BORDERS COMMITTEE
AGENDA

Friday, August 15, 2003
12:30 p.m. – 2:30 p.m.
SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101

AGENDA HIGHLIGHTS

• DRAFT BORDERS CHAPTER OF THE REGIONAL COMPREHENSIVE PLAN
• GOOD NEIGHBOR ENVIRONMENTAL BOARD

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). The preparation and implementation of SANDAG’s Binational Planning and Interregional Planning Programs are included under its 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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BORDERS COMMITTEE
Friday, August 15, 2003
Staff Contact: Hector Vanegas, (619) 595-5372; hva@sandag.org

ITEM # ACTION

CONSENT ITEMS (1 TO 2)

The Borders Committee will review the consent agenda without further discussion unless an item is pulled by a Committee member or a member of the public for comment.

+1. ACTIONS FROM JULY 18, 2003 BORDERS COMMITTEE MEETING (pp. 4-6) INFORMATION

+2. COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES MEETING SUMMARY OF AUGUST 5, 2003. (pp. 7-8) INFORMATION

3. PUBLIC COMMENTS / COMMUNICATIONS / MEMBERS COMMENTS INFORMATION

Members of the public will have the opportunity to address the Borders Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each. This is also an opportunity for Borders Committee members to make comments or announcements.

REPORTS

+4. GOOD NEIGHBOR ENVIRONMENTAL BOARD (Hon. Diane Rose, Mayor, imperial beach) (pp. 9-10) INFORMATION

The Good Neighbor Environmental Board is an independent federal advisory committee. Its mission is to advise the President and Congress of the United States on good neighbor practices along the U.S. border with Mexico.

+5. DRAFT BORDERS CHAPTER OF THE REGIONAL COMPREHENSIVE PLAN (pp. 11-38) DISCUSS/APPROVE

Staff will present the Draft Borders Chapter for Committee review and discussion. The Committee should consider approval of the Borders Chapter and direct staff to continue with the work plan and timeline for the Regional Comprehensive Plan.

6. NEXT MEETING DATE AND LOCATION INFORMATION/APPROVE

A joint meeting of the Borders Committee and the I-15 Interregional Partnership Policy Committee will be held on Friday, September 19, 2003, at the Escondido City Hall, from 1:30 p.m. to 3:30 p.m.

The Committee will discuss a tentative date for the second part of the “Binational Border Tour.” A proposed date is Friday, October 31, 2003, from 9 a.m. to 3 p.m.

+next to an agenda item indicates an attachment

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BORDERS COMMITTEE AGENDA ITEM #1

BORDERS COMMITTEE DISCUSSION AND ACTIONS
Meeting of July 18, 2003

The regularly scheduled meeting of the San Diego Association of Governments Borders Committee was called to order by Chair Crystal Crawford (North County Coastal). Other members in attendance were Patricia McCoy (South County), Ed Gallo (North County Inland), Jill Greer (East County), Ralph Inzunza (City of San Diego), Dianne Jacob (County of San Diego) and Victor Carrillo (Imperial County); and alternates Judy Ritter (North County Inland) and Pam Slater (County of San Diego). Ex-Officio members in attendance were Thomas Buckley (Riverside County), James Bond (San Diego County Water Authority), Pedro Orso-Delgado (Caltrans), and Elsa Saxod representing the COBRO.

1. WELCOME AND INTRODUCTIONS

The Chair welcomed the Committee members and introduced Doree Henry as the official Clerk of the Board. Gary Gallegos was also introduced and welcomed. Everyone introduced themselves.

2. MEETING SUMMARY OF MAY 16, 2003

Chair Crawford noted that the meeting summary of May 16, 2003 has already been approved by the SANDAG Board of Directors; therefore, the Borders Committee did not need to take action.

3. PUBLIC COMMENTS AND COMMUNICATIONS

No public comments were made.

CONSENT ITEMS (4 and 5)

4. COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES MEETING SUMMARY OF JUNE 3, 2003 (INFORMATION)

5. I-15 INTERREGIONAL PARTNERSHIP MEETING SUMMARY OF JUNE 20, 2003 (INFORMATION)

Action: The Borders Committee approved Consent Items 4 and 5.
REPORTS

6. CHAIR AND MEMBERS REPORTS (INFORMATION)

Chair Crawford asked the members to report on any recent meetings or other information of interest to the committee. Members reported the following:

Chair Crawford reported that approximately 180 people attended the Committee on Bi-National Regional Opportunities (COBRO) Summer Conference, which was held on July 11, 2003 at the San Ysidro Middle School. At the next COBRO meeting, the committee members will discuss the results of the conference and bring those results back to the Borders Committee for review. Chair Crawford added that the last I-15 IRP meeting was held in June in Escondido and will be held again in the same city in September. She pointed out that the Borders Committee will be reviewing the full text of the Borders Chapter of the RCP which will be available for review by the Committee in August.

Vice Chair McCoy reported that the Mayor of Imperial Beach has been appointed to the President’s Good Neighbor Environmental Board which has information on the Border and held its last meeting in El Paso. She asked if materials could be made available to the Borders Committee. Elsa Saxod noted that she has a copy of the report and will make it available to the Committee. She mentioned that the Good Neighbor Board will meet in San Diego in November and the meeting is open to the public.

Vice-Chair McCoy also reported that the Tijuana National Estuary Research Reserve Border Coordinator is hosting a meeting where planners on both sides of the border can meet to discuss issues of mutual concern. She will keep the Committee updated on this issue.

Chair Crawford invited Elsa Saxod to comment on the COBRO Summer Conference. Elsa Saxod, Chair of the COBRO, thanked Chair Crawford for being the moderator at the Conference. Ms. Saxod stated that there were interesting activities scheduled throughout the day. The speakers included: (1) Adele Fasano, Interim District Director of US Customs and Border Protection, who spoke to the issue of the new arrangement at the Border; (2) David Shirk, the USD Transborder Institute Director; (3) Commissioner Ernesto Ruffo, Mexico’s Commissioner of the Northern Border Affairs; and (4) Peter Verga, Principal Deputy Assistant Secretary of Defense for Homeland Defense for the United States. Ms. Saxod mentioned that before the conference, participants from Mexico and SDSU developed a survey regarding Homeland Security and presented the results at the conference. She suggested that this report be brought before the Borders Committee in the future.

Chair Crawford added that Representative Susan Davis and Senator Denise Moreno Ducheny also attended the Conference.

Pedro Orso-Delgado commented that he attended a Joint Working Committee meeting in Mexico City, which consisted of all of the state Department of Transportation representatives along both sides of the border, as well as federal agencies. At that meeting, Mr. Orso-Delgado reported on some of the new provisions under SAFE-TEA, the Federal Highway Administration’s version of TEA-21.
Chair Crawford announced that the Otay Mesa Port of Entry will open 24 hours per day. Mr. Orso-Delgado replied that the 24-hour traffic is for vehicular traffic only and will start on July 27, 2003. He noted that the US Bureau of Border and Customs Protection is implementing the FAST program which is the SENTRI program for trucks. Caltrans will be working to help the traffic flow in that area. He then announced that Gene Pound, Caltrans Deputy Director of Planning, retired yesterday and introduced Bill Figge, Mr. Pound’s replacement.

7. DRAFT GOALS, OBJECTIVES, AND POLICIES OF THE BORDERS CHAPTER OF THE REGIONAL COMPREHENSIVE PLAN (RCP) (DISCUSS)

Chair Crawford noted that the draft Borders Chapter of the Regional Comprehensive Plan (RCP) is not ready for the Borders Committee to review. A final draft version will be forwarded to the Committee within the next ten days and will be discussed at the August 15th meeting of the Borders Committee.

Joanna Salazar, SANDAG’s consultant working on the Borders Chapter of the RCP, noted that the chapter is coming together. The information in this chapter is informative and not duplicative of what is in the other chapters of the RCP. The subcommittee for this project has provided its comments. Areas of concern were jobs/housing balance; transportation; energy and water; environment; economic development; and homeland security. Ms. Salazar reviewed the Draft Goals and Policy Objectives of the Borders Chapter of the RCP with the Committee.

Staff noted that priority areas have been identified in the RCP that needed focus and Borders is one of those areas. This is a dynamic process and all responses and input are encouraged. Workshops on this issue will be held throughout the region in September and public input will also be received.

Committee members reviewed and discussed all of the Goals and Policy Objectives for the six subdivisions and provided direction to staff to make corrections. Those corrections will be incorporated into the draft Borders Chapter which will be distributed to the members the week of July 28, 2003.

Upon conclusion of the discussion, Thomas Buckley requested that all members of the Committee review a document that he distributed entitled, “Equitable Development,” and provide him with comments.

8. NEXT MEETING DATE AND LOCATION (INFORMATION)

Action: The Borders Committee approved the next meeting date of Friday, August 15, 2003.
COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES

August 15, 2003

INFORMATION

COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES SUMMARY OF AUGUST 5, 2003.

The August 5, 2003, COBRO meeting was called to order by the COBRO Chair, Elsa Saxod.

1. WELCOME AND INTRODUCTIONS

The Chair welcomed the COBRO members and guests to the meeting and thanked everyone for attending.

2. MEETING SUMMARY OF APRIL 1, 2003

The meeting summary for April 1, 2003, was accepted with no changes.

3. PUBLIC COMMENTS AND COMMUNICATION

Irma Nava, City of Tecate/BajaInterMex, informed the Committee about the absence of Caltrans’ representative to the COBRO, Sergio Pallares, due to the arrival of his new baby.

4. CHAIR AND COBRO MEMBERS REPORT

The Chair congratulated the San Diego Regional Chamber of Commerce for hosting a tribute dinner on Thursday July 31, on behalf of Mexico’s Minister of the Interior, Santiago Creel.

The Chair also congratulated Adele Fasano and staff of the Bureau of Customs and Border Protection for the recent extension of operations at the Otay Mesa Port of Entry (OMPOE). As of July 27, 2003, the OMPOE has been open 24 hours a day, seven days a week.

The Chair recognized the 114th anniversary of the City of Tijuana. The Chair informed the Committee about a recent General Services Administration (GSA) meeting on the proposed Virginia Avenue extension project for the San Ysidro Port of Entry. She encouraged members of the Committee to attend future meetings and provide feedback.

Kristen Aliotti, Governor’s Office of California-Mexico Affairs, mentioned that due to budget shortages at the State level, most offices for border trade and commerce for the State of California have been eliminated. Of particular significance is the closing of the Mexico City office, which has been operating for 14 years. She made mention of the fact that Senator Denise Moreno Ducheny, California Senate, District 40, and Lieutenant Governor Cruz Bustamante, are supporting efforts to save these offices.
Angelika Villagrana, San Diego Regional Chamber of Commerce, thanked SANDAG and the Committee for a successful summer conference.

5. STAFF REPORT

Hector Vanegas, SANDAG, spoke about the Las Californias Youth Leadership Program, sponsored by the International Community Foundation (ICF), which seeks to mentor teens from the Baja California and San Diego regions, to help them achieve their academic goals. Amy Carstensen, ICF, mentioned that staff from her organization recently visited Mexico City in an effort to support students in that region of Mexico and to obtain perspectives of the U.S.-Mexico border from local high school students.

6. TRAVEL TO BAJA.NET

The Chair introduced Liza Davis and Sarah Ruiz, staff with the Consulate General of the United States in Tijuana, who presented a new website intended to provide guidelines for traveling in Baja California to the Committee. The site is sponsored by the Consulate General's office, as well as the Institute for Public Strategies and provides legal, medical, and other general interest information. It also provides the user with many useful links such as the official websites for the Cities of Tijuana, Mexicali, Tecate, Rosarito, and Ensenada, the Baja California State Tourism Secretariat, the Tijuana Convention and Visitors Bureau, and the American Consulate, among others. The site has been running since July 11, 2003.

Sarah Ruiz asked members of the Committee for feedback, and the Chair encouraged those present to navigate through the site and prepare specific comments and suggestions for the site developers.

7. THE SAN DIEGO BINATIONAL METROPOLITAN REGION 100 YEAR VISION

The Chair informed Committee members that this presentation had been rescheduled for the September 2, 2003 meeting.

8. SUMMER CONFERENCE REPORT

The Chair handed out certificates of recognition to Mario Lopez, Congressmember Bob Filner's Office; Viviana Ibañez, San Diego Regional Chamber of Commerce; Gustavo Perez, City of Chula Vista; and Patrick Osio, Jr., HispanicVista, for their support in moderating the breakout sessions during the July 11 summer conference. She also thanked staff for all their hard work.

Hector Vanegas, SANDAG, presented a list of recommendations formulated by a COBRO sub-committee for discussion. These recommendations were discussed, and the Committee agreed to have the sub-committee meet again to revise and reflect the opinions of the members. Recommendations will be e-mailed to Committee members before the September meeting for review, seeking approval to go to the Borders Committee in September.

9. ADJOURNMENT AND NEXT MEETING DATE, AND LOCATION

The Committee's next meeting is Tuesday, September 2, 2003 from 3:00 to 4:30 in SANDAG's 7th floor conference room.

ATTENDANCE AVAILABLE UPON REQUEST.
THE GOOD NEIGHBOR ENVIRONMENTAL BOARD

Introduction

At the July 18th Borders Committee meeting, Vice Chair Patricia McCoy informed the Committee that the Mayor of Imperial Beach, Hon. Diane Rose, had been invited to become a member of the Good Neighbor Environmental Board. Other San Diego representatives of this Board include Paul Ganster, Director of the Institute for Regional Studies of the Californias, SDSU, and member of SANDAG's Committee on Binational Regional Opportunities (COBRO), and Douglas S. Smith from Sony Electronics. Tomas Torres, Border Liaison Office, U.S. Environmental Protection Agency Region 9 and also a member of COBRO, is a Resource Specialist to the Board.

Discussion

The Good Neighbor Environmental Board was created in 1992 under federal legislation to advise the U.S. President and Congress on good neighbor environmental and infrastructure practices along the U.S. border with Mexico. Under an Executive Order, responsibility for its management was delegated to the administrator of the U.S. Environmental Protection Agency (EPA).

Board members include senior officials from federal, state, local, and tribal governments, as well as the academic, private, and non-profit sectors. The Board meets three times each year in communities along different parts of the U.S.-Mexico border. Its final meeting of 2003 will take place in Imperial Beach on October 22-23. Topics include a joint session with Consejo, an advisory group to the Mexican environmental agency, SEMARNAT.

The April 29th, 2003 meeting dealt with some of the region’s most important environmental and infrastructure issues: water resources, power plants, human health, and natural resource conservation. The Board agreed to foster U.S.-Mexico cooperation on shared rivers and other surface waters; to initiate a border-wide groundwater assessment program to systematically analyze priority transborder aquifers; and to increase public education to enable border-region residents to actively engage in the protection of their water supplies.

It also agreed to pursue airshed-based emissions caps that address power plants and other pollutant sources affecting the border; to increase public awareness of power plants’ environmental and human health effects as well as their economic effects; to intensify focus on other solutions besides power to meet energy supply needs; and to foster a greater multi-disciplinary approach to natural resources conservation policy, recognizing that federal policies on immigration, homeland security, and other issues may greatly complicate conservation work.

The main theme for the July 31, 2003 Del Rio, Texas meeting was Environment and the Economy, in particular looking at the interplay between environmental infrastructure and economic viability of
rural communities. Presentations were made by members of non-profit, maquiladora, academic, and conservation sectors. Other presentations included flooding issues, solid waste issues, competition for water, and the role of the military. Minutes from this meeting may be provided as soon as they become available.
BORDERS

ENVISIONING OUR FUTURE

The San Diego region is closely related to its neighboring counties and the Republic of Mexico. We reside in an area unique for its natural resources as well as its location on the U.S. Mexico border, which offers us a variety of challenges and opportunities for the region’s development. Envisioning our future as a region greater than our political boundaries define, will help us to manage and plan for growth in a more coherent and coordinated manner.

This chapter discusses key areas that have been identified as pressing cross-border issues, both from a binational and interregional perspective. For the purposes of this document, we have identified the following issues to highlight: Jobs/Housing Balance, Transportation, Energy and Water Supply, Environment, Economic Development and Homeland Security. Each specific component includes a set of detailed guiding actions to achieve the following overall goal.

**Borders that do not separate us:** Create a regional community where San Diego, our neighboring counties and Northern Baja California mutually benefit from our varied resources and international location.

Our region will pursue fair and equitable planning with consideration for interregional impacts and will maintain active and honest communication with our neighboring counties and the Republic of Mexico.

Our region will promote shared infrastructure, an efficient transportation system, integrated environmental planning and economic development with our neighboring counties and the Republic of Mexico.

Our region recognizes that it is a unique and dynamic place to live, which embraces cultural diversity, promotes interregional understanding, and benefits from our varied history and experience.

**San Diego Circa 2030** - (This paragraph will be included in chapter III, Circa 2030) What will implementation of the Regional Comprehensive Plan (RCP) mean for interregional planning in the San Diego region in the year 2030? What changes have taken place in our communities and how have our perceptions regarding our borders changed after following the path of the RCP?

The greater San Diego region is now widely recognized as a unique binational community with a diverse population and culture, beautiful protected landscape, and a strong diversified regional economy. Because of the integrated planning efforts which have taken place, borders are not seen as barriers but rather as opportunities for collaboration and relationship building. Major achievements have been made in cross border infrastructure investment, and the region as a whole has diversified its energy and water portfolios, thereby reducing our dependencies upon outside sources. We have open space corridors that run from Orange and Riverside to Mexico and from the Pacific Ocean to the Imperial Valley, and integrated environmental review processes that encourage oversight from and protection of communities throughout the region. In diversifying our economies, we have brought more jobs to housing rich areas and encouraged housing development where job rich areas have blossomed. Those who do have interregional commutes now have a number of commuting choices including high speed rail, better transit, and car and vanpool options.
While the number of people in the greater region has grown substantially, we have not seen our quality of life decline. Rather, we have strengthened the ongoing relationship between governments and stakeholders from the surrounding regions, and developed formal mechanisms for interregional and binational infrastructure development and financing which takes into consideration potential environmental, economic and social impacts that infrastructure decisions may have upon our quality of life and that of our neighboring regions. We are now stronger as a region than we were as separate communities.

EXISTING SETTING

The San Diego region is very unique in regards to the characteristics within its boundaries as well as the diverse characteristics of the entities that surround it. The region is bordered by the ocean to the west and a military installation and rapidly growing cities to the north. Mountains, desert and a thriving agricultural economy sit just to the east and an international border lies to the south. Add in a number of sovereign Indian nations both within its boundaries and around it, and it is clear that San Diego is truly in an interesting geographical position. The diversity in the landscape, politics, economics, language, and culture that surrounds us demands that we make every effort to understand and consider not just our own future but that of our neighbors, as we inevitably impact each other in countless ways.

San Diego County borders Orange, Riverside, and Imperial Counties, as well as the Republic of Mexico. Our regions are tied together socially and economically as demonstrated by the amount of goods and people that flow through the region on a regular basis. The region’s commercial port of entry is the third busiest commercial crossing along the U.S.-Mexico border, while the passenger port of entry at San Ysidro is the busiest land port in the entire western hemisphere. Also crossing our borders on a daily basis are the resources that sustain the economy and population of the region. The San Diego region imports up to 90% of its energy and up to 95% of its potable water, and shares delivery systems for these resources with our neighbors to the north, east and south. Border infrastructure such as roadways, ports of entry, energy transmission lines and water delivery systems are a major concern for this region. How we grow inevitably impacts those around us, just as growth around us impacts this region. During the 1990s, the San Diego region had an average annual growth rate which paralleled the national average, however, the rates in Orange, Riverside, Imperial, and Baja California were substantially higher. This growth represents a higher demand for both local and imported resources such as water and energy, a need for more infrastructure such as housing and roadways, and increased pressure upon the natural environment. How we plan to meet these demands will affect those around us and visa versa. Coordinated interregional planning needs to occur to alleviate potential conflicts, promote collaborative solutions and protect the overall quality of life in our interregional and binational area.

The Regional Comprehensive Plan provides this region with the opportunity to better plan for our future growth. Our ability to communicate the goals and policy objectives laid out in this document to our surrounding neighbors is critical. In order to coordinate and cooperate on issues that cross political lines, we must be willing to work together, share information and experiences, and identify common goals and strategies to meet those goals. We must be cognizant of how our land use policies affect those around us and encourage interregional infrastructure planning that takes into consideration potential interregional impacts. (This paragraph will be included in chapter VI)

The Binational Outlook

Indeed, San Diego’s location on the U.S.-Mexico border offers us many distinct opportunities. A positive and productive relationship with the federal government of Mexico, as well as with Mexican state and municipal governments, is of utmost importance if we are to successfully coordinate actions to address the many issues that
affect the international border area. With a current combined border population of 4.5 million and a projected population of 7 million by 2030, our binational border region faces a number of challenges. Many of the issues are the same as those that we must address along our northern and eastern boundaries, but require a distinct approach given the nature of the international relationship and overarching national security issues. Furthermore, our ability to communicate in a positive and constructive manner is of utmost importance given the fact that we now find ourselves pursuing this work within the context of homeland security. The unfortunate events of September 11th, 2001, and the circumstances that have followed, have changed the nature of our borders. We now must address cross-border issues with a heightened sensitivity to national security concerns. This region is responding to this challenge by seeking positive and innovative approaches for maintaining this attention to heightened security at our international border by identifying new opportunities for cross-border collaboration in the areas of infrastructure enhancement, identification of new funding sources and protection of vital resources.

*Please note: Areas highlighted in yellow indicate figures that are still being confirmed or need to be acquired; areas highlighted in grey signify that more information is needed and areas highlighted in pink are suggestions for graphic inputs.
EXISTING PLANS AND PROGRAMS

SANDAG is implementing a comprehensive binational planning program to address important binational and interregional issues such as transportation infrastructure, economic development, and environmental planning and preservation. The binational planning program brings together representatives from cities, agencies, businesses, academia, and other organizations located on both sides of the U.S.-Mexico border. Transportation infrastructure in the border region is of critical importance to both Mexico and the United States. SANDAG coordinates a number of comprehensive planning efforts to improve border transportation and infrastructure along the U.S.-Mexico border.

Other cross-border efforts include plans and policies to improve water quality and supply, develop and expand energy resources, and protect marine environment and natural habitats. Innovative leadership among governments, agencies, and other stakeholders in Baja California and California is leading to improved transportation infrastructure, enhanced economic competitiveness, and a sustainable environment.

The SANDAG Borders Committee provides oversight for planning activities that impact the borders of the San Diego region (Orange, Riverside, and Imperial counties, and Baja California/Mexico). The preparation and implementation of the SANDAG Binational Planning and Interregional Planning Programs are included under its purview. It advises the SANDAG Board of Directors on major interregional planning and policy matters. Recommendations of the Committee are forwarded to the Board of Directors for action. The Borders Committee also oversees SANDAG’s Committee on Binational Regional Opportunities (COBRO) and the I-15 Interregional Partnership (I-15 IRP).

COBRO serves 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. COBRO members include the Consuls General of the United States and Mexico, and representatives of federal, state, and local government, as well as business and academia. The Committee reviews transportation, energy, water, and other infrastructure programs. It addresses issues affecting both sides of the border and makes recommendations for actions by appropriate agencies. COBRO is the region’s only government-sponsored public advisory committee addressing the binational community.

The I-15 IRP is a voluntary partnership between elected officials representing SANDAG, the Southern California Association of Governments (SCAG) and the Western Riverside Council of Governments (WRCOG), created to address the jobs/housing balance between the two regions.

KEY ISSUES

JOBS/HOUSING BALANCE

The growth projected for San Diego County over the next 30 years will be a function of economic expansion and job creation, and a continued influx of people both moving to the area as well as natural population growth within the area. This will result in demand for new housing. However, since 1995, only one new unit has been built for every five new residents in the San Diego region. Given that the average household in the region houses 2.73 people, the result is that only approximately half the homes needed to meet current demand have been built.

The housing supply in the San Diego region is not meeting the demand. Subsequently, housing prices have risen, making home ownership more difficult for much of the working population. As of the first quarter of 2002, only 21.6 percent of homes that were sold in San Diego County were affordable to a family of four earning the median yearly income of $60,100. The result has been that many people who are employed in the region have started moving to neighboring regions in search of home ownership.
In order to curb this trend, and meet future housing demands in the region, SANDAG projects that ### homes will need to be built in San Diego by the year 2030. While some of the demand will undoubtedly be met outside of the region, we need to plan accordingly to accommodate those who wish to live and work in the region.

**Binational Perspective**

While it is well known that many Mexican residents cross the border on a daily basis to work, recreate and access U.S. educational institutions, it is a lesser known fact that many Americans also reside in Mexico and cross the border daily for these same purposes. An estimated 40,000 people cross the border each day, the equivalent of the population of the cities of Imperial Beach and Coronado combined. The daily pressure upon the Ports of Entry and related infrastructure is enormous, and commute times can be long and unpredictable.

While the estimated growth rate for the northern coastal urban areas of Baja California is predicted to slow down in the future (from a 5% growth rate in Tijuana currently, to 3.8% in 2010 and 2.8% in 2025), it is forecast that Tijuana’s population is expected to reach 2.9 million by the year 2025. This is a doubling of its current population of nearly 1.4 million people. The current housing demand in that city is already overwhelming the capacity and this situation will likely worsen, causing an overflow of un-regulated, shanty-style housing to crop up along the eastern edges of the city. This type of growth has negative implications for human health, open space preservation, public safety and myriad other issues related to infrastructure development, land use planning and societal problems.

Therefore the housing relationship between San Diego and Tijuana is not just one of San Diegans migrating southward in seek of affordable housing. It is also one of accommodating the massive northward migration of Mexicans coming to this border region in search of work in both the U.S. and in the maquiladora industry along the border.

The cost of a low to medium level home in Tijuana in 2001 was $140,000 pesos, or roughly $13,500 dollars. Compare this to the median priced home in San Diego in 2001 of $312,000 and it becomes obvious why many would choose to live south of the border and commute to their jobs in the United States. This disparity is a factor of the overall national economy of each country and will not likely be remediated in the near future.

The continued population and economic growth on both sides of the border will intensify the need for housing, particularly affordable housing, in the binational region. Current trends indicate that San Diego’s housing needs will, in part, be met outside of this region. While struggling with its own demand for housing units, Tijuana could represent an opportunity to accommodate the growing number of people that live and work on both sides of the border with creative collaborative partnerships between the planning authorities and the private sector.

Similar to the partnership created with Western Riverside County, a partnership should be sought with authorities in Tijuana and Tecate to address the issues surrounding jobs/housing balance in the binational region.

**Interregional Perspective**

The existence of a jobs/housing imbalance is manifesting itself in regards to our neighboring counties most prominently with the western Riverside County area, although this pattern is also occurring between Orange and Riverside Counties and to a lesser extent between San Diego and Imperial Counties. As people move further away from their places of employment, increased pressure is placed upon our interregional transportation systems, affecting not only the long-distance commuter, but also causing congestion for the residents in communities along the transportation route.

As stated in a study conducted by the I-15 Partnership (described previously), “Increasing numbers of long distance commuters generated by land use decisions will have serious impacts on transportation, our environment, and general quality of life. Increased air pollution, increased stress in commuting and decreased leisure time reduce the quality of life in an area where many residents must commute long distances by automobile. For many, a jobs-housing **imbalance** means they cannot choose to live near where they work.”
Other related impacts include increased emissions of air pollutants and greenhouse gases which in turn can adversely affect water quality and habitat, further diminishing the overall quality of life in the region.

*Western Riverside County*

Southwestern Riverside County, over the last ten years, has attracted many homebuyers from areas throughout Southern California including San Diego and Orange Counties and Los Angeles. Substantial amounts of available land exist there for development, and while it does require a longer commute time, many people who work in the surrounding areas have chosen to move there in order to own a home. Almost 35 percent of adult residents in cities and communities of Western Riverside, such as Temecula, Murrieta and Winchester, who commute to work, commute to San Diego County, representing 29,000 individuals. Western Riverside County is expected to continue to attract residents from the San Diego region, as well as from the coastal areas of Orange County and Los Angeles because of comparatively less expensive housing and substantial amounts of land available for development. Plans in that region show that 140,000 new houses are planned to be built in the next few years.

*Goals and Policy Objectives*

**Goal:** Achieve a better balance between the location of jobs and housing across our international and interregional borders.

**Policy Objectives:**

1. Increase collaborative economic development, transportation, and housing strategies throughout the Borders region in coordination with our surrounding neighbors.
2. Encourage job creation in housing rich areas and housing creation in job rich areas in our greater binational and interregional area.
3. Develop and implement infrastructure strategies to address international and interregional commute patterns.

**Actions and Implementation Responsibilities**

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<th>WHAT (Proposed Action)</th>
<th>WHO (Responsible Party)</th>
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### 1. Implement I-15 Partnership Short-Range Transportation Strategies

- Interregional Coordination of Vanpool and Carpool Programs
- Expand park and Ride Lots and Improve Rideshare Information Signage
- Joint Outreach and Marketing for Transit, Vanpool and Ridesharing Programs
- Implement Interregional Public Transit Commuter Services
- Collaboration among Transit Providers
- Advocate Employer Based Rideshare Incentives
- Encourage the Adoption of Alternative Work Schedules
- Encourage Tele-work

### 2. Implement I-15 Partnership Long Range Transportation Strategies

- Support High Speed Rail Transit Service in the I-15 Corridor
- Implement Transit Shuttle Services to Interregional Transit
- Preserve Transportation Rights-of-Way and Implement Priority Measures through the Development Process
- Reduce parking Requirements in transit nodes and mixed use centers
- Implement the I-15 high occupancy vehicle system

### 3. Implement I-15 Partnership Economic Development Strategies

- Facilitate greater collaboration between regional economic development entities
- Create website to link I-15 commuters with local jobs and promote businesses in housing rich areas
- Map the broadband service coverage area in southwest Riverside County

### 4. Implement I-15 Partnership Jobs/Housing Balance Strategies

- Support/sponsor legislation that provides incentives for jobs/housing balance programs
- Actively engage in community outreach
- Establish a “Coordinated Funding Group” to support the strategy implementation efforts of the interregional partnership

### 5. Develop additional interregional partnerships with other neighboring counties and Mexico to address land use and transportation needs.

- Meet with transportation and planning authorities from Orange and Imperial Counties and the Municipalities of Tijuana and Tecate to discuss potential partnerships in those areas.
- Identify and Pursue funding to develop new partnerships
- Harmonize policies with the Republic of Mexico to address binational commuting patterns.
TRANSPORTATION

Regional transportation facilities and services connect to larger transportation systems beyond the San Diego region’s boundaries, including freeways and rail networks in other parts of the state and nation as well as in Baja California, Mexico. These connections have become more important as both interregional and international commuting and goods movement have increased in the last several years. These trends are recognized in SANDAG’s 2030 Regional Growth Forecast.

As growth continues in this region and the surrounding areas, maintaining major transportation systems will be an even greater challenge. Due to our location on the U.S.-Mexico border, San Diego and the rest of Southern California is home to major trade corridors where goods pass through the region on their way to markets throughout the country as well as the world. Our transportation systems are also greatly affected by interregional commuting patterns and general travel.

MOBILITY 2030 is the long range transportation plan addressing the San Diego region’s travel needs through the year 2030, including interregional and international transportation infrastructure.

Binational Perspective

Due to our location on the U.S.-Mexico border, San Diego and the surrounding regions are home to major trade corridors and boast significant international ports of entry where over 42,000 passenger vehicles pass northward on a daily basis. Projections indicate that cross-border vehicle traffic will more than double between 2000 and 2030. To accommodate the dynamic border transportation system, MOBILITY 2030 includes projects to improve access to border crossings, expand freight rail service, and coordinate commercial vehicle crossings.

Ports of Entry and Related Infrastructure

The existing ports of entry infrastructure is already taxed, and growth in population and trade is expected to grow, placing greater pressures on the existing infrastructure. Given the projections for increased traffic through the San Ysidro port of entry, planning is underway to improve its functioning through reorganization strategies including the reuse of the Virginia Ave.-El Chaparral gate. Similarly, plans are underway to modernize the Tecate Port of Entry, and, in order to handle the growing pressures on the Otay Mesa-Mesa de Otay commercial port, new technologies are being evaluated, as well as long-term strategies to improve northbound and southbound truck access.

In 2002, 56.5 million individuals crossed the border: 42.2 million (or 75%) crossed the border at the San Ysidro Port of Entry, 11.3 million (or 20%) crossed through the Otay Mesa port of entry, and 2.7 million (or 5%) crossed through the Tecate port of entry. Do not include text, just display in a chart/table.

Figure XX
Similar to the pressures upon the San Ysidro port of entry, the number of commercial crossings at the Otay Mesa port of entry is staggering. In 2002, over 725,710 trucks passed northbound through the port (it is assumed approximately the same number passed southbound), representing approximately $20 billion dollars worth of freight passing through this port alone. The Otay Mesa port ranks third in terms of the dollar value of trade that passes through it along the entire U.S.-Mexico border (after Laredo-Nuevo Laredo and El Paso-Cuidad Juarez), and that number is increasing. Between 1995 and 2001 the number of commercial trucks crossing the border at the region's commercial gate at Otay Mesa increased 58%, from 477,390 to 700,453 and this number is expected to significantly increase by 2030. Likewise, volumes have increased at Tecate and Calexico, as well. [include graph]

Figure XX: U.S.-Mexico Truck Trade through California-Baja California Ports of Entry
The increase since 1995 is in large part due to the implementation of the North American Free Trade Agreement (NAFTA), which spurred a 192% growth in trade between California and Mexico, leading Mexico to surpass Japan as California’s major trading partner. Exports to Mexico also represent a significant number of the commercial crossings in the region. In 2002, California’s exports to Mexico reached $20 billion, 98% of which were exported by commercial trucks.

Local governments and authorities responsible for transportation infrastructure have also begun the planning stages or construction for new projects to link the ports of entry infrastructure with local transportation systems and trade corridors. Completion of State Route 905 will connect Interstates 5 and 805 to the Otay Mesa Port of Entry and State Route 125 (South Tollway) will improve both regional mobility in the South Bay as well as access for residents and businesses to the employment centers on both sides of the U.S.-Mexico border. The development of a new Port of Entry at Otay Mesa East (Mesa de Otay II) is also underway and will provide an alternate entry for vehicles and commercial traffic east of the existing commercial crossing. This port will be linked to State Routes 905 and 125 through the construction of State Route 11. This port will also link on the Mexican side to the Tijuana–Rosarito corridor, a new highway under construction from the coastal area of Rosarito to the U.S.-Mexico border.

Trade Corridors

These improvements to our local transportation infrastructure represent a strengthening of the trade corridors in the region, which in 2002 were used by more than 780,000 trucks that crossed northbound at the San Diego region-Baja California border. ALMOST 60 percent of these truck trips have other California counties as their final destination, while 20 percent are destined outside of the state. The remaining trucks travel within the San Diego region. These corridors include I-5 and I-15 as the primary north-south corridors, and State Route 94/125, I-8 and SR 905/Otay Mesa Road as the region’s east-west corridors. The southbound truck route through these corridors is just as significant, since trucks crossing into Mexico through the San Diego region supply many of the components or raw materials needed for the thriving maquiladora industry along the border. Maintaining efficient transportation systems to facilitate this movement of goods throughout the region is critical, given our location on the California-Baja California border, where over 1,000 maquilas reside and depend on local transportation systems to move supplies quickly and efficiently.

Figure XX: San Diego Region-Baja California Key Border Transportation Projects
Multi-modal Issues: Freight, Maritime and Airports

Significant opportunities for binational collaboration exist in the area of freight rail transportation along the California-Baja California border. The existing binational railroad, the San Diego & Arizona Eastern (SDAE) runs southeast from San Diego into Tijuana and Tecate, but the rail line has been out of service between Tecate and the Imperial Valley since 1983. This is the only rail link to the east, which once linked Tijuana and San Diego with the rest of the railroad networks in the eastern part of both countries. Rehabilitating and upgrading the eastern section of this line can substantially improve the international and interstate movement of goods from this region, as well as provide greater access to agricultural products from the Imperial County. Additionally, Mexican officials are discussing the potential to develop an intermodal transportation center that could link this line with a proposed rail line between Ensenada and Tecate. This would allow for improved goods movement from the Port of Ensenada to the border and into the United States.

Maritime transportation at our local ports plays an important role in the region’s transportation system as well. The Ports of San Diego and Ensenada continue to work together to develop strategies to expand their port facilities and accommodate a growing number of trade movements through ports in the Pacific Rim. Part of their ability to attract new container movement depends on the region’s ability to move those goods to destinations both within and outside of the region. Therefore, efficient transportation systems in the form of roadways, land ports of entry, railways and air cargo facilities are a key element for their successful growth.

This region does possess an extensive system of private, commercial, and military airports; however, the regional passenger and cargo facilities are reaching their maximum capacity. In Baja California, the Tijuana and Mexicali airports were recently partially privatized to improve operations, and there is evidence that these airports do serve a segment of the population from north of the border. In San Diego, the future of a new regional airport continues to be discussed by the San Diego County Regional Airport Authority. Two options being considered within proximity of the international border for increasing the region’s passenger capacity are: (1) A new airport on the U.S. side
immediately north of the international border; and (2) A proposed passenger terminal in the United States to serve the International Airport in Tijuana. The former may be problematic due to conflicting air space issues, but the latter has been seriously considered among business groups in the binational area as a potential collaborative solution to the region’s air capacity constraints. The Authority is undergoing a review of these options, along with many others, and will provide the region with a list of 6 to 9 potential sites from throughout the region by October 2003. [This text will be updated at that time.]

Imperial County Infrastructure

In Imperial County, a number of improvements are planned and underway to address passenger and commercial vehicle transportation. Improvements and expansions are planned for SR 98 and SR 111. Freeway extensions are planned for SR 7 and SR 115, and a new Brawley Bypass will be constructed at SR 78 in Brawley. Imperial County officials emphasize that these efforts are part of a comprehensive approach for improving intra-county agricultural and recreational travel, as well as interregional, interstate, and international travel.

[include map]

Interregional Perspective

The I-15 Interregional Partnership (discussed above), is working to develop strategies to address the transportation issues caused by the increasing numbers of commuters traveling from Riverside County to San Diego County for work.

In addition to the jobs/housing balance strategies developed, the region must work to complete transportation systems and major capital improvements along such corridors. Major capital improvements are being considered for Interstates 5, 8, 15 and 805. These improvements include widening projects to accommodate Managed/HOV lanes and general purpose lanes. Currently under development is the I-15 Managed Lanes program that will create a 20-mile managed lane facility between SR 163 and 78. It will feature movable barriers, multiple access points to regular highway lanes, and direct access ramps for buses and other high occupancy vehicles. These improvements, in conjunction with strategies to reduce and address interregional commuting patterns, are key elements to providing a safe, efficient and functional interregional transportation system.

Key Trade Corridor Interregional Connections

In the San Diego region, Interstates 5 and 15 are two major north-south corridors that accommodate significant volumes of commercial trucks, while State Route 94/125, I-8 and SR 905/Otay Mesa Road are the region’s primary east-west corridors. These north-south and east-west trade corridors serve both domestic cargo as well as international trade routes. Commercial traffic flows and trade corridors are discussed in the Binational Perspective section above.

Multi-modal Issues

Interregional Passenger Rail Corridors

This region is connected to the north and east through both passenger and cargo related rail services. Amtrak’s intercity passenger rail network connects the region to the rest of the nation, and their Pacific Surfliner Corridor, which is Amtrak’s second busiest corridor, connects San Diego specifically to Los Angeles and San Luis Obispo. Planning and programming for this coastal rail line is coordinated by the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN). LOSSAN sets priorities for improvements in the corridor that will increase the capacity of the rail line and the reliability of service.

High Speed Rail

This region may also potentially be connected to a high-speed rail system currently being planned at the state level. This line would run through one of two potential corridors – the Inland Corridor, stretching from Los Angeles
through the Riverside and Temecula areas to downtown San Diego via Interstate 15, or the Coastal Corridor, stretching from Los Angeles through Orange County to San Diego with stops tentatively identified at Oceanside, University Towne Centre and downtown San Diego. The environmental and engineering feasibility of these two routes is currently being studied. The San Diego Regional High-Speed Rail Task Force was appointed by the SANDAG Board of Directors to monitor this work and will continue to advise the Board on the high-speed rail plans as they develop.

**Rail Freight**

Rail freight in the San Diego region is transported via the Burlington Northern Santa Fe (BNSF) and the San Diego and Imperial Valley (SDIV) railroads. The BNSF maintains the northern coastal mainline and a branch line between Escondido and Oceanside. The SDIV Railroad operates the San Diego & Arizona Eastern (SD&AE) Railway which crosses our southern border in Tijuana and passes through Mexico before re-entering the United States in Imperial County (see Binational Perspective above).

**Airport**

Just as important as our rail connections is our regional airport system. Currently, the San Diego Regional Airport Authority is evaluating potential options for expanding our passenger and air cargo capacity. These options include a number of collaborative approaches involving air facilities in the surrounding regions. The Authority is evaluating the options with the objective of integrating new air facilities into existing intermodal corridors. Included in these options are utilizing March Air Force Base in Southern Riverside County or constructing new cargo and passenger facilities in the Imperial Valley which could be served by a high speed rail system to link to this region. As mentioned above, more information on this process will be available in October 2003. [This text will be updated at that time]

**Goals and Policy Objectives**

Goal: Provide reliable and efficient transportation systems along key trade corridors, interregional commuting corridors, and ports of entry.

Policy Objectives:

1. Complete trade corridors included in the 2030 Regional Transportation Plan (RTP).
2. Coordinate regional transportation systems across our borders.
3. Ensure an efficient flow of people and goods across the international ports of entry and along key trade and interregional commuting corridors.
4. Reduce binational and interregional commute times.

**Actions and Implementation Responsibilities**

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<th>WHAT (Proposed Action)</th>
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<tr>
<td>1. Implement I-15 Short and Long-Term strategies listed above</td>
<td>Caltrans, SANDAG, City of San Diego, County of San Diego, GSA, Mexico</td>
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<td>2. Support reopening and upgrade of the SD&amp;AE Railroad.</td>
<td>Caltrans, SANDAG, City of San Diego, County of San Diego, GSA, Mexico</td>
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<tr>
<td>3. Support High Speed Rail Transit Service in the I-15 Corridor.</td>
<td>Caltrans, SANDAG, City of San Diego, County of San Diego, GSA, Mexico</td>
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4. Prioritize regional transportation funding for key trade corridors in the Borders regions.

5. Secure funding for needed transportation infrastructure in the region’s border areas and coordinate the implementation of border-related capital and operating improvements with the federal General Services Administration (GSA).

6. Support the use of technology at the ports of entry and the expansion of the SENTRI like programs for passengers and cargo at the ports of entry.

7. Encourage off-peak use of rail capacity for rail freight movement, and evaluate using Managed/HOV facilities for goods movement during off-peak periods. SANDAG, SCAG and other MPOs, Port, SDCRAA, Caltrans, Mexico

8. Ensure compatibility of HOV lanes at county lines SANDAG, SCAG, WRCOG, RTC

9. Review the potential for consolidating intermodal rail, truck, and air cargo freight terminals at specific staging areas. SANDAG, Port, SDCRAA

ENERGY AND WATER SUPPLY

The San Diego region, as well as its neighbors, is highly dependent upon both energy and water resources from outside of the region. This makes the region vulnerable to shortages, price fluctuations and manipulation from outside sources. Therefore, diversifying our energy and water resources is of major concern to San Diego as well as our neighboring counties and the municipalities in northern Baja California.

Energy Supply: More than 90% of the energy used in the San Diego region is imported. Likewise, much of the public policy and regulatory decisions regarding energy that affect San Diego County are made outside of the region, in Sacramento and Washington D.C. The nature of our energy dependency makes energy a cross-border issue, as transmission lines are shared throughout southern California, and the implementation of new energy related infrastructure such as generation facilities, transmission lines or natural gas pipelines will inevitably impact neighboring jurisdictions.

Binational Perspective

The energy sectors of California and Baja California are becoming increasingly integrated. Baja California, geographically cut off from the mainland of Mexico, is actually connected to the energy grid system of the western United States through transmission lines across the California and Arizona borders. Therefore, Baja California’s energy future is more closely tied to that of the U.S. than to that of Mexico, and subsequently, both opportunities and challenges exist for cross-border energy generation, transmission, and coordination in the binational region. The anticipated growth in the population and economy of the border region will require exceptional efforts to plan and implement coordinated energy solutions.
Traditionally, the California-Baja California border region has relied on imported energy from outside sources to meet its energy demand (which is brought via gas pipelines, oil trucks and power transmission lines). However, both California and Baja California have recently experienced challenges in meeting the growing energy demands. As a result, an important binational energy market is starting to develop, as numerous power plants are planned or under construction along the California-Baja California border.

Most of these plants are being sited on the Mexican side of the border, and are planning to produce energy from natural gas for both the Mexican and American markets. However, there are constraints upon the existing transmission infrastructure which delivers energy from Baja California, and significant upgrades will be required if the U.S. will benefit from energy generated south of the border. The question of transmission also brings with it challenges related to siting and building new infrastructure. Most of the new plants are located in or near Mexicali, which means that any new transmission lines would pass through Imperial County.

Another area of concern relates to the reliability of natural gas supplies to Mexico. As pointed out in a study conducted for the Regional Energy Office, “If San Diego and California come to rely heavily on power from Mexico, and most of that power is fueled by natural gas, than a secure gas supply to Mexico is critical to assure a secure power supply to California. Similarly, as Baja California becomes more dependent on natural gas from the U.S., it needs to have adequate assurances regarding the reliability of that supply.”

This increase in regional energy generation provides more opportunities for regional self reliance, represents significant investment in the regional infrastructure and encourages the use of cleaner burning fuels than some existing plants in the binational region. However, there are also a number of environmental concerns related to locating new power plants along the border (for a discussion regarding environmental issues and energy, please see Environment: Binational Perspectives section).

**Governing Structure**

In order to mitigate the many complicated issues related to the creation of a binational energy market, local academics, elected officials and energy experts from both sides of the California-Baja California border are advocating the creation of a new financing, regulatory, administrative and policy governing structure. In order to do this, the Border Energy Forum, supported by the SANDAG Board of Directors through the Borders Policy Committee, has been created and will serve as a regional forum to discuss the issues related to energy along the California-Baja California border.

**Interregional Perspective**

In order to address our regional energy needs for 2030, the RCP includes the Regional Energy Strategy as a key chapter. This strategy contains a number of goals related to the following: ensuring adequate supplies and infrastructure; promoting energy efficiency and conservation; the development of indigenous renewable sources; and promoting efficient energy related technologies to potentially transition from a fossil fuel based economy to new supply sources and technologies.

The first specific goal identified is “[to] achieve and represent regional consensus on energy issues at the state and federal levels.” Consensus among the jurisdictions in the region is necessary in order to move forward with any major energy related land use planning to develop energy infrastructure within the region and reduce dependency on imported sources. Similarly, this consensus should be sought with our neighboring regions as well, to establish a cogent energy plan that takes into account potential impacts upon the neighboring counties.

One example of a significant interregional issue is the recently denied Valley-Rainbow Transmission Interconnect project. This project, which would have provided the San Diego region additional access from the north to an adequate and reliable supply of energy, would have passed through Riverside County. While San Diego would benefit from a more reliable energy supply, Riverside would be impacted by having a transmission line pass through its jurisdiction, thereby affecting its land use and development of the adjacent areas. This project has been seen as an example of the disconnect between the land use planning and urban development of one region, and the
infrastructure planning of another. This project was ultimately opposed by residents in Riverside County and denied by the Public Utilities Commission.

The conflicts that can arise in siting major energy related infrastructure projects can be alleviated by developing more indigenous energy sources. While the San Diego region does not possess large amounts of fossil fuels or natural gas, there is potential for the development of renewable sources such as solar, photovoltaic, wind and geothermal in various parts of Southern California. Likewise, reducing demand by making gains in energy efficiency helps to reduce environmental impacts and avoid battles over generation and transmission.

**Water Supply:** The San Diego region relies heavily on imported water to meet its demand. In fact, most of the water used in all of Southern California and Northern Baja California is imported from outside sources. This dependence on outside sources is cause for both conflict and cooperation. Whether used predominantly for agricultural purposes as in the Imperial and Mexicali Valleys, or needed to meet urban demand, increasing pressure is being placed upon these supplies as the population and economy continue to expand. Since water (like energy) is an integral component for a healthy economy, we should consider the water reliability not just for ourselves, but for our neighbors as well, since a failing neighboring economy can have deleterious impacts upon our own region. Water authorities in the San Diego region as well as its neighboring regions are working to address water reliability issues for the future through a number of strategies. In order to reduce conflict, a cooperative approach will be necessary to assure water reliability for the entire region.

**Binational Perspective**

San Diego and Imperial Counties and the municipalities in northern Baja California all rely heavily upon water delivered from the Colorado River. Colorado River water is brought to the western portion of the border region through two aqueducts, one on each side of the border. Water systems in San Diego and Tijuana-Tecate are united through an emergency connection which can deliver water to Mexico in case of a failure of the delivery system on the south side of the border.

The Colorado River Water Treaty, signed by both countries in 1944, assures water allocation to California and Mexico. Based upon the treaty, California’s allotment is 4.4 million acre feet (maf) while that of Mexico is 1.5 maf. Of the allotted amount, the lion’s share of the water on both sides of the border is dedicated to agricultural production, while the urban areas make up their water supply with a mix of Colorado River water, other imported supplies (on the U.S. side) and local supplies such as groundwater, surface water captured in local reservoirs, and recycling. However, because of rapid economic and population growth along the border, both regions are facing increases in demand and therefore are exploring new ways to secure increased water resources for the future. Likely options for assuring long term water reliability in this arid region include a mix of increased conservation, maximization of local supplies, and water recycling and desalination (for more information regarding long term water planning in the San Diego region, please refer to the Public Facilities chapter).

While both sides of the border face increasing water demand, existing water conditions differ on each side of the border. For example, per capita water use in Baja California is much lower than that of the San Diego region. The per capita rate in Tijuana is 180 liters/day, while the rate in San Diego County is 180 gallons/day. Overall, Tijuana uses much less water on an annual basis than San Diego. In 2000, San Diego’s overall use was approximately 9 times greater than that of the Tijuana-Rosarito area (695,000 af versus 77,048 af). However, San Diego’s service area is also 9 times greater, representing 1,420 square miles (3,678 square kilometers) as opposed to a service area of 152 square miles (392 square kilometers) in the Tijuana-Rosarito area.

Another major difference is in the existing infrastructure of each area. While the San Diego region is very well equipped as far as water delivery systems (100% of the population has access to potable water), Tijuana’s infrastructure has been unable to keep up with the massive immigration to that city. As a result, it is estimated that only ##% of the city’s population has water delivery infrastructure (although water authorities in Mexico cite that 96% of residents have access to adequate water supplies through means such as water trucks or other non-infrastructure based access), leaving the newly settled areas (colonias) on the fringe of the city with little to no
infrastructure. Subsequently, the poorest segment of the population must purchase water gallon by gallon, spending a much greater percentage of their per capita income on this basic human necessity.

Similar to its water delivery system, San Diego’s wastewater collection system is capable of handling 100% of the wastewater generated. However, Tijuana’s wastewater infrastructure only serves approximately 76% of the population. This has significant implications for the city’s ability to collect, recycle, and reuse existing resources and leads to negative water quality and human health impacts (water quality and human health impacts are discussed in the Environment section below).

**Tijuana’s Master Plan for Water and Wastewater Infrastructure**

In order to address its infrastructure issues, the City of Tijuana, in collaboration with the State Public Services Commission (Comisión Estatal de Servicios Públicos de Tijuana, CESPT), has developed the Tijuana Master Plan for Water and Wastewater Infrastructure. The Master Plan is a long-term planning project that will investigate alternatives for meeting Tijuana’s water and wastewater infrastructure needs over the next twenty years. The project is being funded by the U.S. Environmental Protection Agency (with funds being administered by the NADBank) and coordinated with other Mexican agencies such as Mexico’s National Water Commission (Comisión Nacional de Agua, CNA), and the State Water Commission for Baja California (Comision Estatal De Agua, CEA). The Master Plan will consider the following: potable water resources, including water reuse alternatives; potable water infrastructure; wastewater collection and conveyance; and wastewater treatment infrastructure, including pretreatment of industrial wastewater.

The Master Plan is an important step in averting a water disaster in the northern Baja California region. By 2010, approximately 3.3 million people will live in the San Diego region and 2.15 million are expected to live in the Tijuana region. This estimated population of 5.45 million people will demand approximately 848,000 acre-feet (AF) of water. Given the proximity of our populations, the integration of significant sectors of our economies, and the social and cultural ties that we share, it is important for San Diego to support efforts in Tijuana and the entire northern Baja California region to upgrade their water supply and collection system. Our water authorities should continue to work together to identify areas where both regions may benefit from collaborative infrastructure, and share knowledge and experience to assure a reliable supply south of the border.

**Binational Conveyance Study**

One example of a potential approach to ensure water reliability in the binational region is the development of a united conveyance system to deliver Colorado River water to the region. The water authorities for San Diego County and Baja California concluded a binational study in 2002 to analyze the alternatives of transporting water from the Colorado River through a joint aqueduct. This study includes technical information from both sides to evaluate the possibilities of a binational aqueduct and proposes alternative routes. It appears that implementation of the proposed aqueduct is unlikely, however, since Mexico’s impending water needs appear more immediate than those of San Diego, and therefore the timeline for such a project is incongruent on either side of the border.

**Interregional Perspective**

Since 1990, the County Water Authority (CWA) has imported 75 to 95 percent of the region’s water supply exclusively through the Metropolitan Water District (MWD) in Los Angeles. MWD secures its imported supply from two main sources, the Colorado River and the State Water Project (which is pumped from the San Francisco Bay/Sacramento-San Joaquin River Delta through the California Aqueduct). The reliability of these two supplies has direct impacts upon the reliability of San Diego’s overall supply mix. The region is therefore dependent upon interregional infrastructure to access water supplies to the north and east, as well as dependent upon those supplies. The CWA is responsible for conducting comprehensive water planning for the region and for providing the region with a reliable supply of water to meet regional demands. A key element in CWA planning includes strategies to diversify the water supply and thereby reduce our dependency on outside sources.

**The CWA-IID Water Transfer Agreement**
A key element in CWA’s diversification strategy is completion of the Imperial Irrigation District (IID) Transfer Agreement, which would allow the CWA to purchase conserved Colorado River agricultural water from the Imperial Valley.

The transfer agreement is a key element of California’s plan to live within its current Colorado River water allocation of 4.4 million acre-feet. The California 4.4 Plan promises six other Western states that California will stop using more than its allotted portion of the Colorado River. California has routinely been taking surplus water from the Colorado River amounting to approximately 5.2 million acre-feet annually (for more information regarding regional water use, see the Public Facilities chapter of the RCP). The transfer would allow MWD to send less water to San Diego, making it possible for the agency to reduce its withdrawals from the Colorado River.

Completing the transfer agreement has proven difficult because of the complex nature of water rights, environmental mitigation and economic impacts related to the proposal. Typically, agricultural run-off from Imperial Valley farming irrigation flows to the Salton Sea, helping to slow the process of salination that is naturally occurring in the water body. One impact of the transfer would be a reduction in the amount of water entering the sea. This in turn would quicken the salination process thereby hastening the decline of fish and other aquatic species that the millions of birds that use the sea as a key stopping point along the Pacific Flyway feed on. The Salton Sea has become essential to waterfowl on the Pacific Flyway as other coastal wetlands have been destroyed by agriculture and urban development.

The costs to save the sea are projected to be enormous, and questions remain as to where the responsibility lies for financing the environmental mitigation. Other issues have also made negotiating the transfer problematic, including potential economic impacts in the Imperial Valley, the ability of the agricultural sector to conserve enough water to fulfill the agreement, and most recently, the federal government’s threats to reduce IID’s historic water rights due to perceived wasteful practices.

Representatives from southern California water agencies are working with state and federal representatives to complete negotiations and approve the CWA-IID Transfer Agreement, since the potential transfer has implications for water supplies throughout the state. A potential agriculture to urban transfer of Colorado River Water will not only help the state stay within its 4.4 million acre-foot allotment, but will also reduce southern California’s dependency on water supplies from the State Water Project, which is of great interest to the other users dependent upon that water supply.

**Goal and Policy Objectives**

**Goal:** Meet binational and interregional long-term energy and water needs in a fiscally and environmentally-sound manner.

**Policy Objectives:**

1. Improve coordination of energy and water planning with Orange, Riverside, and Imperial Counties, and Baja California.
2. Collaboratively promote conservation and efficient use of energy and water within the binational and interregional region.
3. Increase use of renewables and clean energy technologies throughout the binational and interregional region.
4. Enhance the reliability of the region’s water supplies through development of water recycling, seawater desalination, groundwater resources, water transfers, and other appropriate diversification strategies to maximize available water resources.

**Actions and Implementation Responsibilities**
### Energy

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<tr>
<td>1. Support the Goals and Implementation Strategies identified in the Regional Energy Strategy.</td>
<td>SANDAG, Regional Energy Office (SDREO), Sempra</td>
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<tr>
<td>2. Seek consensus on energy issues at the interregional level.</td>
<td>SANDAG</td>
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<tr>
<td>3. Support the Border Energy Forum as a legitimate mechanism for discussion and policy formation regarding binational energy issues.</td>
<td>SANDAG, BEF, SDREO, local jurisdictions</td>
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<tr>
<td>4. Harmonize policies with the Republic of Mexico to address binational energy issues.</td>
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### Water

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<th>WHEN (Timeframe for Completion)</th>
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</thead>
<tbody>
<tr>
<td>1. Continue to pursue funding through existing and future federal, state and regional programs for development of local projects.</td>
<td>CWA, its member agencies, and other local agencies</td>
<td></td>
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<tr>
<td>2. Work with regulatory agencies to pursue regulatory changes more conducive to water recycling.</td>
<td>CWA, its member agencies, and other local agencies</td>
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<tr>
<td>3. Support the ability of the borders communities to transfer water supplies that mutually meet their needs.</td>
<td>CWA</td>
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<tr>
<td>4. Pursue a Capital Improvement Program to increase reliability of the interregional and binational aqueduct systems, provide adequate emergency storage and carryover storage needs, add treatment capacity to satisfy treated water needs, and develop seawater desalination facilities.</td>
<td>CWA</td>
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<tr>
<td>5. Support Mexican water agencies in their efforts to assure water reliability for the Northern Baja California region.</td>
<td>CWA</td>
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ENVIRONMENT

Ecosystems know no political boundaries. Flora and fauna, air, water, and the pollution that plagues them are governed by and circulate through a system that is not controlled by political lines or jurisdictions. Environmental issues are best addressed on an ecosystem basis. In order to protect habitat, we must consider open space corridors, in order to address water quality we must use a watershed perspective and in order to understand air quality, we must understand air basins. Habitat corridors, watersheds and air basins define a respective geographical area in which a particular ecological system functions. Our borders do not follow these lines, but our responses to environmental issues must.

The San Diego region has made great strides in habitat management through the Multiple Species Conservation Program and the Multiple Habitat Conservation Program. The region must now work to link these efforts with similar efforts in the surrounding regions, and encourage similar consideration of open space planning where needed. Likewise, this region is responding to challenges in water quality through a mixture of responses at both the jurisdictional level and by working collaboratively across jurisdictional lines at a watershed level. In regards to clean air, within the State of California air quality is governed by a system that considers the basin level, however, this has not applied to the international boundary, where environmental issues may cross the border, but regulation and enforcement clearly do not.

Binational Perspective

Habitat

With the rapid economic and social development in the binational region, finding the balance between sustainable development and the conservation of the environment is an important challenge. The border region is home to habitat areas significant for the conservation of species of flora and fauna, including coastal sage scrub and chaparral vegetation. Due to the varied climate, topography, and vegetation, the region is one of the most ecologically diverse in the world.

This ecological area which encompasses much of southern California and northern Baja California, is known as the “California Floristic Province” (in its entirety, it runs from northern Baja California north to the California-Oregon border). The Province is considered one of the world’s 25 hotspots for biodiversity conservation, with a large number of threatened and endangered species and habitats, including 24 species of flora and fauna currently identified under threat of extinction on the Mexican side of the border. Places considered as ‘hotspots’ are areas that harbor the highest concentrations of species, especially those that do not exist in any other part of the planet, which are referred to as endemic species.

Las Californias Binational Initiative

Significant opportunities exist for collaborative approaches to conserving portions of the Province along the California-Baja California border. Currently, organizations from both sides of the border are working together in the Las Californias Binational Initiative whose specific aim is to promote coordinated efforts to establish binational habitat corridors and protect biodiversity in this region. Efforts are underway to garner binational support for protecting the area between Tijuana and Tecate, where a habitat corridor currently exists but is threatened due to eastward urban growth from Tijuana as well as some major proposed infrastructure projects. Efforts to link protected planning areas in northern Baja California with existing habitat corridors in San Diego County should be promoted and supported.

Water Quality

Besides sharing an important ecological region, San Diego, Tijuana, and Tecate, share the Tijuana River Watershed, which encompasses approximately 1,750 square miles, one-third of which lies in the United States and two-thirds
which lies in Mexico. The watershed runs 50 miles north-south and 70 miles east-west before draining into the Tijuana Estuary and the Pacific Ocean on the U.S. side of the border. Significant binational efforts are currently underway to address myriad issues throughout the watershed. In order to provide a framework for the many activities, studies, projects and research being conducted about the health of the watershed, the Tijuana River Watershed Binational Vision Project has been established. It represents a consortium of organizations and individuals including scientists, urban planners, academics, GIS specialists, and others working to address the root causes of degradation in the system. Projects currently underway are addressing topics related to water quality, air quality, infrastructure, mapping, and other environmental pressures affecting the watershed.

One of the most visible issues affecting the westernmost portion of the watershed (which lies in the urbanized areas of Tijuana and San Diego) is that of sewage and other toxic pollutants entering the Tijuana River on the Mexican side of the border. These flows eventually cross the border and pass through the Tijuana Estuary before entering the Pacific Ocean. Un-mitigated, the pollutants cause numerous beach closures and pose serious human health threats on both sides of the border.

A major contributor to this problem is insufficient sewage collection infrastructure in Tijuana. In order to address this, the Tijuana Sewer Rehabilitation Project, known locally as Tijuana Sana (Healthy Tijuana), is currently underway. Tijuana Sana is a four-year project to rehabilitate or replace deteriorated sewer pipes in Tijuana. The project was certified by the Border Environment Cooperation Commission (BECC) and work commenced in early 2002.

Work on the Tijuana Sewer Rehabilitation Project is taking place concurrently with the development of the Tijuana Master Plan, a long term strategy to address both the water supply and collection systems in Tijuana. Improving the wastewater collection infrastructure in the urban areas of the watershed is imperative to reducing and ultimately eliminating the presence of untreated sewage in the Tijuana River, the estuary, and nearby beaches.

Another effort to minimize the amount of raw sewage that makes it across the border was the construction of the International Wastewater Treatment Plant (IWTP) on the U.S. side of the border. The IWTP treats up to 25 mgd (million gallons a day) of Tijuana’s sewage. The IWTP operates a dry weather diverter in the Tijuana River to collect up to 13 mgd of flow directly from the river and takes overflow sewage from the treatment system in Tijuana that would otherwise get discharged untreated directly into nearshore waters from the San Antonio de Los Buenos treatment facility in southern Tijuana. The IWTP treats the sewage to an advanced primary level, which does not technically meet standards set by the Clean Water Act in the United States. The plant was planned to treat at a secondary level (which meets U.S. requirements) but implementing the second phase of development has been problematic. The International Boundary and Water Commission in coordination with the U.S. Environmental Protection Agency are currently working on plans for secondary treatment, but it is unclear when this will occur.

Air Quality

Air quality along the U.S.-Mexico border has traditionally been dealt with separately in each nation, however, there is evidence that the designated regulatory air basins of California do commingle with air on the Mexican side of the border, and there is growing concern as development continues along the border, that air pollution from one side of the border can have deleterious effects on the other side as well.

This has become a significant issue along the California-Baja California border, specifically in the Mexicali-Calexico area, as a number of new power plants are planned or have come on line in the border region. These new energy generation facilities are being developed in response to the growing energy needs of the region. Since many of these facilities are being located in Mexico, there is fear that companies are choosing to site new plants south of the border because of perceived lower environmental standards than in the U.S.

Subsequently, a number of laws have been introduced in the California and federal U.S. legislatures to prohibit Mexican generators that do not meet California’s environmental standards from participating in the U.S. market. However, this may be unfair practice on the part of the U.S. since much of the energy currently used throughout California (and the U.S.) is purchased from areas of the country where fossil fuel generation (which is much more polluting than natural gas) is the norm. Therefore, this would place greater restrictions on Mexican generators than
on U.S. generators. These legislative proposals do, however, exemplify the concern in the region that the significant increase in power plants along the border will result in poorer air quality for populations living on both the Mexican and U.S. sides of the political line.

In order to address this issue, various entities are discussing the potential to seek changes in U.S. environmental laws to recognize binational air basins. It is theorized that by doing so, air quality mitigation efforts that are required in the U.S. to offset new pollution generation could occur on either side of the border. New polluters could then target air pollution sources on either side of the border, and potentially clean dirtier sources on one side of the border that may be affecting the air quality on the other side of the border. While these efforts are still in the nascent stages in the California-Baja California area, a similar pilot program in the El Paso-Ciudad Juarez area has been very successful.

**Interregional Perspective**

This section still needs to be developed in coordination with the Healthy Ecosystems Chapter.

**Goals and Policy Objectives**

Goal: Create and maintain a healthy binational and interregional environment.

Policy Objectives:

1. Preserve and enhance ecosystem biodiversity throughout the Borders region.
2. Protect habitat corridors, watersheds, air basins, and shorelines and nearshore habitats that cross our binational and interregional boundaries.

**Actions and Implementation Responsibilities**

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<tr>
<th>WHAT (Proposed Action)</th>
<th>WHO (Responsible Party)</th>
<th>WHEN (Timeframe for Completion)</th>
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<tbody>
<tr>
<td>1. Coordinate habitat corridor planning with surrounding counties and the Republic of Mexico.</td>
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<tr>
<td>2. Provide a cooperative, coordinated, and long-range conservation and management program for the region’s habitat preserve system that is tied to preserve systems in our surrounding regions.</td>
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<tr>
<td>3. Identify regional funding sources for watershed planning, habitat land acquisitions, and ongoing land management and biological monitoring functions and coordinate funding opportunities with our surrounding regions.</td>
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<tr>
<td>4. Work together to assure coordination and cooperation of environmental managers across multiple regions, subregions and subareas.</td>
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5. Promote smart growth principles with surrounding regions to minimize the effects of sprawl on habitat and ecosystems in the California Floristic Province.

6. Support actions to better understand the dynamics of local air basins and support coordinated, cross-border approaches to improving air quality in shared basins.

7. Support collaborative watershed planning with Baja California to improve the health of the Tijuana Watershed.

8. Harmonize policies with the Republic of Mexico to address binational environmental issues.

9. Support the establishment of a transborder environmental impact assessment process to protect border communities from potentially harmful transborder environmental impacts of projects on either side of the U.S.-Mexico border.

ECONOMIC DEVELOPMENT

This region faces increasing domestic and global competition, but as a region, San Diego, along with its neighboring Counties and Northern Baja California has the necessary scale and diversity to compete in the global marketplace. Likewise, this region, while separate in many ways from the Los Angeles area, does recognize our ties to our neighbor to the north as a way to access both domestic and international marketplaces.

Benefiting from our Geographic Location

From a geographical perspective, San Diego is placed in an incredibly advantageous position. Its vicinity to Mexico is a prime example, but its access to other world markets, such as the Pacific Rim and South American markets, make it one of the country’s best places to do business. In order to benefit from our geographic position, however, the region needs to assure access to reliable trade corridors, whether in concert with port infrastructure along the international border and in northern Mexico, or in collaboration with our neighbors to the north, including the greater Los Angeles area.

For many years, San Diego’s economic development was largely based upon the defense industry and related manufacturing. However, in the last 15 years San Diego has diversified its economy to include significant telecommunications and biotechnology industries, and continues to boast a thriving tourist (and service) industry. San Diego’s location has allowed it to rely heavily on the large labor force available in Mexico while Tijuana’s economy has benefited from employment opportunities in San Diego. The close economic ties between the two areas can be easily demonstrated through the large amount of people and goods that move across the international border, and by economic activity along the border.

Northern Baja California has also benefited from its geographical position next to the United States as Mexico has implemented various strategies to impulse economic development along its northern border, the most recent and well known being the Maquiladora Program (or In-Bond Industry). The maquiladora industry was established in
Mexico in the late 1960s to create those jobs demanded by the increasing border population and to bring the Mexican national production system to the international market. With this program, Tijuana has developed its commercial and manufacturing industries.

[Include a graphic with some maquiladora economic statistics]

Figure XX: Maquiladora Employment

The maquiladora industry plays a very important role in the region in that it not only generates employment opportunities in Baja California but also in San Diego, as is demonstrated by the number of transnational corporations with sister facilities north of the border. As a demonstration of the strength of the regional economy, San Diego’s Gross Regional Product (GRP) of $126.1 billion, combined with Tijuana’s $25 billion GRP, would rank this border economy 36th among the economies of the world, ahead of Singapore, Malaysia, or Venezuela.

Our economic reality reflects what is occurring in the global economy. The North American Free Trade Agreement (NAFTA), which was implemented in 1994, has allowed California’s trade with Mexico to exceed $20 billion yearly, and overcome obstacles such as fluctuations in the peso-dollar relationship as well as differences in economic indicators, which, in the past, posed major obstacles for a more stable economic relationship. [Include graphic below]

Figure XX: California Exports to Mexico
Taking advantage of our geographic location and our shared resources, this region has great potential for succeeding in highly competitive global markets. In this context, the maquiladora industry has been an important factor for development of the binational market. The maquiladora industry, however, is under competitive pressure from other production centers such as China, where the cost of labor is comparatively cheaper. Therefore, this binational region must rely on its other competitive advantages, such as geographic location, and work to assure that our regional trade-related infrastructure provides improved access to both domestic and international markets.

The binational aspect of our region has been embraced by the business sector. However, cross border business could be hindered as crossing the border becomes more time consuming and less efficient for goods movement. The use of better technology at the ports of entry is the region’s best option for safeguarding the region, while allowing the efficient and safe flow of people and goods.

*Expanding International Trade Capabilities*

As identified in the region’s Economic Prosperity Strategy, improving the collaborative effort on the part of the private sector and government agencies that are responsible for maintaining and improving the region’s access to domestic and international markets is key to our economic success. In order to be competitive in the global marketplace, San Diego and its neighboring counties and the Republic of Mexico will need to approach access issues as a region. Recommendations in this area include improving the region’s water port facilities to accommodate larger classes of cargo ships, developing stronger ties between the regional ports from Ensenada to Los Angeles, working to re-open and improve capacity of the SD&AE eastward rail line, expanding air passenger and air cargo capacity in the region, and continuing to make improvements to our transportation infrastructure, especially along designated trade corridors (for more information on regional economic development, see the Economic Prosperity chapter).

*Goals and Policy Objectives*

**Goal:** Strengthen the position of the greater binational and interregional area as a strong competitor in the global marketplace.

**Policy Objectives:**

1. Mutually support cooperative economic development and diversify the economies of the greater Borders region.
2. Mutually capitalize upon each region’s competitive advantages to maximize the greater region’s economic prosperity.
3. Enhance cultural, educational, and job training opportunities throughout the greater region.

**Actions and Implementation Responsibilities**

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<tbody>
<tr>
<td>1. Support the IRP approved economic development strategies.</td>
<td>SANDAG, SWRCOG, Riverside EDCs</td>
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<tr>
<td>2. Support policies and measures that promote economic development along the border in Mexico, such as the</td>
<td>SANDAG, Mexico, Chambers of Commerce</td>
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Maquiladora Program, as well as programs and policies directed toward the interior regions of that country.

3. Encourage continued U.S. federal and state government financial support of the North American Development Bank (NADBank) and the California Infrastructure and Development Bank (I-Bank).

SANDAG, local jurisdictions, Mexico, Chambers of Commerce and EDCs

HOMELAND SECURITY

The tragic events of September 11th have led our nation to reexamine national security both within and along our borders. The resulting policies and decisions made in Washington D.C. directly impact the people living in communities throughout the southern California-Northern Baja California region. While we support our nation’s efforts to safeguard our borders, we must also ensure that in implementing such measures, the quality of life in the region is not significantly diminished.

San Diego’s location on the border with the Republic of Mexico (and being home to the busiest land port of entry in the western hemisphere), undoubtedly places us on the frontline of national security efforts. Likewise, boasting a significant defense sector places great responsibility upon this community for implementing those policies instrumental to safeguard America’s homeland.

The International Border

The three land ports of entry that connect the San Diego region with the state of Baja California allow our communities to interact, our economies to thrive, and our cultures to meld. Over 40,000 daily commuters and $20 billion in trade goods cross these ports on a yearly basis. The dynamic of lawful international trade and travel attempts to move people or contraband across the border illegally, demand the vigilance and enforcement of laws and regulations to protect the wellbeing of the local and national population and economy.

In order to better protect the United States from a potential threat, and better secure our borders, Congress authorized the creation of the Department of Homeland Security (DHS). This new Department’s mission is to prevent terrorist attacks, reduce America’s vulnerability to terrorism, and minimize the damage from potential attacks. The DHS oversees 22 existing agencies in an effort to provide a more coordinated effort toward homeland security and is organized under the following four directorates: Border and Transportation Security Directorate (BTSD); Science and Technology Directorate (STD); Information Analysis and Infrastructure Protection (IAIP); and Emergency Preparedness and Response Directorate (EPRD). Of these, the Border and Transportation Security Directorate has the most to do with managing our local ports of entry (land, air, and sea), containing most of the agencies transferred from the Department of Justice, including the Bureau of Customs and Border Protection and the Bureau of Immigration and Customs Enforcement, among others.

As this new super-agency begins to implement strategies and actions to protect our borders, it will be important that the region provide meaningful input into the decision-making process. Encouraging strategies that implement better uses of technology to streamline ports of entry functions will ensure that we better manage our borders to reduce potential risks while facilitating legal interaction.

The DHS is responding to the threat as it relates to the U.S.-Mexico border through the policy prescribed in the 22 Point Smart Border Agreement between the U.S. and Mexico. This agreement calls for specific actions to ensure secure infrastructure, secure flows of people, and secure flows of goods. Many organizations in the region have
supported implementation of the Agreement, which calls for cross-border cooperation, harmonized port of entry operations, increased use of technology to allow legal crossers and commercial entities more streamlined access, and technology sharing, to name a few.

Defense in San Diego

San Diego is home to a significant defense sector, both in the form of military installations, personnel, and equipment, as well as a cluster of economic entities which support the nation’s defense needs. The latter includes sectors engaged in manufacturing or assembling aircraft, ships, boats, and defense-related products such as guided missiles. In fact, San Diego has the second highest expense budget of the Department of Defense, representing approximately 13% of the regional economy. Likewise, our defense sector represents an employment concentration that is significantly higher than the national average.

San Diego has traditionally been the largest military center on the western coast of the United States. It is the headquarters of the Central Command of SPAWAR (Space & Naval Warfare Systems Command) and the Command of the Naval Air Force Pacific Fleet, and houses the Naval Amphibian Base of Coronado, the Naval Base Submarine of San Diego and the Naval Air Base of North Island. The U.S. Marines Corps also has three bases of operation in the County of San Diego including the Marine Corps Recruit Depot and bases at Camp Pendleton and Miramar.

This significant military presence makes this region unique and provides this region with many opportunities in this time of heightened attention to national security, while at the same time, places this region at greater risk than other areas of the country with less of a military presence.

Protecting Regional Infrastructure

Just as our economies and societies are linked throughout the region, many of our public facilities as well as our environmental assets are interconnected and would be affected by disruptions on either side of the border. Efforts to secure vital resources must be coordinated throughout the region and emergency contingency plans should be made with consideration for our regional partners, as well as ourselves. [this section needs to be developed further]

Policy Goals and Objectives

Goal: Keep the region secure while protecting the binational and interregional quality of life.

Policy Objectives:

1. Ensure protection of regional infrastructure, resource delivery systems, and local population across our binational and interregional borders.
2. Ensure the legal flow of goods and people across our binational and interregional borders.
3. Balance the implementation of homeland security measures with efficient cross-border and interregional travel.
4. Implement strategies to coordinate homeland security measures with our binational and interregional neighbors.
5. Encourage the implementation of security measures that will not negatively impact the economy of the border region and develop adaptive strategies to address potential impacts from security measures.

Actions and Implementation Responsibilities

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<th>WHAT (Proposed Action)</th>
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1. Provide a meaningful mechanism for local input regarding homeland security measures affecting this region.
   - The Department of Homeland Security (DHS), Department of Defense (DOD), Mexico

2. Increase the use of technology at the ports of entry.
   - SANDAG, DHS, DOD, Mexico

3. Support measures to encourage users of border crossings to register and participate in the available programs that facilitate identification of transactions and people to ensure national security at the borders and beyond.
   - SANDAG, member agencies, other local, state, federal and community entities, Mexico

4. Work with the DHS to make data and other resources available to enhance security at the U.S.-Mexico border and ensure the integrity and safety of pertinent interregional infrastructure.
   - SANDAG, DHS, Mexico

5. Advocate to make our ports of entry the model for other regions in the processing of people and goods.

### III. ENVIRONMENTAL JUSTICE AND SOCIAL EQUITY

This section will be completed based upon work underway for the EJ/SE Chapter of the RCP