek and Tecate River rehabilitation program, and proposed land uses in the border area of Jacumé.

8. SAN DIEGO REGIONAL PLAN (Elisa Arias and Phil Trom, SANDAG)
   INFORMATION/DISCUSSION

   In May 2012, the SANDAG Board of Directors approved merging the Regional Comprehensive Plan update with the next Regional Transportation Plan/Sustainable Communities Strategy. This presentation will provide an overview of this process and solicit input in the development of the Regional Plan.

9. NEXT MEETING DATE AND LOCATION
   INFORMATION

   The sixth annual joint meeting of the Borders Committee, COBRO, and the City of Tijuana is scheduled for Friday, March 22, 2013, from 12:30 to 2:30 p.m., at SANDAG.

   The next regular meeting of the COBRO is scheduled for Tuesday, April 2, 2013, from 3:00 to 4:30 p.m., at SANDAG.

+ next to an item indicates an attachment

disponible en español/available in Spanish
1. **WELCOME AND INTRODUCTIONS**

The November 6, 2012, Committee on Binational Regional Opportunities (COBRO) meeting, was called to order by Chair Paul Ganster, Institute for Regional Studies of the Californias, San Diego State University (SDSU) at 3:15 p.m.

Members present were: Chair Paul Ganster, Institute for Regional Studies of the Californias at SDSU; Alberto Díaz and Juan Carlos Rivas, Consulate General of Mexico in San Diego; Past Chair Elsa Saxod, Saxod Enterprises/San Diego County Water Authority; Anthony Aguirre, Caltrans; Efraín Ibarra, South San Diego County Economic Development Council; Carolina Chávez and Daniela Villamor, City of Tijuana; Mayra Vazquez, City of San Diego; Dennis LaSalle, Consejo de Desarrollo Económico de Tijuana (CDT); Tito Alegría, El Colegio de la Frontera Norte (COLEF); Rodolfo Argote, Instituto Metropolitano de Planeación Tijuana (IMPLAN); Viviana Ibañez, Otay Mesa Chamber of Commerce; Nathan Owens, San Diego Dialogue; Christina Luhn, San Diego Regional Economic Development Corporation; Jason M-B Wells, San Ysidro Chamber of Commerce; Dave Fege, U.S. Environmental Protection Agency Border Liaison Office (U.S. EPA); Yolanda Walther Meade, Fundación Internacional de la Comunidad A.C.; James Clark, San Diego Regional Chamber of Commerce; Kirk Lanz, Border Trade Alliance (The BTA); and Richard Kiy, International Community Foundation (ICF).

SANDAG staff present were: Elisa Arias, Héctor Vanegas, Ron Saenz, and Freslinda Vera.

2. **SUMMARY OF MEETING**

A few corrections to the September 4, 2012, meeting minutes were suggested by attendees. Yolanda Walther Meade, Fundación Internacional de la Comunidad, A.C., pointed out that there were 700 thousand attendees at the Tijuana Innovadora 2010 event; and Alberto Díaz, Consulate General of Mexico in San Diego, indicated Juan Carlos Rivas and himself were incorrectly identified as representing the Consulate General of the United States in Tijuana instead of the Consulate General of Mexico in San Diego.

**Action:** Upon a motion by Jason M-B Wells, San Ysidro Chamber of Commerce, and a second by Past Chair Elsa Saxod, the COBRO unanimously approved the summaries of the June 5, and September 4, 2012, meetings.
3. PUBLIC COMMENTS/COMMUNICATIONS AND MEMBER COMMENTS

Miguel Aguirre, a business and property owner of the McDonald’s building adjacent to the Trolley station at San Ysidro, stated he considers the project the Metropolitan Transit System (MTS) is undertaking in that area will affect businesses and cause traffic congestion. His main concerns were that the new arrangements present a mismatch of operations between public transportation, pedestrian facilities, and business. He also considers there should be segregation of activities and more organization, and indicated that the solution offered by Greyhound was approved by MTS without the knowledge or consent of several stakeholders.

Mr. Aguirre added that a proposal included in the solution is the integration of commercial kiosks that have already been detrimental for businesses and public safety, since they’ve exacerbated the “wildcat situation,” in which pedestrians are harassed by cab service providers. He also considers the incorporation of Greyhound will compete with the current transportation services and businesses, and will cause a conflict of interests. In addition to this, Mr. Aguirre indicated that the new southbound pedestrian and vehicle crossing have worsened the overall situation.

Chair Paul Ganster informed attendees that the COBRO recommendations from the 2012 Binational Seminar were unanimously recommended to the SANDAG Board of Directors by the Borders Committee. He added that the Borders Committee meeting also included reports on the following three topics regarding the San Ysidro border: a preview of the San Ysidro Intermodal Transportation Center Study, which will include the Trolley and other public transportation modes; SANDAG’s concept for an Intermodal Transportation Center in Virginia Avenue, west of the San Ysidro Port of Entry (POE); and an Update on General Services Administration’s (GSA’s) San Ysidro Port of Entry Reconfiguration and Expansion Project.

Chair Paul Ganster extended an invitation to COBRO members to attend the Transportation Committee meeting on November 9 and the Board of Directors meeting on November 16, in which an action generated in the last Borders Committee meeting, will be presented to both committees.

Chair Paul Ganster added that at the next Borders Committee meeting a topic will be presented to discuss a SANDAG’s resolution for public-private partnerships for improvements or new border infrastructure projects at the border.

The Chair shared that he attended the Second Border Water Resources Summit: ‘Border Water Resources: Past, Present, and Future’ in September, convened by the International Boundary and Water Commission (IBWC). There were Mexican and U.S. sessions, held in Ciudad Juárez and El Paso. There were a great variety of water-related issues discussed such as global warming, population growth, and management of water resources across the border. He stated that the two commissioners are in negotiations for a new Minute for the Treaty of February 3, 1944, (Water Treaty for the “Utilization of Waters of the Colorado and Tijuana Rivers and of the Rio Grande”) that could enable a transborder watershed planning and management. He suggested that the 2013 Binational Seminar topic could focus on binational and watershed planning in our region, which would be appropriate given the circumstances and changes being made to the water treaty.
Jason M-B Wells stated that a long term solution to the transportation issues taking place at San Ysidro is the intermodal transportation center, aided with a northbound-southbound pedestrian crossing closer to Las Americas shopping center and Virginia Avenue as a replacement for the drop off area lost at Camiones Way, due to the San Ysidro POE remodeling. Mr. Wells added that even though the different involved agencies agree on the construction and implementation of the required changes, they are giving a 2015 dateline, which is currently being worked on and hopefully changed to 2013.

**Action:** This item was presented for information. No action was taken on this item.

**CONSENT (4)**

**+4. UPCOMING EVENTS**

Chair Ganster invited attendees to review upcoming events and meeting times that were included in the agenda packet.

**Action:** This item was presented for information. No action was taken on this item.

**REPORT ITEMS (5 through 9)**

**+5. BORDER 2020: UNITED STATES – MEXICO ENVIRONMENTAL PROGRAM**

(Dave Fege, U.S. EPA)

Dave Fege, U.S. Environmental Protection Agency (EPA), stated the purpose of his presentation was to give a quick overview of the process involved in the Border 2020 U.S.-Mexico Environmental Program signed in August of 2012, by the U.S. EPA and Mexico’s Secretariat for the Environment and Natural Resources (SEMARNAT in Spanish); built on the existing program called Border 2012. Even though U.S. EPA and SEMARNAT are the two agencies representing each country, it was a combination of a two-year process of binational collaboration with each of the ten border states, local agencies, the public, and other U.S.-Mexico federal agencies.

Dave Fege added that the U.S. Mexico border region is defined as a 100-mile area on both sides of the border, meaning that the entire county of San Diego is covered, and extends south into Mexico including Tijuana and Ensenada; which represents 14 million people who live in our U.S.-Mexico border region.

Dave Fege added there are many border environmental challenges that include poor air quality, inadequate and insufficient infrastructure (drinking water and wastewater); and improper management of hazardous and solid waste.

The Border 2020 program has many key elements, most carried from Border 2012 including an eight-year implementation through 2020. The program was built with input from regional workgroups and local task forces; and border wide policy forums. The program addresses six fundamental strategies: climate change resiliency, underserved communities, children’s health, environmental awareness and health; strengthening tribal, state, federal and international partnerships; and one new element which are the two-year action plans to account for resource and priority changes.
Mr. Fege explained that there are five Border 2020 goals, each with their own specific objectives, including regional and border wide.

Goal 1 involves reducing air pollution, with the main objectives of diminishing air pollution in selected air sheds, promoting energy efficiency and renewable energy, maintaining effective air quality monitoring networks and timely access to air quality data in selected air sheds, and trying to reduce vehicle emissions and identifying strategies to reduce idling at ports-of-entry.

Goal 2 includes improvement of access to clean and safe water, which involves reaching by 2015 an increase of homes connected to safe drinking water and wastewater (WW) treatment: 8,500 homes with drinking water and 39,000 homes with WW treatment; also help drinking water and wastewater utilities become more efficient and sustainable; and reduce binational surface water contamination in four priority watersheds (including the Tijuana River Watershed).

Goal 3 acts upon the promotion of materials management and waste management, and clean sites; which includes objectives such as develop capacity to improve collection and recycling of e-waste, plastics, and trash; develop institutional capacity to clean up contaminated sites; and continue to share information on border area hazardous waste facilities.

Goal 4 involves enhancing joint preparedness for environmental response, which includes an update of eight sister city joint contingency plans with the latest protocols and methodologies; facilitate easier transboundary movement of equipment and personnel; and continue updating the U.S.-Mexico joint Contingency Plan.

Finally, Goal 5 relates to the enhancement of compliance assurance and environmental stewardship, which involves the improvement of information sharing between enforcement agencies on cross-border hazardous waste movement; ongoing port-of-entry hazardous waste inspections; and binational workshops to improve understanding of each country's compliance and enforcement programs and tools.

Dave Fege explained that since funding is always a delicate issue, the best strategy has been trying to maximize the effectiveness and leverage of federal, state, and local resources with partners, seek input from key advisory committees such as the Good Neighbor Environmental Board and others, and maximize partnerships with existing binational institutions: U.S.-Mexico Border Health Commission, Border Environment Cooperation Commission, and the North American Development Bank (NADB).

Dave Fege added that the Border 2020 program identified a series of action plans, which will be published in January 2013; including priority actions that fulfill Border 2020 Goals and Objectives, highlight concrete activities, timeframes, outputs, and outcomes. It also includes U.S. or Mexico domestic activities that support the Goals and Objectives and provides Regional Workgroup Co-Chairs and Public with tools to assess progress.

In response to a question from Kirk Lanz, BTA, regarding funds used in Mexico, Dave Fege explained that the funding received may be used through NADB for projects outside the U.S. if they directly help meet the goals of Border 2020.
Alberto Díaz (Consulate General of Mexico) asked if the Border 2020 Program included an objective to increase or facilitate more research, regarding the impacts of border crossings and wait times. Dave Fege explained that some efforts have already been made, such as the research made by Jenny Quintana, with the installation of air quality monitors at the border to provide real time data. But when prioritizing the actions to be taken, it is a joint decision between agencies of the two countries in order to determine which projects will have the biggest impact.

Dave Fege also invited attendees to visit the online site (http://www.epa.gov/usmexicoborder/) where the complete Border 2020 Program information can be reviewed.

**+6. BINATIONAL SEAWATER DESALINATION FEASIBILITY STUDY: STATUS UPDATE (Halla Razak, San Diego County Water Authority)**

Halla Razak, San Diego County Water Authority, stated that the Binational Seawater Desalination project is the first attempt of its kind worldwide, since it is a Desalination Plant built jointly by two countries and with the purpose of serving both. It will also be the largest desalination plant in Mexico.

The idea surfaced in 2005, when a study was conducted to determine the best place to locate the plant; the site currently studied was the top location south of the border. In 2007 several stakeholders met in the U.S. to determine if Mexico was interested in partnering to do the project in which both countries could take advantage.

In order to determine if this was indeed the best site, they conducted a study that contained four phases: “Fatal flaw” review (completed in 2010); feasibility details, pilot work and preliminary design.

Halla Razak explained that the first phase’s purpose was to find any potential “fatal flaws.” The research to determine this involved data collection and field reconnaissance, site evaluation, water demand assessment and environmental and permitting issues.

During data collection and field reconnaissance they found that pilot project information was available thanks to previous efforts made in the area by other private sector desalination proposals. They also explored different alignment possibilities which showed some issues, but with the help of the State Commission of Public Services of Tijuana (CESPT) they were able to identify an alternative that could work for the potential site.

For the power supply investigations they found that an adequate power capacity exists at the Federal Commission of Electricity (CFE) plant nearby to power a 50 Million Gallons per Day (MGD) desalination plant and meet the conveyance/pumping requirement, and they determined that adequacy of power for a larger plant could be examined in Phase 2.

Halla Razak explained that regarding the environmental and permitting issues they found that requirements are very similar to those present in the U.S. These will depend on how the project is delivered and requires a complex potential array of considerations, but for the moment showed no fatal flaws.
The Phase 1 conclusions were that the U.S.-Mexico water demand is significant (over 50 MGD), for which the CESPT site is viable for a 25 or 50 MGD plant, maybe even larger is possible. They identified a promising alternative for pipeline alignment, and sufficient power available from CFE. Outreach issues were not examined because they were asked not to do it since this is a long term project.

Halla Razak stated that phase 2 work was completed by Mexico in 2012. They reviewed pipeline alignments from the plant to the San Diego County border connections, pipeline right-of-way, design parameters and costs. The research was funded with $180,000 from Mexico, and the final report was completed in June 2012.

Halla Razak shared that the Mexican consultant evaluated three pipeline alignments from Playas de Rosarito to San Diego County. The consultant conducted a broad analysis of each alignment alternative, in which he made a field inspection. The field inspection included an analysis of topographic and geologic features, rights-of-way, existing infrastructure, environmental constraints, traffic and social impacts; design flows, hydraulic analysis, and pipe sizing and materials.

The conclusions of the pipeline alignment study were that for the U.S. water supply, the best alignment option is dependent upon the selected U.S. delivery point: The coastal alternative is best for a delivery point near the binational wastewater treatment plant, and the Tijuana-Rosarito Corridor alternative is best for the delivery point near the emergency Tijuana connection.

Halla Razak concluded explaining that for next steps Mexico has budgeted $400,000 to study environmental impacts of the plant in 2013. In addition, U.S. agencies have deferred funding phase 2 work pending the results of binational minute discussions.

Chair Paul Ganster asked if in the study they had already considered the indirect reuse of potable water from San Antonio de los Buenos as an alternative to sea water desalination. Halla Razak explained that the Mexican agencies were interested in desalination, and even though there had been talks about the possibility of reuse of water for agricultural purposes especially in the Guadalupe Valley, at this time they were not ready for indirect potable water reuse.

Chair Paul Ganster also made an inquiry regarding the energy cost of bringing water from the Colorado River versus building the desalination plant. Halla Razak explained that all of the possibilities and cost-benefit analysis are being taken into consideration, and will be a determinant argument when the time comes to determine if they will make a partnership to build the project or if Mexico will do it on their own.

Halla Razak also explained that the reason Mexico approached the U.S. with the project, is because a bigger facility could be built jointly for a lesser cost for both countries. In this case, a special arrangement would be made when the time comes to determine how much equity each country would have to provide and the benefits both will have.

In response to Tito Alegría’s inquiry regarding the rise in price for consumers in comparison with the current price for water, Ms. Razak stated that in the studies that have been made in the San Diego region for other desalination plants, it has been estimated it would be a $5 per month increase per family. Dennis LaSalle added that in the examples seen in the Baja California peninsula, the price of a cubic meter of water is around $1, given that CONAGUA subsidizes water by 40 percent.
Chair Paul Ganster stated that this project and planning is an important part for achieving water security, since a large facility can provide different options to the current vulnerability to natural disasters that existing water facilities have.

Richard Kiy (ICF) asked about the efforts made, if any, regarding water conservation given the high estimation of volumes for water needed. Halla Razak explained that there are plenty of efforts regarding the subject, mostly those efforts have been focused on agricultural areas and they are trying to transfer part of it to urban areas. Ms. Razak added that the project was only at the feasibility study stage.

Hector Vanegas stated that the prior week there was an article published regarding the transition team for the elected president of Mexico, Enrique Peña Nieto, in which a position on water management was proposed. Mr. Vanegas added the team will implement the Israeli experience on desalination of water along the Baja California peninsula, in which they referred to a desalination plant in La Paz.

Past Chair Elsa Saxod, explained that even though water conservation is extremely important, they need to have plans in order to come up with a solution for the growing problem. Currently talks mention a water shortage for 2026, and with projects as the Desalination Plant taking approximately ten years to be built, it is urgent to start making decisions regarding a strategy to be taken.

To conclude, Chair Paul Ganster thanked Freslinda Vera for her work as the Borders Program team intern for the past year, specifically for her help at COBRO.

7. CITY OF TECATE BORDER PROJECTS
   (Gabriel Vazquez, City of Tecate; and Carlos Graizbord)

This item was postponed for a future meeting.

8. NEXT MEETING DATE AND LOCATION

The next meeting of the COBRO is scheduled for Tuesday, February 5, 2013, from 3:00 to 4:30 p.m., at SANDAG. Chair Paul Ganster adjourned the meeting at 4:37 p.m.
UPCOMING EVENTS

WHAT: Trans-Border Institute Media Roundtable
USD Trans-Border Institute
WHEN: January 31, 2013
WHERE: USD Institute for Peace & Justice, Manchester Boardroom
MORE INFO: (619) 260-4166 or transborder@sandiego.edu

WHAT: Rethinking Indigenous Domination and Territorial Conflicts in Oaxaca
Center for U.S.-Mexican Studies, UCSD
WHEN: February 6, 2013
WHERE: Institute of the Americas at UCSD
MORE INFO: http://usmex.ucsd.edu/news-events/events/

WHAT: Border Conference on U.S.-Mexico Competitiveness Agenda
Institute of the Americas
WHEN: February 14, 2013
WHERE: Institute of the Americas at UCSD
MORE INFO: Chandler Martin at (858) 453-5560 Ext. 122 or www.iamericas.org

WHAT: Political Trampolines: the Alianza de Camioneros and the Logic of PRI Corporatism in 20th-Century Mexico
Center for U.S.-Mexican Studies, UCSD
WHEN: February 20, 2013
WHERE: Institute of the Americas at UCSD
MORE INFO: http://usmex.ucsd.edu/news-events/events/

WHAT: China-Latin America Trade on the Pacific Rim: Opportunities in a New Economic Era
Institute of the Americas
WHEN: February 20, 2013
WHERE: Los Angeles, CA
MORE INFO: Lynne Walker at (858) 453-5560 Ext. 128 or www.iamericas.org
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<th>WHAT: Beyond the Border Buildup: Security and Migrants Along the U.S.-Mexico Border</th>
<th>Center for U.S.-Mexican Studies, UCSD</th>
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<tr>
<td>WHERE: Institute of the Americas at UCSD</td>
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<td>MORE INFO: <a href="http://usmex.ucsd.edu/news-events/events/">usmex.ucsd.edu/news-events/events/</a></td>
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<th>WHAT: The Border, Ports and Trade: Southern California and Global Markets</th>
<th>The San Diego Center for International Trade Development</th>
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<td>WHEN: February 21, 2013</td>
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<td>WHERE: Holiday Inn on the Bay</td>
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<td>MORE INFO: (619) 482-6393 or <a href="http://www.sandiegocitd.org/bpt">www.sandiegocitd.org/bpt</a></td>
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<th>WHAT: Collective Remittances and the Program 3x1 for Migrants in Mexico</th>
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<th>WHAT: Border Film Week</th>
<th>USD Trans-Border Institute</th>
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<td>WHEN: March 4, 2013</td>
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<td>WHERE: USD Institute for Peace &amp; Justice Theatre</td>
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<td>MORE INFO: (619) 260-4166 or <a href="mailto:transborder@sandiego.edu">transborder@sandiego.edu</a></td>
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<th>WHAT: Reconfiguring Urban Space: Youth Activism and Cultural Production in Oaxaca, Mexico</th>
<th>Center for U.S.-Mexican Studies, UCSD</th>
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<td>WHEN: March 6, 2013</td>
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<th>WHAT: Between Traditions and Contemporaneity: The Nahuas' Ritualistic Performances with Mountains and the Devil</th>
<th>Center for U.S.-Mexican Studies, UCSD</th>
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<td>MORE INFO: <a href="http://usmex.ucsd.edu/news-events/events/">usmex.ucsd.edu/news-events/events/</a></td>
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<th>WHAT: San Diego/Baja California Mission to Mexico VIII</th>
<th>Mexico Business Center-San Diego Regional Chamber of Commerce</th>
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<td>WHEN: April 15-18, 2013</td>
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<td>WHERE: Mexico City</td>
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<td>MORE INFO: James Clark at (619) 544-1376 or <a href="mailto:JClark@sdchamber.org">JClark@sdchamber.org</a></td>
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Key Staff Contact: Hector Vanegas, (619) 699-1972, Hector.Vanegas@sandag.org
San Diego Association of Governments

COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES

February 5, 2013

AGENDA ITEM NO.: 5

Action Requested: INFORMATION

SANDAG BINATIONAL BORDER ACTIVITIES AND PROJECTS WITH File Number 3400200
PARTNER AGENCIES

Introduction

Planning in the San Diego region was traditionally considered as bounded by San Diego County. However, over the years, our perceived borders have expanded. SANDAG recognizes that the San Diego region has close ties to its neighboring counties, tribal reservations, and the Republic of Mexico. The region’s distinct characteristics present a variety of opportunities and challenges for planning and coordination along our binational and interregional borders. How our region grows inevitably impacts those around us, just as growth around us impacts our region. This report summarizes SANDAG’s activities that are focused on work related to the United States-Mexico border. It includes work that is directly under SANDAG’s purview, reports produced utilizing primary data from partner agencies, and projects where SANDAG participates or contributes as a stakeholder.

Border Activities Under SANDAG’s Purview

SANDAG Borders Committee

On November 16, 2001, SANDAG’s Board of Directors authorized the creation of the Borders Committee as one of the Policy Advisory Committees of its newly reorganized structure. The Borders Committee membership consists of representatives and alternates from the cities of each sub-region in the San Diego region and the advisory members needed to fulfill its mission. Senate Bill 1703 (SB 1703) enacted on January 1, 2003, reaffirmed the creation of the Borders Committee, including a representative from the County of Imperial. Mexico is represented by the Consulate General of Mexico in San Diego. The Borders Committee meets at 12:30 p.m., on the fourth Friday of every month, at SANDAG. More information is available at sandag.org.

SANDAG Committee on Binational Regional Opportunities

The Committee on Binational Regional Opportunities (COBRO) was formally established in 1996 as a Policy Advisory Committee to the SANDAG Board of Directors. In 2002, COBRO began serving as a working group to the SANDAG Borders Committee in order to facilitate a better understanding of binational border-related issues and needs of the California-Baja California region. COBRO meets approximately six times a year at 3 p.m., at SANDAG on the first Tuesday of predetermined months. Usually, one meeting a year is held in Baja California. More information is available at sandag.org.
Policies and the SANDAG Legislative Program

The SANDAG Legislative Program is approved by the Board of Directors on an annual basis. The program includes the agency’s legislative policies and sets priorities for possible federal and state legislation and local activities for the calendar year. As part of the Legislative Program, the Board also approves a list of transportation projects for funding consideration during the annual federal appropriations process. The following goals focus on infrastructure projects on the U.S.-Mexico border:

- **1A -** Work with federal, state, and local stakeholders to implement Moving Ahead for Progress in the 21st Century (MAP-21), including appropriate funding levels, goods movement and border programs, transit investment and reforms, process improvements (including streamlined environmental processes), non-motorized transportation, and tribal transportation planning. (2007, 2012).

- **6A -** Pursue efforts that address border transportation infrastructure needs consistent with the Regional Transportation Plan, Regional Comprehensive Plan, and California-Baja California Border Master Plan. (2012).

Most recently, on December 21, 2012, the Board of Directors approved Resolution No. 2013-12 requesting that various federal agencies, specifically, the U.S. Department of Homeland Security and the U.S. General Services Administration, consider joint efforts with local governments and private industry to finance and build new border crossing infrastructure. (December 21, 2012, Board of Directors meeting, Agenda Item No. 6, at sandag.org).

SANDAG Annual Binational Event

Every year since 1997, SANDAG has organized a Binational Conference to address a variety of border related issues. COBRO is tasked to support the preparation and organization of this annual event. These binational events have included a wide range of topics, from water and energy supply and crossborder climate change to border wait times and homeland security issues. The purpose of these events has been to bring together stakeholders from both sides of the border, to address these issues, seek out solutions, and identify opportunities. Outcomes from the annual events are discussed by COBRO and presented to the Borders Committee and the SANDAG Board of Directors as possible recommendations for follow up actions. More information on these events is available at sandag.org/binationalevent.

San Diego Regional Plan - Public Involvement Plan

The future growth and development of the San Diego region is currently guided by two primary long-range planning documents: the Regional Comprehensive Plan (RCP) adopted in 2004 and the 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) adopted in 2011. In May 2012, the SANDAG Board of Directors approved merging the RCP update with the next RTP/SCS. Combining these two major planning efforts will give citizens a single, easily accessible document that includes an overall vision for the San Diego region and an implementation program to make that vision a reality. In addition, the consolidation will enhance public participation opportunities, as well as save staff time and resources. This new plan will include a White Paper focusing on binational issues.
A comprehensive and innovative draft Public Involvement Plan (PIP) to support the development of the regional plan has been released for a 30-day review and comment period through February 7, 2012. Among various public engagement techniques, the PIP includes a tribal consultation plan and a process to engage low-income and minority populations through a network of community-based organizations. Furthermore, the plan will include a series of public workshops, use of social media, visualizations, and other means for involving the public and receiving input. More information, including the summary from the regional plan public workshop held on October 19, 2012, is available at sandag.org/regionalplan.

Otay Mesa - Mesa de Otay Binational Corridor Strategic Plan

The binational border planning vision found in the RCP is a key element of the Otay Mesa- Mesa de Otay Binational Corridor Strategic Plan (Strategic Plan). The RCP calls for the creation of a partnership with Mexico to address binational border planning issues with a focus on transportation and infrastructure, energy and water, homeland security, and the environment. Following this direction, the Strategic Plan was prepared to serve as a tool to achieve a more effective binational collaboration and planning between the San Diego region and Tijuana, Baja California. The Strategic Plan was approved by both the SANDAG Board of Directors and the City of Tijuana in 2007. Every year since 2007, SANDAG holds Joint Meetings of the Borders Committee, the Committee on Binational Regional Opportunities (COBRO), and the City of Tijuana to hear progress made on the Strategic Plan. For more information visit the project website at sandag.org/otaymesa.

Future Otay Mesa East Port of Entry and State Route 11

SANDAG and Caltrans, along with a number of key local, state, and federal agencies in the United States and Mexico, are executing an aggressive plan to self-finance a new border crossing in the San Diego/Baja California region. Annually, $54 billion worth of goods move across the region’s borders, and delays regularly exceed two hours. To sustain vibrant and effective commercial cross border activities, this diverse group of partners is creating a new port of entry (POE) and connecting state highway.

The State Route 11 (SR 11)/Otay Mesa East POE project reached an important milestone in September 2012 when the Record of Decision (ROD) was issued by the Federal Highway Administration (FHWA) for the project’s Tier 2 Environmental Impact Statement/Environmental Impact Report (EIS/EIR) clearing the way for the project to proceed to construction once other necessary studies are completed and project funding is secured.

Segment 1 of the project is now moving forward to the design phase. Segment 1 design is scheduled for completion in mid-2013 (Attachment 1). Caltrans is also moving forward with the appraisals of right-of-way needed for the acquisition process for Segment 1 of the project. Right-of-way certification is anticipated for completion in mid-2013 and the award of a construction contract is anticipated in July 2013.

Additionally, a Traffic & Revenue (T&R) Study for the toll facility must be developed as part of the project. This study, expected to be complete in early 2013, will provide an estimate of the revenue-generating capacity of the project, providing extensive data to the investment community detailing the financial feasibility of the project. For more information visit the project Web site at sandag.org/sr11.
San Ysidro Intermodal Transportation Center Study

Planning is underway to redesign and expand the San Ysidro Intermodal Transportation Center (SYITC), which currently supports more than 22,000 daily transit boardings and arrivals. The San Diego Trolley and local buses provide public transit access to and from the border station.

SANDAG and the City of San Diego—in partnership with Caltrans, the Metropolitan Transit System (MTS), other agencies, and community members—have bigger plans than just improving efficiency and the transit customer experience. They are working to make the SYITC an iconic development and welcoming gateway to California that complements massive border crossing improvements underway. Done with care and significant community input, the project will provide economic benefits for the region as a whole. For project information and updates visit sandag.org/syitc.

Virginia Avenue Intermodal Transportation Center Concept

Currently, the San Ysidro POE is undergoing a major expansion project, in three phases, to increase its capacity. As part of the project, in September 2012, the southbound pedestrian crossing was relocated to the eastern side of the POE, and a future new bi-directional pedestrian crossing facility is planned at Virginia Avenue. SANDAG, Caltrans, the City of San Diego, and MTS developed alternatives and presented to the U.S. General Services Administration (GSA) a concept for new Intermodal Transportation Center (ITC) that would be located at Virginia Avenue. For more information on the Virginia Avenue ITC concept see the November 16, 2012, Board of Directors meeting, Agenda Item No. 11 at sandag.org.

San Ysidro Freight Rail Yard Improvement Project

This project will replace aging rail infrastructure, expand, and reconfigure the facility’s existing footprint to increase freight capacity and efficiency. The improvements will provide more opportunities for cargo transfer and eliminate some truck trips on freeways in the region. This project will construct two new track extensions and reconfigure the tracks within the rail yard to provide additional storage capacity and the ability to switch rail cars outside of the constrained operating windows without interrupting the San Diego Trolley service operated by MTS. The project also will improve access and circulation by building a new truck access road; a new one-way, entrance-only driveway on East Beyer Boulevard; and more offloading areas within the rail yard. Additionally, the project will include drainage improvements to alleviate flooding and sediment build-up. More information is available at KeepSanDiegoMoving.com/SanYsidroRailYard.

South Bay Bus Rapid Transit

The South Bay Bus Rapid Transit (BRT) Project will offer passenger high-quality transit that is fast-frequent, and comfortable. The project will provide new upgrades vehicles and enhanced stations resulting in a premium transit service. The 12 stations’ architectural design will reflect the surrounding community’s character, and will serve major activity centers in downtown San Diego and the South Bay, including offices, shopping, recreational facilities, residential communities, and park-and-ride lots, as well as the Otay Mesa POE on the border with Mexico. The South Bay BRT is expected to go into service in mid-2015. More information is available at sandag.org.
Border Health Equity Transportation Study

The upcoming Border Health Equity Transportation Study, commencing in March 2013, will develop a model to bring together existing studies under the umbrella of public health in order to provide health outcomes analysis and recommendations to impact decision-making. The study will assess the health impacts and benefits of providing active transportation facilities and access to public transit to and from the San Ysidro border. It will also serve as a model for other border analyses and for jurisdictions with similar issues. Overall objectives of this project are: (1) Utilize the Health Impact Assessment (HIA) method to engage low-income, minority, youth, and other under-represented populations surrounding the San Ysidro border crossing on transportation related issues, (2) Capitalize on existing air quality, social equity, economics, travel time, and access to medical services research in order to identify health disparities and to mitigate impacts from existing projects in the study area, and (3) Integrate health considerations into the project decision-making process to highlight the benefits of active transportation and public transit enhancements on human and environmental health. SANDAG with the assistance of consultant services will perform this work and is anticipated to be completed by February 2015.

Border Projects that Gather Information from Partner Agencies

INEGI 2010 Census Geodatabase

SANDAG worked with Tijuana’s Metropolitan Planning Institute (IMPLAN Tijuana) to consolidate information contained in two INEGI (Mexico’s National Institute of Statistics and Geographic Information) GIS datasets that contain geographic files that describe the location and attributes of civil infrastructure and administrative boundaries across zones in Tijuana, Tecate, and Playas de Rosarito, Baja California. Multiple files for every data category (type of infrastructure or boundary) across zones were merged into a single file (feature class) in a single geodatabase for ease of data management and use. Metadata (information describing the data) was added to each dataset and merged feature class. INEGI also provided two gridded elevation datasets. One dataset represents the elevation of constructed surfaces and the other represents natural terrain only.

San Diego – Baja California Border Crossings and Trade Statistics

Every year, COBRO agendas include summaries of border crossings and trade statistics at the San Diego - Baja California land POEs starting in 1998. Data is gathered from the U.S. Department of Transportation’s Research and Innovative Technology Administration (RITA), based on data from the U.S. Department of Homeland Security, U.S. Customs and Border Protection (CBP), and is presented in two main categories: vehicles (private vehicles, buses, and trucks) and individuals (pedestrians and passengers in vehicles). For trade statistics the two main categories are trade carried by trucks and by rail. For more information on border crossings and trade statistics see the September 4, 2012, COBRO meeting, Agenda Item No.9 at sandag.org.
Report on Ports of Entry Infrastructure Projects

The San Diego region has three land POEs: San Ysidro, Otay Mesa, and Tecate, while a fourth is planned at Otay Mesa East. The San Ysidro Land POE is the world’s busiest international border crossing, while the Otay Mesa POE is the main commercial gateway for international trade between California and Mexico. This periodic update provides an overview of the existing conditions at these POEs and planned modernization and construction projects. Its brief synopsis is intended to serve as a quick reference for future points of discussion. Detailed information can be accessed through project lead agencies identified in this report.

Border Wait Times

In 2006, SANDAG and Caltrans developed a model to Estimate Economic Impacts of Border Wait Times in the San Diego - Baja California POEs. This study was updated in 2007 and results are available at sandag.org/bwt. Currently, SANDAG is working on a new set of heat maps of border wait times for the Otay Mesa and San Ysidro POEs passenger vehicle crossings, which would be updated monthly. The border wait time data is collected from the CBP Web site. This data will support SANDAG’s modeling efforts on border crossings.

Calendar of Events

SANDAG provides a list of upcoming relevant binational events included in the bi-monthly COBRO agenda. This is a standing item and is one of the few resources that provide a comprehensive list of monthly binational events announced in the border region. For more information on the calendar of binational events see COBRO meetings, Agenda Item No. 4 at sandag.org.

Border Projects where SANDAG Participates or Contributes as Stakeholder

California - Baja California Border Master Plan (2008 & Update)

The California - Baja California Border Master Plan is a comprehensive binational effort designed to coordinate planning and delivery of projects at land POEs and transportation infrastructure serving those POEs. The California - Baja California Border Master Plan was commissioned by the U.S.-Mexico Joint Working Committee (JWC) to the California Department of Transportation (Caltrans), and the Secretariat of Infrastructure and Urban Development of Baja California (SIDUE). The SANDAG Service Bureau serves as the consultant for the update of this project.

More information is available at:
Collaboration with Border Stakeholders

SANDAG staff participates at the U.S. GSA Community Representatives Committee (CRC) and the Government Liaison Group (GLG) for the San Ysidro POE Reconfiguration and Expansion Project. Staff also participates at meetings of the CBP Port Working Group and Cargo Working Group. Other meetings include participation on the Board of Directors of the South San Diego County Economic Development Council, and the Smart Border Coalition of the San Diego Regional Chamber of Commerce.

IMPLAN Advisory Board and PEM

Since 2008, SANDAG participates as advisory member of the City of Tijuana Metropolitan Planning Institute (IMPLAN)’s Governing Board. In this role, SANDAG assisted in the preparation of the Tijuana, Tecate, and Playas de Rosarito Metropolitan Strategic Plan (PEM in Spanish), coordinating the binational work table. In 2013, IMPLAN’s Governing Board will be addressing issues related to the second phase of the PEM.

Binational Planning Contacts Guide

The Binational Planning Contacts Guide for the San Diego – Baja California Region consists of a list of local, state, federal, and binational groups, U.S. and Mexican Agencies, financial Institutions, and U.S. legislators. In preparing the Binational Planning Contacts Guide for the San Diego – Baja California Region, the key planning areas of the Borders Chapter described in the RCP were considered, including: access to jobs and housing; transportation; energy and water supply; environment; economic development; and homeland security.

Bike to Work Day and Tijuaneando-en-BiCi

Organized by the SANDAG iCommute program and several sponsors, the San Diego Bike to Work Day offers, among several amenities and activities, pit stops - places where bicyclists can stop to reenergize while they are on the road. Since 2011, a pit stop was up in the San Ysidro Trolley Station to serve bikers in the area and those crossing the border. In the spirit of the Bike to Work Day celebration, the City of Tijuana also promotes bike mobility and healthier transportation on this same date through the program “Tijuaneando en BiCi” that in the past two years has included bike rides on different bike paths throughout the city, and a border crossing event at the San Ysidro POE.

Attachment: 1. Project Segmentation – SR 11/Otay Mesa East Port of Entry

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

SR 11/Otay Mesa East Port of Entry
In May 2012, the SANDAG Board of Directors approved merging the Regional Comprehensive Plan update with the next Regional Transportation Plan/Sustainable Communities Strategy. This presentation will provide an overview of this process and solicit input in the development of the Regional Plan.

Please note that the attachments included in the September 28, 2012, Board of Directors meeting have been revised and are included in this agenda.

Attachment: 1. Board of Directors, September 28, 2012, Agenda Item No. 12-09-18A (with revised Attachments 1-3)

Key Staff Contact: Hector Vanegas, (619) 699-1972, Hector.Vanegas@sandag.org
2050 REGIONAL PLAN: DRAFT WORK PROGRAM AND SCHEDULE

Introduction

The adoption of the 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS) in October 2011 represented a major milestone for the San Diego region in planning for its transportation future – and in connecting that future to major land use changes that have been put in place by the jurisdictions since the adoption of the Regional Comprehensive Plan (RCP) in 2004. In recognition of this, in May 2012, the Board of Directors approved merging the RCP update with the next RTP/SCS. Combining these two major planning efforts will give citizens a single, easily accessible document that includes an overall vision for the San Diego region, as well as a concrete implementation program for a large portion of that vision.

Based on the Board’s action, staff has prepared a draft work program and schedule for the combined Regional Plan planned for adoption in July 2015. The draft work program was presented to the Regional Planning and Transportation Committees at their joint meeting held on September 7, 2012. It also will be presented to the Borders Committee. Presentations to the various SANDAG working groups and community-based organizations are under way. The Board of Directors is asked to discuss and provide input on the draft work program.

Discussion

2050 Regional Plan Work Program: Key Inputs and Components

The RCP and current 2050 RTP/SCS were adopted in 2004 and 2011, respectively. Federal law requires that SANDAG prepare a long-range transportation plan and make an air quality conformity determination every four years. SANDAG staff has developed a detailed work program and schedule for the 2050 Regional Plan that incorporates a variety of planning efforts. In accordance with state and federal guidelines, the 2050 Regional Plan is scheduled for adoption by the Board of Directors in July 2015. The draft 2050 Regional Plan Work Program and Schedule are included as Attachments 1 and 2, respectively. A number of key inputs and components that will shape the development of a 2050 Regional Plan are highlighted below.

2050 Regional Growth Forecast (Series 13) and Model Enhancements

Work is already under way to produce the 2050 Regional Growth Forecast update, which will be used in the preparation of the 2050 Regional Plan. The expected completion of the draft Series 13 Regional Growth Forecast is June 2013. A number of model enhancements are under way to support regional planning activities. A new activity-based model (ABM) is under development and is
expected to be completed by early 2013. New components will be included in the ABM to better assess the benefits of active transportation, and transportation demand and system management strategies. A new commercial vehicle model also will be incorporated in the ABM. Finally, a new land use model has been developed and will be integrated into the ABM in FY 2013.

Prior Commitments

The 2050 RTP/SCS included several implementation actions and commitments. Work is already under way to complete these commitments, and outcomes from these efforts will be included in the development of the Regional Plan. These include:

- Alternative Land Use and Transportation Scenarios that could further reduce greenhouse gas emissions, including potential parking strategies
- Regional Transit-Oriented Development Strategy, including a comprehensive update to the Smart Growth Concept Map
- Regional Complete Streets Policy
- Safe Routes to Transit Strategy
- Active Transportation Early Action Program (EAP)
- Bicycle Plan EAP

Policy Area/Technical Updates

The growing connection between land use and transportation in our region and throughout the state and the nation has brought to the forefront several traditional and emerging planning themes. Policy discussions and strategies will be evaluated as part of the development of the Regional Plan as well as updating the necessary technical data in several areas including:

- Public Health
- Land Use, Regional Growth, and Urban Form
- Healthy Environment
- Infrastructure/Public Facilities
- Housing
- Social Equity and Environmental Justice
- Economic Strategies
- Binational, Tribal, Interregional, and Military

Other Key 2050 Regional Plan Tasks

Other major tasks include updates to the project evaluation criteria and plan performance measures, economic analysis, social equity and environmental justice analysis, updated revenue projections, revised cost estimates for projects and services, evaluation of transportation and land use scenarios leading to the selection by the Board of a preferred scenario and its phasing through 2050. The results of related work efforts such as the high-speed rail planning and corridor or subregional studies will be considered in the Regional Plan development.
Regional Plan Public Involvement Plan

SANDAG regularly involves the public in regional planning efforts. A comprehensive public involvement plan (PIP) is being prepared to help develop the 2050 Regional Plan (Agenda Item No. 18B). Additional plans to be developed include a tribal consultation plan and a process to engage low-income and minority populations through community-based organizations. Additionally, there will be a series of public workshops, use of social media, visualizations, and other means for involving the public and receiving input on the work products and draft 2050 Regional Plan. The Board of Directors will be asked to adopt the PIP in late 2012.

2050 Regional Plan Environmental Impact Report (EIR)

The EIR for the 2050 Regional Plan requires analysis beyond what has been included in previous RTP EIRs. A programmatic EIR would collectively cover the topics of the entire Regional Plan. It is expected that the Notice of Preparation for the EIR would be released in late 2012.

2050 Regional Plan Proposed Roles and Responsibilities

A number of Policy Advisory Committees will provide oversight and policy direction during the development of the 2050 Regional Plan. Several working groups also will provide input throughout the preparation of the plan, including the region’s public works directors and planning directors, who are represented in the Cities/County Transportation Advisory Committee and Regional Planning Technical Working Group, respectively. The San Diego Region Conformity Working Group will be consulted on the development of the air quality conformity analysis. Additionally, staff will make sure that key elements of the 2050 Regional Plan development are brought to the Tribal Transportation Working Group to allow for substantive feedback and input. Finally, the TransNet Independent Taxpayer Oversight Committee’s responsibilities include participating in the ongoing refinement of the SANDAG transportation system performance measurement process and the evaluation criteria for transportation projects. Attachment 3 outlines the proposed roles and responsibilities of the working groups, Policy Advisory Committees, and the Board related to the development of the 2050 Regional Plan.

Next Steps

Feedback from Policy Advisory Committees, working groups, community-based organizations, and other stakeholders will be incorporated into a revised work program, which will be presented to the Board of Directors later this year.

GARY L. GALLEGOS
Executive Director

Attachments: 1. 2050 Regional Plan Draft Work Program
   2. 2050 Regional Plan Draft Schedule
   3. Proposed Roles and Responsibilities for Working Groups and Policy Committees

Key Staff Contact: Elisa Arias, (619) 699-1936, Elisa.Arias@sandag.org
2050 REGIONAL PLAN DRAFT WORK PROGRAM

1. Develop Regional Plan Work Program
   • Review work program with core working groups, Policy Advisory Committees, and Board of Directors

2. Establish Regional Plan Vision, Goals and Policy Objectives
   • Review existing Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP) documents
   • Monitor and incorporate new transportation act/bill provisions and other legislation, including Senate Bill (SB) 375 (as needed)
   • Monitor and incorporate updated California Transportation Commission RTP Guidelines (as needed)
   • Monitor and incorporate new federal transportation bill (Moving Ahead for Progress in the 21st Century or MAP-21) implementation guidelines (as needed)

3. Engage in Public Outreach and Involvement
   • Establish education and marketing plan for the Regional Plan
   • Set up 2050 Regional Plan Project Web site and maintain throughout its development and adoption
   • Issue request for proposals and contract with community based organizations to engage low income and minority populations in the planning process
   • Develop Public Involvement Plan (PIP) and Tribal Consultation Plan that meets federal transportation bill requirements and SB 375
   • Schedule events and develop outreach products
   • Conduct subregional workshops (3) on Draft 2050 Regional Plan
   • Conduct public hearings (2) on Draft 2050 Regional Plan
   • Analyze ongoing feedback and respond to comments received online, phone, e-mail, etc.

4. Finalize Prior Planning Commitments from the 2050 RTP/SCS
   • Regional Transit Oriented Development Policy
   • Regional Complete Streets Policy
   • Active Transportation Implementation Strategy
     o Bike Early Action Program
     o Safe Routes to School
     o Safe Routes to Transit
   • Travel Demand Model Enhancements
• Alternative Land Use and Transportation Scenarios and Greenhouse Gas (GHG) Emissions Target Setting
  o Create and test alternative land use and transportation scenarios to further reduce GHG emissions after 2035 beyond the reductions achieved in the 2050 RTP/SCS
  o Conduct public workshops including visualizations for select alternative land use and transportation scenarios
  o Use the scenarios to assist with the next target setting process with the California Air Resources Board (CARB)

5. Prepare 2050 Regional Growth Forecast Update (Series 13)
• Collect land use inputs including general plan, zoning, and permitted projects (i.e. “site spec”)
• Develop regionwide growth projections (population, housing, jobs, and other economic and demographic variables)
• Generate new subregional Growth Forecast (population, housing, jobs, land use)
• Review results with local jurisdictions and other land use authorities
• Finalize 2050 Regional Growth Forecast Update

6. Refine and Develop Regional Plan Policy Areas
• Public Health
• Land Use, Regional Growth, Urban Form and Housing
• Healthy Environment including habitat, energy, climate change, climate adaptation, etc.
• Infrastructure/Public Facilities, including water supply, wastewater, storm water, solid waste, and access to educational facilities
• Social Equity and Environmental Justice
• Economic Strategies
• Borders (Binational, Tribal, and Interregional)
• Military
• Transportation

7. Incorporate Recommendations from Regional/Corridor/Subregional Studies into Development of Transportation Networks
• Studies include the Feasibility Assessment of Trucks on Managed Lanes, Regional Transit Oriented Development Strategies, Active Transportation Early Action Program, Bike Early Action Program, Safe Routes to Transit, Safe Routes to School Strategic Plan, State Route 78 Corridor Study, San Ysidro Intermodal Transit Center Strategy, Transit Plan Advanced Planning, Transportation Demand Management studies/strategies, Transportation Systems Management studies/strategies, etc. (as needed)
8. Develop Sustainable Communities Strategy (SCS) and Alternative Planning Strategy (APS) (if needed)
   - Conduct workshop for SB 375 Implementation/Greenhouse Gases (GHG) Regional Targets/SCS development
   - Information meeting(s) with elected officials to obtain input on SCS
   - Develop draft SCS
   - Generate alternative(s) land use/transportation scenario for an APS (if needed)
   - Develop draft APS if the SCS does not meet the regional GHG targets (if needed)

9. Update Revenue and Cost Projections for Projects and Services
   - Develop or revise cost estimates for all Unconstrained highway and transit projects, including operations and maintenance, transportation demand management and system management projects and programs, goods movement projects, regional rail grade separation projects, and active transportation projects and programs based on requirements from federal transportation bill
   - Incorporate revised cost estimates for local streets and roads projects provided by the local jurisdictions
   - Develop initial revenue projections for the various local, state, and federal revenue sources for the financial scenarios
   - Refine and finalize initial revenue projections and cost estimates for the Revenue Constrained scenario

10. Update Regional Arterial System (as needed)

11. Update Airport Multimodal and Rail Planning
    - Incorporate recommendations from the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency Corridorwide Strategic Implementation Plan
    - Incorporate recommendations from the California High Speed Rail Program Revised 2012 Business Plan

12. Update Transportation Project Evaluation Criteria
    - Re-evaluate and update criteria with a focus on Regional Plan goals and policy objectives

13. Update Performance Measures for Regional Plan
    - Re-evaluate and update performance measures to be consistent with 2050 Regional Plan goals and policy objectives, including Environmental Justice/Social Equity, Economic, and Environmental indicators

14. Develop Unconstrained Multimodal Transportation Scenario
    - Refine multimodal (transit, high occupancy vehicle [HOV], Managed Lanes, highway, active transportation) network in conjunction with SCS/APS
15. Apply Evaluation Criteria to Assist In Project Selection for Financial Scenarios

16. Develop and Analyze Financial Scenarios and Select Preferred Revenue Constrained Transportation Scenario for Regional Plan
   - Perform travel forecasts and evaluate overall performance, including economic analyses
   - Develop Draft Preferred Scenario for review, including phasing

17. Perform Air Quality (AQ) Forecasts
   - Discuss conformity criteria and procedures with San Diego Region Conformity Working Group (CWG)
   - Monitor and address new U.S. Environmental Protection Agency (EPA), Federal Transit Administration (FTA), and Federal Highway Administration (FHWA) requirements for AQ analysis (as needed)
   - Prepare draft air quality conformity determination for Draft Regional Plan for review
   - Prepare final air quality determination

18. Produce Draft Regional Plan
   - Release Draft Regional Plan for Public Comment
   - Address Public Comments and Prepare Draft Final Regional Plan

   - Prepare and circulate Notice of Preparation for EIR
   - Create EIR Alternatives
   - Produce Draft EIR
   - Release Draft EIR for Public Comment
   - Address Public Comments and Prepare Final EIR

20. Adopt Final Regional Plan and certify Final EIR

21. Air Quality Conformity Determination by U.S. Department of Transportation

22. CARB Determination on the adopted SCS
**FINAL 2050 REGIONAL PLAN SCHEDULE**

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**Legends:**
- **M** Major Task
- **T** Sub-Task
- **C** Sub-Task Component
- **R** Milestone

1. **December 2012**
   - DEVELOP REGIONAL PLAN WORK PROGRAM
     - January 2013
2. **January 2013**
   - ENGAGE IN PUBLIC OUTREACH & INVOLVEMENT
3. **February 2013**
   - FINALIZE PRIOR PLANNING COMMITMENTS FROM THE 2050 RTP/SCS
     - Regional Transit-Oriented Development Policy
     - Regional Complete Streets Policy
     - Active Transportation Implementation Strategy (Bike Early Action Program, Safe Routes to School, Safe Routes to Transit)
     - Travel Demand Model Enhancements
     - Land Use/Transportation Scenarios & GHG Target Setting

4. **June 2013**
   - PREPARE 2050 REGIONAL GROWTH FORECAST UPDATE (SERIES 10)

5. **December 2013**
   - ISSUE NOTICE OF PREPARATION FOR EIR

6. **June 2014**
   - ISSUE NOTICE OF PREPARATION FOR EIR

7. **March 2014**
   - UPDATE TRANSPORTATION PROJECT EVALUATION CRITERIA
   - DEVELOP REGIONAL VISION, GOALS, & OBJECTIVES

8. **September 2014**
   - UPDATE PERFORMANCE MEASURES INCLUDING ECONOMIC ANALYSIS

9. **December 2014**
   - DEFINE UNCONSTRAINED MULTIMODAL TRANSPORTATION NETWORK

10. **March 2015**
    - UPDATE TRANSPORTATION COST ESTIMATES

11. **July 2015**
    - UPDATE TRANSPORTATION REVENUE PROJECTIONS

12. **September 2015**
    - APPLY TRANSPORTATION PROJECT EVALUATION CRITERIA & DEVELOP SCENARIOS

13. **November 2015**
    - EVALUATE TRANSPORTATION SCENARIOS & SELECT PREFERRED SCENARIO

14. **November 2016**
    - DEVELOP DRAFT AIR QUALITY CONFORMITY DETERMINATION

15. **June 2017**
    - PREPARE & RELEASE DRAFT REGIONAL PLAN INCLUDING SUSTAINABLE COMMUNITIES STRATEGY & DRAFT EIR

16. **July 2015**
    - ADOPT FINAL 2050 REGIONAL GROWTH FORECAST

17. **June 2016**
    - ADOPT FINAL REGIONAL PLAN & ADOPT AIR QUALITY CONFORMITY DETERMINATION & CERTIFY FINAL EIR

18. **March 2016**
    - ADDRESS COMMENTS & PREPARE DRAFT FINAL REGIONAL PLAN & FINAL EIR

19. **July 2015**
    - PREPARE & ISSUE NOTICE OF PREPARATION FOR EIR

20. **January 2016**
    - PREPARE & ISSUE NOTICE OF PREPARATION FOR EIR

21. **September 2015**
    - PREPARE & ISSUE NOTICE OF PREPARATION FOR EIR

22. **December 2015**
    - PREPARE & ISSUE NOTICE OF PREPARATION FOR EIR

23. **June 2016**
    - PREPARE & ISSUE NOTICE OF PREPARATION FOR EIR

24. **July 2016**
    - PREPARE & ISSUE NOTICE OF PREPARATION FOR EIR

25. **October 2016**
    - PREPARE & ISSUE NOTICE OF PREPARATION FOR EIR

26. **February 2017**
    - PREPARE & ISSUE NOTICE OF PREPARATION FOR EIR

27. **April 2017**
    - PREPARE & ISSUE NOTICE OF PREPARATION FOR EIR

28. **June 2017**
    - PREPARE & ISSUE NOTICE OF PREPARATION FOR EIR

29. **August 2017**
    - PREPARE & ISSUE NOTICE OF PREPARATION FOR EIR

30. **October 2017**
    - PREPARE & ISSUE NOTICE OF PREPARATION FOR EIR

**Legend:**
- **1** Major Task
- **2** Sub-Task
- **3** Sub-Task Component
- **4** Milestone

**Notes:**
- **REVISED**
- **DRAFT** January 15, 2013
- **Attachment 2**
### Major Tasks

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<td>Adopt Final 2050 Regional Plan/EIR/AQ Conformity</td>
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### Committees and Working Groups

| Board of Directors (BOD)                                             |     |     |     |      |      |      |      |      |      |      |      |     |     |
| Worked on the Regional Plan/EIR/AQ Conformity                       |     |     |     |      |      |      |      |      |      |      |      |      |     |

| Working Groups                                                      |     |     |     |      |      |      |      |      |      |      |      |      |     |
| Bicycle/Pedestrian Working Group (BPWG)                             |     |     |     |      |      |      |      |      |      |      |      |      |     |
| Cities/County Transportation Advisory Committee (CTAC)              |     |     |     |      |      |      |      |      |      |      |      |      |     |
| Public Health Stakeholders Group (PHSG)                             |     |     |     |      |      |      |      |      |      |      |      |      |     |
| Regional Planning Technical Working Group (TWG)                     |     |     |     |      |      |      |      |      |      |      |      |      |     |
| Regional Housing Working Group (RHWG)                               |     |     |     |      |      |      |      |      |      |      |      |      |     |
| San Diego Region Conformity Working Group (CWG)                     |     |     |     |      |      |      |      |      |      |      |      |      |     |
| Tribal Transportation Technical Working Group (Tribal TWG)          |     |     |     |      |      |      |      |      |      |      |      |      |     |

| Specific tasks will be presented to these groups as needed:         |     |     |     |      |      |      |      |      |      |      |      |      |     |
| Committee on Binational Regional Opportunities (COBRO)              |     |     |     |      |      |      |      |      |      |      |      |      |     |
| Environmental Mitigation Program Working Group (EMP)                |     |     |     |      |      |      |      |      |      |      |      |      |     |
| Freight Stakeholders Working Group                                  |     |     |     |      |      |      |      |      |      |      |      |      |     |
| Military Stakeholder Working Group                                  |     |     |     |      |      |      |      |      |      |      |      |      |     |
| Regional Energy Working Group                                       |     |     |     |      |      |      |      |      |      |      |      |      |     |
| San Diego Regional Traffic Engineers Council (SANTEC)               |     |     |     |      |      |      |      |      |      |      |      |      |     |
| Social Services Transportation Advisory Council (SSTAC)             |     |     |     |      |      |      |      |      |      |      |      |      |     |
| Quality of Life Stakeholder Working Group                           |     |     |     |      |      |      |      |      |      |      |      |      |     |
| Community Based Organizations                                       |     |     |     |      |      |      |      |      |      |      |      |      |     |

* Working Groups will provide input that will be used in the staff recommendation to the Policy Advisory Committees and the Board of Directors