MEMBERS
Crystal Crawford, Committee Chair
(Representing North County Coastal)
Deputy Mayor, Del Mar

Patricia McCoy, Committee Vice Chair
(Representing South County)
Councilmember, Imperial Beach

David Allan
(Representing East County)
Councilmember, La Mesa

Pia Harris-Ebert
(Representing North County Inland)
Vice Mayor, San Marcos

Ralph Inzunza, City of San Diego

Greg Cox
Supervisor, County of San Diego

ALTERNATES
Lisa Heebner
(Representing North County Coastal)
Councilmember, Solana Beach

Phil Monroe
(Representing South County)
Councilmember, Coronado

Jillian Hanson-Cox
(Representing East County)
Councilmember, El Cajon

Ed Gallo
(Representing North County Inland)
Mayor Pro Tem, Escondido

Brian Maienschein
Councilmember, City of San Diego

Pam Slater-Price
Chair of Supervisors, County of San Diego

EX-OFFICIO MEMBERS
Thomas Buckley
Councilmember, County of Riverside

Vacant, County of Orange

Luis Cabrera
Consul General, Consulate General of Mexico in San Diego

Howard Williams
San Diego County Water Authority

Pedro Orso-Delgado
District Director, Caltrans

Gary L. Gallegos
Executive Director, SANDAG

BORDERS COMMITTEE
AGENDA

February 18, 2005
12:30 to 2:30 p.m.
SANDAG, 7th Floor Board Room
401 B Street, Suite 800
San Diego, CA 92101

AGENDA HIGHLIGHTS

- TRIBAL GOVERNANCE IN SAN DIEGO COUNTY
- SOUTHERN CALIFORNIA TRIBAL CHAIRMEN’S ASSOCIATION UPDATE
- RESERVATION TRANSPORTATION AUTHORITY UPDATE

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.

San Diego Association of Governments
401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 • Fax (619) 699-1905
www.sandag.org
Welcome to SANDAG! Members of the public may speak to the Borders Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications. Speakers are limited to three minutes. The Borders Committee may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under meetings on SANDAG’s website. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the website. Email comments should be received no later than noon, two days prior to the Borders Committee meeting.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY) or fax (619) 699-1905.
## BORDERS COMMITTEE AGENDA
Friday, February 18, 2005

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

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>ACTION</th>
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<tbody>
<tr>
<td>+1.</td>
<td>APPROVAL OF BORDERS COMMITTEE MEETING MINUTES</td>
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<tr>
<td></td>
<td>a. January 21, 2005</td>
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<tr>
<td>2.</td>
<td>PUBLIC COMMENTS AND COMMUNICATIONS/ MEMBER COMMENTS</td>
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<td></td>
<td>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 also is an opportunity for Borders Committee members to make comments or announcements.</td>
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### CONSENT ITEMS (3-5)

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.

<table>
<thead>
<tr>
<th>+3.</th>
<th>COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES (COBRO) MEETING SUMMARY AND ACTIONS</th>
<th>INFORMATION</th>
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<tbody>
<tr>
<td>+4.</td>
<td>SANDAG’S 2005 BINATIONAL CONFERENCE UPDATE (Paul Ganster, Chair of the Committee on Binational Regional Opportunities)</td>
<td>INFORMATION</td>
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<td>COBRO will inform to the Borders Committee on the status of the 2005 Binational Summer Conference.</td>
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<td>+5.</td>
<td>TRIBAL OVERVIEW (Jane Clough-Riquelme, SANDAG)</td>
<td>INFORMATION</td>
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<td>This report provides an overview of SANDAG’s responsibilities and initiatives involving Tribal Governments in the San Diego region.</td>
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REPORTS

6. TRIBAL GOVERNANCE IN SAN DIEGO COUNTY
   (Reva Wassana, Tribal Consultants)

Reva Wassana of Tribal Consultants, the designated liaison to SANDAG for the Reservation Transportation Authority (RTA), will provide a general overview of Tribal Governments in San Diego County and their structures of governance.

7. SOUTHERN CALIFORNIA TRIBAL CHAIRMEN’S ASSOCIATION
   (Robert H. Smith, Chair)

The Southern California Tribal Chairmen's Association (SCTCA) is a multi-service, non-profit corporation established in 1972 by a consortium of 19 federally-recognized Indian tribes in Southern California. Chairman Smith will provide an introduction to the SCTCA, including its mission, goals, and objectives, governance structure, and will highlight projects the consortium has undertaken to benefit the region's tribal communities.

8. RESERVATION TRANSPORTATION AUTHORITY (Kevin Siva, Chair)

Incorporated in 1998, the Reservation Transportation Authority (RTA) is a non-profit intertribal consortium providing transportation planning, construction, and maintenance services to 23 member Tribal Governments in Southern California. Chairman Siva will provide an overview of the organization and will highlight some projects of regional significance.

9. CALTRANS STATE ROUTE 76 EAST CORRIDOR STUDY
   (Mario Orso, Caltrans)

In FY 2005, Caltrans District 11 received a grant to conduct a study for State Route 76 (SR 76) east of Interstate 15. The study will include a technical evaluation in order to determine where existing operational deficiencies exist in the SR 76 East corridor and will develop forecast data to determine the scope of future operational improvements. Mario Orso, District 11 Native American Liaison, will provide an overview of this study.

10. NEXT MEETING DATE AND LOCATION

The next meeting of the Borders Committee will be held on Friday, March 18, 2005, at 12:30 p.m. in SANDAG's 7th Floor Conference Room.

+ Next to an agenda item indicates an attachment
The regularly scheduled meeting of the San Diego Association of Governments Borders Committee was called to order at 1:07 p.m. by Chair Crystal Crawford (North County Coastal). The attendance sheet for the meeting is attached.

Chair Crawford welcomed all visitors and thanked all for attending. Self introductions were made.

1. APPROVAL OF BORDERS COMMITTEE MEETING MINUTES

   Action: Ed Gallo (North County Inland) made the motion and David Allan (East County) seconded the motion to approve the minutes from the following meetings:
   a. November 19, 2004
   b. December 2, 2004

   The motion passed unanimously.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

   Chair Crawford noted that Hon. Edgar Fernandez, a Councilmember from the City of Tijuana, along with his staff, have joined the group for today’s meeting. She extended an invitation to the Councilmember to feel free to join the group whenever convenient and noted that hopefully one day soon the Borders Committee will be able to attend a Council meeting in Tijuana.

   Chair Crawford announced that the Southern California Association of Governments (SCAG) has asked that there be a joint meeting the SANDAG Borders Committee and their Southwest Compact Task Force. The meeting is tentatively scheduled for Thursday, February 24, 2005, from 10:00 a.m. to 2 p.m., which will include travel time. She indicated that she is looking for a good turn out and asked all members to add this item to their calendars.

   Councilmember McCoy noted that Supervisor Carrillo (Imperial County) appeared recently on the KPBS television show, “Full Focus,” providing an overview on the activities taking place in Imperial County.

   Dr. Paul Ganster, Chair of the Committee on Binational Regional Opportunities (COBRO), shared a new English-Spanish publication from San Diego State University (SDSU), published
by its Geography Department. The publication, The Tijuana River Watershed Atlas, represents a ten-year collaborative effort to collect and share data on the binational watershed.

Consul General Luis Cabrera mentioned on January 20th, a plenary meeting of the Border Liaison Mechanism (BLM) was held at the SANDAG offices. The BLM is a binational forum to discuss regional issues of mutual interest between the United States and Mexico that was created in the mid 1990s. The purpose of the plenary session was to re-launch this mechanism of binational cooperation. The BLM formed four subgroups: public safety; migration and Consular affairs, infrastructure, and environment and natural resources, (specifically water). Priorities, calendars and reorganization of the subgroups took place. SANDAG will play a key role in the BLM.

Chair Crawford stated that even though she was unable to attend, she heard that the meeting was well attended.

Chair Crawford announced that the California Energy Commission (CEC) held a workshop at the SANDAG offices in December. The Border Energy Issues Group (BEIG) and the CEC collaborated on the workshop for update of the California Energy Plan, which focused on binational energy issues. The CEC plans to hold another hearing in the Southern California area in the near future.

David Shirk, representing the USD Transborder Institute (TBI), indicated that the TBI is developing a resource guide for elected officials and would like to make that resource available to those throughout the region. Hopefully, the Resource Guide will be completed by April 2005. He encouraged all interested parties to assist in reviewing this document.

Self introductions were made.

**CONSENT (ITEM 3)**


   **Action:** The Borders Committee accepted Consent Item 3.

**REPORTS**


   SANDAG Chairman, Poway Mayor Mickey Cafagna, provided the Committee with an overview of the inauguration of the City of Tijuana’s new administration and the installation of the Tijuana City Council’s Border Affairs Commission. On January 5, 2005, the
City of Tijuana installed Mayor Jorge Hank-Rhon as its Mayor. As part of Mayor Hank’s cabinet, the Tijuana City Council created a Commission for Border Affairs. Chairman Cafagna noted that he was invited to Tijuana, along with the SANDAG Vice Chair, Lemon Grove Mayor Mary Teresa Sessom and the SANDAG Executive Director to the event, which was well received. They met many Tijuana Councilmembers and discussed cooperation between the two regions. The Commission adopted at its meeting a list of items to work on which establishes the framework for the Commission for the next three years. Most of those items are similar to issues the Borders Committee has been addressing. The intent is to begin a series of meetings that can be held between the two groups to discuss border issues. If these issues can be dealt with on a local level, then the federal governments can be looked to mainly for funding of issues that affect both sides of the border. As a representative of the SANDAG Board, Chairman Cafagna asked that the Borders Committee discuss the possibility of working with the City of Tijuana to discuss issues of mutual concern.

Supervisor Slater-Price thanked the SANDAG Chairman and Councilmember Fernandez for their participation. She commented that this seems like this is a natural thing to move forward on and made the motion to approve the Chairman’s recommendation.

Councilmember Allan seconded the motion.

Chair Crawford stated that she is looking forward to working more with our neighbors across the Mexican border. This is a good task for the Borders committee.

Staff highlighted that in looking at the Borders work program, the current issues are those that are currently being working on. Staff will be working to focus on specific issues.

Chair Crawford commented that this issue can fall under the Strategic Initiative category.

Staff added that the Borders Committee and representatives from Tijuana share a common concern for the San Ysidro area. This might be a good focal point for collaborative action.

Councilmember Monroe mentioned that it is a good idea to have SANDAG staff attend the meetings in Tijuana and that some of Tijuana’s Councilmembers should attend SANDAG meetings on a regular basis.

Councilmember Fernandez extended greetings to the committee on behalf of Mayor Jorge Hank. There are important issues facing Tijuana that include the San Diego region, and it is important to deal with these issues on a local level. Mayor Hank is also interested in creating a close relationship with the San Diego region to address the problems and resolve them as fast as possible. He thanked Chairman Cafagna, Vice Chair Sessom, and SANDAG staff for participating in the program. If all of the Border Affairs Commissions issues are addressed, the problems that have been existing for years can be resolved together.

Chair Crawford again provided Councilmember Fernandez with an open invitation to attend the Committee meetings as much as possible.
5. UPDATE ON SAN YSIDRO PLANNING PROJECTS (INFORMATION/POSSIBLE ACTION)

Staff provided an update on San Ysidro Planning Projects. The five projects are: The Shops at Las Americas; San Ysidro Intermodal Transportation Center (ITC); San Ysidro Port of Entry; San Ysidro Rail Improvement Project; and Mi Pueblo Pilot Village Project. Staff outlined each project and current issues regarding each project. Supervisor Slater-Price asked if there is a designated spot in the ITC for those that are coming across the border in private vehicles.

Staff indicated that there is a designated spot.

Supervisor Slater-Price added that there needs to be coordination among agencies to assist with the traffic flow.

Pedro Orso-Delgado commented that a lot of things are happening in the San Ysidro area; however, all of the things are not being looked at in a connected view. Caltrans currently has an application for a grant to conduct a transportation analysis for the entire area. The overall plan will take away from the piece meal approach and look at the big picture of the needs of the entire community.

Supervisor Slater-Price asked if the transportation analysis would include pedestrians. Bill Figge responded yes.

Staff added that the San Ysidro Border Crossing is the busiest border crossing in the world. There is a need to push for funding to complete the project. The border crossing should be the front door to the communities – not the back door. The border area will afford many opportunities for connectivity, and the Borders Committee needs to stay vigilant in its efforts.

Mario Lopez, a representative from Congressman Filner’s office, stated that the Congressman’s office is currently working on public pick up location and public restroom issues for the ITC.

Chair Crawford indicated that the Borders Committee took a tour of the area, and it was definitely an eye opener to view. It is a very congested area that needs a lot of attention.

Pedro Orso-Delgado mentioned that sometimes there are police operatives who back up the traffic across the border. This is a result of people trying to exit and enter the U.S.

Councilmember Monroe commented that the Intermodal Center is a tremendous improvement in that area. The design of the Center was exceptional. The rail yard improvements are being undertaken by folks that are trying to connect those areas. Any significant increase in cargo rail could be an issue for the cities of Chula Vista and National City.
Staff stated that the plan is not to extend a rail through National City or Chula Vista, but to build an Intermodal Center to provide alternatives for freight movement.

**Action:** The Committee received this item for information.

6. **SAN YSIDRO PORT OF ENTRY RECONFIGURATION AND EXPANSION PROJECT UPDATE (INFORMATION/POSSIBLE ACTION)**

Ramon Riesgo, representing the U.S. General Services Administration (GSA), provided the Committee with a description of the various project alternatives planned for the San Ysidro Port of Entry reconfiguration project. GSA has 11 regions, and San Diego is Region 9. GSA’s role is to provide housing and facilities around the border. GSA owns 13 border facilities in California, Mexico, and Arizona. GSA has developed a Design Excellence program, which includes redesigning facilities around the United States. Examples include the Calexico Port of Entry and the San Francisco Courthouse.

The purpose of the San Ysidro Port of Entry Reconfiguration project is to increase the capacity and efficiency of vehicular and pedestrian traffic flowing through the Port, while improving safety and security for the traveling public and federal inspection facility. Mr. Riesgo provided a program development study overview, which included construction and design studies. The different procedures and mechanisms of both countries present a significant challenge to handling the impact of traffic during construction. GSA is conducting a joint EIR/EIS with Caltrans, and the timeframe of completion is October 2006. The schedule shows construction beginning at the San Ysidro Port of Entry in April 2008 and the project to be completed in March 2012.

Councilmember Allan questioned the origin of workforce for the construction. Councilmember Allan commented that it would be nice if the workforce from San Diego could be included in those jobs. Mr. Riesgo responded that a contractor has not yet been selected, but the contractor would be responsible for selecting its employees.

Staff stated that it is not uncommon to award contracts to the lowest bidder, and most of those contractors will try to pull workers from the local workforce.

Pedro Orso-Delgado asked if the budget includes the freeway improvements. Mr. Riesgo replied that the $168 million is only for the federal facility. Congressman Filner has requested a list of additional funding needs, and the freeway improvements that would be necessary to complete the project will be included in that list.

Pedro Orso-Delgado asked about the status of El Chapparal. Mr. Riesgo indicated that the list of upgrades does not include El Chapparal, as it is in Mexico.

Pedro Orso-Delgado commented that the GSA needs to work on funding sources that use a different model. The facilities and the freeways need to be built and federally funded together.

Chair Crawford asked if the design includes the freeway realignment. Mr. Riesgo responded that it does.
Staff stated that even though the design includes the freeway alignment, it doesn’t include the funding for the realignment. There is a problem if the budget does not include the freeway funding. Mr. Riesgo responded that the GSA Region 9 recognizes that.

Mario Lopez requested an update on what is happening in the Imperial County area.

Mr. Riesgo commented that the GSA has completed the list for projects to be submitted for the Good Neighbor and Design Excellence Programs in 2003 for the 2004 budget cycle. There is currently a contract to begin environmental studies in Calexico, and environmental studies have already been started in other areas. A proposal has been submitted to receive federal funding.

Dr. Ganster asked if the GSA was confident that design and feasibility studies are addressing the impacts of proposed southbound border inspections. Mr. Riesgo replied that new technology will be used for southbound inspections; however, there will still be traffic impacts. Other issues will be addressed on an as-needed basis. The facility is being designed based on the needs of GSA and the Bureau of Customs and Border Protection.

Consul General Cabrera commented that this project is an example of the need for coordination between agencies. It would be beneficial to both regions if we could cooperate on the development of facilities on both sides of the border. Tecate is a good example of lack of proper planning. Mr. Riesgo agreed that Tecate is a good example of lack of coordination. Unfortunately, the process on the U.S. side is slow, and the process on the Mexican side is changing.

Consul General Cabrera reiterated that the purpose of the BLM is to create an organization that can coordinate all efforts at the border.

Supervisor Carrillo stated that Calexico is faced with the same issues even though the Port of Entry lanes are only open from 6 a.m. to 10 p.m. The agricultural community would like for them to be open 24 hours. Currently, cars are in line beginning at 1 and 2 a.m. in the morning to cross the border. In addition, the noise and open space impacts are greater. They need to expand the number of inspectors to handle the facility. However, the communication between the two countries is too slow.

Margo Tanguay, a taxi driver, mentioned that the 9/11 tragedy shut the border down. She asked if there are any types of programs that can prevent this problem in the future and whether any emergency measures have been implemented since that time. Mr. Riesgo responded that the GSA has been considering that and will be including the issue in its plan, along with traffic and peak hours.

Chair Crawford thanked Mr. Riesgo for the update and asked for another update when the draft EIR/EIS report is ready.

**Action:** The Committee received this item for information.
7. OVERVIEW OF PLANNING EFFORTS IN THE OTAY MESA – MESA DE OTAY CORRIDOR (INFORMATION/POSSIBLE ACTION)

Dr. Paul Ganster, Chair of the Committee of Binational Regional Opportunities (COBRO), noted that the COBRO has been in existence since 1996. He noted that last year, the COBRO promoted a dialogue to discuss the state of border cooperation in our region and shaped the 2004 Summer Conference to address this issue. The COBRO also wanted to address an area of opportunity for improved and more effective binational planning. The area of opportunity that has been identified is Otay Mesa. Otay Mesa is a growing binational region. The City of San Diego is updating its community plan, and the City of Tijuana is developing its specific plan for the Mesa de Otay area. This is also a corridor that the City of Chula Vista and the County of San Diego are both interested in. The COBRO considers that by taking advantage of the opportunities in the Otay Mesa area, it can also help to improve things at San Ysidro. Since last year, the COBRO has been studying these issues and has met with officials from Baja California to learn about the new Inter-urban Commission for the municipalities of Tijuana, Tecate, and Playas de Rosarito. Maxx Stalheim, from the City of San Diego, provided the Committee with information on the latest developments regarding the City of San Diego’s Community Plan update.

Councilmember McCoy requested that the Otay River Watershed Plan be considered as part of this project. Mr. Stalheim indicated that the City will be looking at the project, but the Otay River Watershed has not been included.

Councilmember McCoy stated that is exactly her point. All of the small pieces should be put together.

Dr. Ganster pointed out that at the COBRO meeting, two issues were brought up. At the alignment of Tijuana’s International Airport runway path, there are many housing units being planned on the U.S. side. Second, there needs to be space reserved, if possible, for a terminal on the U.S. side that can serve Tijuana’s airport. That option should be considered.

Howard Williams asked whether housing is being planned at the end of Brown Field. Mr. Stalheim responded that housing is included in the plans that the consultants are proposing. Brown Field is not part of the community plan.

Pedro Orso-Delgado expressed concern with the SR-905 project because the purpose is to connect the Port of Entry with the I-805. The current development is putting pressure on Caltrans for arterials, which is escalating the right-of-way costs, and there is no funding to build the project.

Mario Orso asked if this plan is in coordination with the City’s General Plan. Mr. Stalheim responded yes.

Alejandra Mier y Teran, Executive Director for the Otay Mesa Chamber of Commerce, commented that their organization has concerns that the proposed housing developments in the eastern part of Otay Mesa are on a southbound truck route, and the number of trucks is growing. There are potential hazards associated with that. She added that Brown Field has not, to this point, been included in this update, and this is also a concern.
Councilmember Monroe stated that the South County Economic Development Corporation is still working hard with elected officials in Mexico on that issue.

Staff mentioned that existing and future land uses at Brown Field would have significant relationships with the proposed developments and traffic issues in Otay Mesa and should be considered as part of the Community Plan update. Mr. Stalheim replied that Brown Field is a general aviation airport and will remain as such. The property is not currently included, but they would like for it to be included.

Chair Crawford noted that the City will keep the Committee updated on this issue.

Councilmember Monroe commented that he would like to know Councilmember Inzunza’s position on this item, considering that this project is in his district.

Action: The Committee received this item for information.

8. UPDATE ON TRIBAL COORDINATION ACTIVITIES (INFORMATION/POSSIBLE ACTION)

Staff provided the Committee with an update on the Tribal Coordination activities and efforts. In April 2004, the Borders Committee identified as one of its strategic priorities for FY 2005, expanding communication with the Tribal Governments. It was suggested that the focus be on transportation issues. As SANDAG staff is beginning the process of the Regional Transportation Plan (RTP) update, the focus of the program will be on tribal involvement in the update of the RTP. The Committee’s goal is to establish a basis of communication in order to build the level of respect and mutual understanding necessary for advancing common planning issues. Staff would like to move forward the input from the Tribal Governments to include in the process. Currently, there are two active projects: (1) Rural/Reservation Transit Needs Assessment, which staff is working closely with Caltrans on; and (2) a Pass Through Grant with the Reservation Transportation Authority (RTA). The RTA is a tribal consortium founded in 1998 to address the transportation needs of 23 tribal governments in Southern California. The RTA recently received an environmental justice grant to promote coordination in transportation planning between Tribal Governments and the Council of Governments (COG) in their respective areas – including the Southern California Association of Governments (SCAG) and SANDAG. The grant work will begin in February. The Executive Council of the RTA has assigned two people to work with both agencies to advance this project. Next steps will include: (1) working with tribal consortia, such as the RTA and the Southern California Tribal Chairmen’s Association (SCTCA); (2) consultation and outreach to the 17 individual domestic sovereign tribal nations in the San Diego region. In December, SANDAG’s and Caltrans’ tribal liaisons attended the SCTCA council meeting in the La Posta reservation. At that time the SANDAG liaison encouraged members of the SCTCA to attend SANDAG committee meetings, especially the Borders Committee. At that meeting several tribal leaders raised the issue of representation and would like to explore mechanisms of representation for tribal governments in San Diego in the SANDAG structure. The February Borders Committee meeting will be dedicated solely to Tribal Government issues.
Councilmember Allan requested approval of the Committee to work with SANDAG staff to dialogue with the tribal governments and work on that issue.

Councilmember Crawford replied that the Committee would be delighted to have Councilmember Allan be the Borders Committee liaison with the tribal governments.

Supervisor Carrillo mentioned that the level of sophistication with the dialogue and communication with the tribal governments has increased tremendously. To have a spokesperson to convey the Committee’s concerns and to report their wishes would be good.

Staff noted that back in 2002, the SANDAG Board met with the tribal government chairs at one of its Policy Board meetings. However, since that meeting, both SANDAG and tribal governments have had their attention focused on other issues, so there has not been a lot done since that time. The RTA liaison grant provides an excellent opportunity for reengagement.

Councilmember Fernandez thanked the Borders Committee for inviting him to the meeting and indicated that he will return soon.

Councilmember Monroe reported that the Transportation Committee and Regional Planning Committee nominated 26 members to the Stakeholders Working Group. One of those members was a tribal government member.

Councilmember Monroe mentioned that the transit needs service with the tribal governments need to be included in the Metropolitan Transit System’s COA.

**Action:** The Committee received this item for information.

9. **NEXT MEETING DATE AND LOCATION (INFORMATION)**

The next meeting of the Borders Committee will be held at 12:30 p.m. on Friday, February 18, 2005, in SANDAG’s 7th Floor Board Room.

10. **ADJOURNMENT**

The meeting was adjourned at 2:54 p.m.

Attachment

Key Staff Contact: Hector Vanegas, (619) 699-1972; hva@sandag.org
CONFIRMED ATTENDANCE
BORDERS COMMITTEE MEETING
January 21, 2005
12:30 p.m. to 2:30 p.m.

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<th>NAME</th>
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<th>ATTENDING</th>
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<td>City of Del Mar</td>
<td>Crystal Crawford (Chair)</td>
<td>Member</td>
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<td>City of Solana Beach</td>
<td>Lesa Heebner</td>
<td>Alternate</td>
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<td>City of Escondido</td>
<td>Pia Harris-Ebert</td>
<td>Member</td>
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<td>City of La Mesa</td>
<td>David Allan</td>
<td>Member</td>
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<td>South County</td>
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<td>Paul Ganster</td>
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<td>Cindy Gomppers-Graves</td>
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<td>City of Lake Elsinore</td>
<td>Thomas Buckley</td>
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<td>Republic of Mexico</td>
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<td>Luis Cabrera Cuaron</td>
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<td>Javier Diaz</td>
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<td>Lydia Antonio</td>
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<td>Howard Williams</td>
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<td>Vacant</td>
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COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES MEETING SUMMARY AND ACTIONS

The Committee on Binational Regional Opportunities (COBRO) met on Tuesday, December 8, 2004. The agenda included a presentation of the City of San Diego’s Otay Mesa Community Plan Update by Maxx Stalheim, Senior Planner for the City of San Diego. In addition, Jorge Sanchez, Rhinoceros, presented its Coordenada project, which is a GIS application tool designed for the City of Tijuana. Minutes of the meeting are included as Attachment 1.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Hector Vanegas, (619) 699-1972; e-mail: hva@sandag.org
COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES

February 1, 2005

ACTION REQUESTED: APPROVE

COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES (COBRO) SUMMARY OF DECEMBER 8, 2004

1. WELCOME AND INTRODUCTIONS

The December 8, 2004, Committee on Binational Regional Opportunities (COBRO) meeting was called to order by Chair Paul Ganster. The meeting was held at SANDAG.

Members present were: Alfonso Bustamante, City of Tijuana; Sergio Pallares, Caltrans; Jaime González-Luna, Maquiladora Industry Association; Lydia Antonio, Consulate General of Mexico in San Diego; Gustavo Pérez, City of Chula Vista; Silvia Flores, El Colegio de La Frontera Norte; Yolanda Walther-Meade, Fundación Internacional de la Comunidad; Joaquín Luken, Otay Mesa Chamber of Commerce; Nathan Owens, San Diego Dialogue; Angelika Villagrana, San Diego Regional Chamber of Commerce; Viviana Ibañez, San Diego Regional Chamber of Commerce; Cindy Gomper-Graves, South County Economic Development Council; Bob Leiter, Hector Vanegas, Jane Clough-Riquelme, and Ron Saenz from SANDAG.

Chair Ganster welcomed everyone to the meeting and thanked them for attending. Self-introductions were conducted. Chair Ganster introduced Ron Saenz, new Associate Regional Planner with SANDAG. He also extended a special welcome to Alfonso Bustamante, City of Tijuana.

2. MEETING SUMMARY OF OCTOBER 5, 2004/MEETING SUMMARY OF NOVEMBER 3, 2004

The meeting summary for October 5, 2004 was approved.
The meeting summary for November 3, 2004 was approved.

3. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS’ COMMENTS

Chair Ganster mentioned that the membership list will be updated as soon as the new representatives are announced for the City of Tecate, Tijuana, and Mexicali.

Brad Raulston, Binational Olympic Organizing Committee, announced that his organization is currently looking at creating a bid for both the 2015 Pan American Games and 2016 Olympic Games. It is important to address transportation and infrastructure needs in the binational area. Currently the Binational Olympic Organizing Committee is working on the feasibility aspect of the games that will be addressed with an asset gap analysis due to be completed at the end of February 2005. The bid is comprised of two main components: 1) a financing plan and 2) federal funds for
transportation and security which historically become available with the games. Once the asset gap analysis is complete, Brad Raulston will return to the COBRO to present his findings.

Chair Ganster commented on the importance for binational and regional approaches to regional issues. He also said it is important to look to medium and long term issues for a prosperous region in the next 50 to 100 years.

4. **STAFF REPORT**

Hector Vanegas, SANDAG, commented that in the agenda packet there is a list of the events that will be taking place in the month of December.

Angelika Villagrana, San Diego Regional Chamber of Commerce, announced there is a meeting being held by US-VISIT officials on Friday at 2 p.m. in Otay Mesa, and it could be an excellent opportunity to push the officials to provide the public with more ideas on what will happen on the exit inspection at the border.

Gustavo Pérez, City of Chula Vista, commented on the ongoing efforts of the City of Chula Vista to someday create a collaborative university in the region. In an upcoming COBRO meeting he will provide the committee with a presentation.

Chair Ganster mentioned the importance of having collaborative universities and joint degree programs to provide the next generation of leaders with the skills to understand how things work on either side of the border.

5. **OTAY MESA COMMUNITY PLAN UPDATE (Max Stalheim, Senior Planner, City of San Diego)**

Chair Ganster introduced Max Stalheim, Senior Planner with the City of San Diego, who presented the committee with a slide presentation on the existing state of Otay Mesa as well as possible alternatives. The update process for the area is still within a year of completion.

The planning area is roughly divided by residential development on the west and industrial/commercial development (the Otay Mesa Development District) on the east. The planning area is approximately 12,000 acres and the present plan is comprised of 11,400 dwelling units with a population of about 40,000 residents. Community feedback has shown that it is important to improve the image of Otay Mesa and diversify employment opportunities. The northern part of the planning area may be developed into business parks for research and development companies.

A year and a half ago residential developers in the area formed a coalition with the goal of amending the community plan to offer more residential development in Otay Mesa. It is difficult to reconcile competing values in the area. Otay Mesa represents the last of the employment lands in the City of San Diego in terms of manufacturing and intense labor, but the area is experiencing housing shortages. The main question is how the City of San Diego plans to address this discrepancy. At the present time the City of San Diego is conducting economic impact analysis studies which will provide further input. The draft documents will be available in May 2005.

Joaquin Luken, Otay Mesa Chamber of Commerce, mentioned that the Chamber is very much engaged in the planning process and they are concerned with the rezoning of current and future
industrial developments. The Chamber is in favor of intelligent rezoning and SourcePoint has been hired to conduct a study that should be done at the end of this summer.

Sergio Pallares, Caltrans, asked if the City of San Diego was going to address the position of the Port of Entry in east Otay Mesa.

Max Stalheim, City of San Diego, commented that the City has been working with the County to address the Port of Entry in east Otay Mesa.

Cindy Gomper-Graves, South San Diego County Economic Development Council, commented that it is important to take into consideration the nexus that exists between Otay Mesa and Tijuana, specifically addressing the impact of maquiladoras in an economic analysis.

Sergio Pallares, Caltrans, mentioned that the City of Tijuana is completing an economic analysis study on the Mexican side that is scheduled to be completed at the end of this month.

Cindy Gomper-Graves, South San Diego County Economic Development Council, asked about efforts to coordinate air transportation facilities in the border region.

Chair Ganster commented that previous efforts were turned back by members of Congress and others who were concerned that it would be facilitating undocumented immigration, which is not true because airports tend to have tight security. In a post 9-11 world this is an area where security has been increased and improved and perhaps it just comes down to the fact that people are not interested in collaborating regionally. There are many successful examples of collaboration around the world across borders such as Geneva. Such facilities could benefit from the current planning process for Otay Mesa.

Cindy Gomper-Graves, South San Diego County Economic Development Council, requested that Chair Ganster bring up the issue of binational air transport coordination to the Borders Committee as it is related to the Otay Mesa community planning project.

Chair Ganster agreed and reiterated the importance of regional collaboration. He thanked Mr. Stalheim for the slide show and presentation.

6. PRESENTATION ON THE COORDENADA PROJECT (Jorge Sanchez and Alfonso Paredes, RHINOCEROS S.A. de C.V)

Jorge Sanchez, Rhinoceros, stated that the objective of the presentation of the Coordenada Project was to give the Committee the opportunity to learn more about what is going on the other side of the border in terms of mapping. The main objective of the project is to create a map of the border region.

Alfonso Paredes, Rhinoceros, mentioned that to the best of his knowledge the reason why all maps end at the border is because both the United States and Mexico use different formats to present information. The maps of either side have different structure. It is not possible to use popular map search sites on the internet to look up a business on the Mexican side of the border. This is an important goal of the Coordenada Project. The technology used in this mapping software was developed from scratch. As a result, Rhinoceros understands the internal structure. Rhinoceros is
currently in the process of building a common set of maps for San Diego and Tijuana. There are certain ideas particular to the mapping process in Mexico. For example, landmarks are used frequently in providing directions so they are incorporated into the maps. There are some challenges in dealing with mapping Mexican areas. In general many streets share similar or the same names and the numbering of buildings are not always consistent. The Coordenada Project hopes to share its maps on both the City of Tijuana's and SANDAG's web sites which would provide broader access.

Gustavo Perez, City of Chula Vista, mentioned that the City of Chula Vista might be willing to partner with Rhinoceros to take advantage of a valuable economic tool as well as to decrease costs.

Alfonso Paredes, Rhinoceros, also suggested that the different agencies could try to make such connections with the municipalities to gain additional information. He mentioned that maps in Mexico are not routable and although they have developed the necessary software to do so, they are waiting for information from the City of Tijuana in order to complete the process. The City is currently gathering more information. He added that in the next few months, the Coordenada Project hopes to incorporate Mexico City, Guadalajara, and Monterrey into its mapping system.

Jorge Sanchez, Rhinoceros, commented that his company has also formed some strategic alliances to facilitate automatic vehicle location which they would like to offer to Mexican automotive manufactures and to other potential markets. He added that the software created by Rhinoceros is not only highly valuable to municipalities and agencies, but due to its friendly user interface it is the ideal software for the ultimate user.

Bob Leiter, SANDAG, asked if Rhinoceros has considered the J-S database and how it could be connected to the SANDAG database. In the SANDAG Planning Department one of the initiatives is to develop a baseline of both the existing land use and transportation systems in eastern part of the San Diego urbanized region and analyze their connections with planned area uses in Eastern Tijuana. This could lead to great collaboration in terms of resolving planning issues over time, and a good database is necessary to begin the process.

Alfonso Paredes, Rhinoceros, responded that it would be necessary to do some juggling with the different systems and the data formats but he thought it would be easy to do on a very large scale. He hopes to come back to a future meeting and present the differences in the data.

Bob Leiter, SANDAG, mentioned that he hoped the two organizations could start with a very large scale to see if there is enough compatibility to a landscape-level planning analysis. It is valuable for subsequent data analysis and mapping.

Gustavo Pérez, City of Chula Vista, mentioned that it would be very valuable to integrate all of the information into a regional map covering the border area. The City of Chula Vista receives quite a few visitors inquiring about directions to a specific location in Tijuana and the information they can provide often stops at the border.

Nathan Owens, San Diego Dialogue, asked what the issue was for the long wait in integrating the maps.
Alfonso Paredes, Rhinoceros, explained that the difference in the data formats used by both countries as well as the routing problems in mapping the Mexican side have prevented integration. It would take two months to come up with very compatible data systems.

Bob Leiter, SANDAG, asked if Rhinoceros had worked with ESRI (ESRI-type database) to see how their technology could be extended or fully integrated into a GIS type database.

Alfonso Paredes, Rhinoceros, responded that they have not worked with ESRI because their maps are drawn very differently and it would be a very difficult process to get in touch with the right person in the company because of its large size.

Bob Leiter, SANDAG, mentioned that SANDAG works closely with ESRI and their technology is pervasive not only in San Diego but also in most of the United States. He commented that perhaps SANDAG could be an intermediary between Rhinoceros and other mapping interests in Mexico.

Chair Ganster commented that the issue of integrating data from the United States and Mexico is extremely important. In order to function as a region it is imperative to find out how to make data compatible in many different areas, especially when they have immediate implications.

Jorge Sanchez, Rhinoceros, responded that this might be the launching pad to begin formal collaborations in order to gain necessary information.

Ron Saenz, SANDAG, asked if they had worked with the city of Tijuana’s police and fire departments.

Alfonso Paredes, Rhinoceros, mentioned that the former municipal government had a lot of problems with street names. In the future it would be important to present these tools to the new government but more information needs to be gathered first for a complete presentation.

Alfonso Bustamante, City of Tijuana, commented that he would be happy to offer any assistance with any department that he can.

Chair Ganster thanked everyone for attending the meeting and mentioned that the presentations had given the Committee many important things to think about.

7. ADJOURNMENT, AND NEXT MEETING DATE AND LOCATION

Chair Ganster commented that the next meeting is scheduled for January 4, 2005, but due to the upcoming holidays he suggested that it be canceled and rescheduled to February 1, 2005, unless there were strong objections. The program will include a presentation on the Plan Parcial de Desarrollo de Mesa de Otay (Neighborhood Plan for Otay Mesa, Tijuana) by the Municipal Planning Institute of Tijuana (IMPLAN).

The next COBRO meeting will be held on Tuesday, February 1, 2005 from 3:00 to 4:30 p.m. at SANDAG’s offices in San Diego.
SANDAG’S 2005 BINATIONAL CONFERENCE UPDATE

Every year since 1997, SANDAG has organized a Binational Conference to address a variety of border-related issues. SANDAG’s Committee on Binational Regional Opportunities (COBRO) is tasked to support the preparation and organization of this annual event. For this year, COBRO has recommended that the conference’s topic focus on forming a planning partnership with our Mexican counterparts and that it be organized as a workshop instead of a conference in order to be more effective. The emphasis on planning partnerships follows recommendations from the strategic initiative included in the Implementation Chapter of the Regional Comprehensive Plan (RCP).

At the last COBRO meeting on Tuesday, February 1, 2005, the COBRO agreed to set up a task force to plan this year’s Binational Workshop. COBRO has already agreed that Otay Mesa is an area of opportunity for the effective implementation of a binational planning partnership and, therefore, should be the focus of this year’s workshop.

This task force will meet this month to discuss the planning and focus of the 2005 Binational Workshop and identify potential locations and dates for this year’s event. COBRO will bring the Task Force’s recommendations to the Borders Committee for approval at its next meeting.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Hector Vanegas, (619) 699-1972; e-mail: hva@sandag.org
TRIBAL OVERVIEW

Introduction

The San Diego region is home to 18 Native American reservations represented by 17 Native American Tribal Governments, the most in any county in the United States (see Attachment 1 - map). One of the strategic initiatives of the Regional Comprehensive Plan (RCP) is to promote coordination and collaboration between SANDAG and the region’s Tribal Governments in regional transportation and land use planning activities.

One of the guiding principles of the Borders Committee is that, “Our region will pursue fair and equitable planning with consideration of interregional impacts and will maintain active and honest communication with Tribal Governments.” In April 2004, the Borders Committee identified as one of its strategic priorities for FY 2005, expanding communication with Tribal Governments by focusing on tribal involvement in the update of the Regional Transportation Plan (RTP). The Committee’s goal is to establish a basis of communication in order to build the level of respect and mutual understanding necessary for advancing our common planning issues.

The objective of the February 18, 2005 meeting is to provide an opportunity for the Borders Committee to initiate a dialogue and exchange ideas regarding regional transportation and land use planning with representatives from two key consortia of tribal governments in Southern California: the Southern California Tribal Chairmen’s Association (SCTCA) and the Reservation Transportation Authority (RTA).

Discussion

Federal and state legislation require that federally-recognized Tribal Governments be consulted in the development of regional transportation plans and programs (Title 23, U.S.C.450.312). How this consultation should occur is left to the Metropolitan Planning Organizations (MPOs) and the Tribal Governments.

In October 2002, SANDAG held a Summit with 8 of the 17 Tribal Governments in the San Diego region on regional planning and transportation issues. Attachment 2 is the summary of the October 2002 summit. At that meeting, it was agreed that SANDAG would establish a liaison to coordinate its regional planning efforts in transportation, land use, environment, and other areas with the planning activities of the region’s Tribal Governments.

In FY 2004, SANDAG designated a Tribal Government liaison to improve communication and coordination with the region’s 17 Tribal Governments. In that year, the position focused on three main areas: (1) developing relationships with each of the Tribal Governments; (2) incorporating
tribal government-related information, goals, policy objectives, and actions into the Regional Comprehensive Plan (RCP); and (3) working with the Tribal Governments, Caltrans, and the County of San Diego to conduct a rural/reservation transit needs assessment utilizing a grant received from Caltrans.

Consistent with federal and state requirements, in January 2004, the Board of Directors approved and adopted a Public Involvement Policy (amended November 2004). Tribal consultation is now an integral component of SANDAG’s Public Involvement Policy. It is described as follows:

- SANDAG shall establish and adhere to government-to-government relationships when interacting with Tribal Governments, acknowledging these tribes as unique and separate governments within the United States.
- SANDAG shall recognize and respect important California Native American rights, sites, traditions, and practices.
- SANDAG engages in “consultation” with Tribal Governments prior to making decisions, taking actions, or implementing programs that may impact their communities.
- To facilitate effective consultation with Tribal Governments, SANDAG has established a Tribal Government Liaison. The Liaison shall serve as an initial contact for Tribal Governments and communicate with Tribal Governments regarding SANDAG’s activities. Jane Clough-Riquelme recently assumed responsibility as the SANDAG Tribal Government Liaison.
- “Consultation” is the active, affirmative process of: (1) identifying and seeking input from appropriate American Indian government bodies, community groups, and individuals; and (2) considering their interests as a necessary and integral part of the decision-making process.

Next Steps

The February 18, 2005 meeting will be the first in a series of meetings between the Borders Committee and Tribal Governments. SANDAG will continue to collaborate with SCTCA, RTA, and individual Tribal Governments to develop the agendas for future meetings with the objective of initiating a sustained tribal involvement in the preparation of the 2030 RTP update and other key regional planning activities.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Jane Clough-Riquelme, (619) 699-1909; e-mail: jcl@sandag.org
## Tribal Lands in the San Diego Region

![Map of Tribal Lands in the San Diego Region]

### Tribal Affiliation/Tribe

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<th>Tribe</th>
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<td><strong>Quechan (Kamia)</strong></td>
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* TERO Tribes
** Tribes with Gaming Compacts

1 - United States Census 2000
2 - Reservation Transportation Authority
3 - GIS calculation, source data from SanGIS

Portions of this map contain geographic information copyrighted by SanGIS. All rights reserved.
SUMMARY OF THE JOINT TRIBAL GOVERNMENTS/SANDAG POLICY DEVELOPMENT BOARD MEETING
October 11, 2002

The meeting of the Joint Tribal Governments/SANDAG Policy Development Board was called to order at 10:20 a.m. by SANDAG Chair Ron Morrison. Attendance was as follows:

Tribal Representatives:
Campo.................................................................Michael Connelly, EPA / Land Use
Cuyapaipe..............................................................Willie Micklin, Tribal Manager
Jamul.................................................................Bill Mesa, Councilmember
La Jolla.....................................................................Leroy Mendez, Roads Manager
Mesa Grande.........................................................Louis Guassac, Economic Development
Rincon.................................................................John Currier, Chair
Rincon......................................................................Bo Mazetti, Councilmember
Sycuan.................................................................Roger Simpson, Community Development Director
Viejas.......................................................................Steven TeSam, Chair
Viejas......................................................................Allen Barrett, Councilmember

SANDAG Board Voting Members
City of Carlsbad .........................................................Ramona Finnila, Councilmember
City of Chula Vista .......................................................Absent
City of Coronado ........................................................Phil Monroe, Councilmember
City of Del Mar .................................................................Absent
City of El Cajon ............................................................Richard Ramos, Councilmember
City of Encinitas ..........................................................Dennis Holz, Councilmember
City of Escondido ........................................................Lori Pfeiler, Mayor
City of Imperial Beach ................................................Patricia McCoy, Councilmember
City of La Mesa ..........................................................Art Madrid, Mayor
City of Lemon Grove ................................................Mary Teresa Sessom, Mayor
City of National City ..................................................Ron Morrison, Councilmember
City of Oceanside .......................................................Jack Feller, Deputy Mayor
City of Poway ..........................................................Mickey Cafagna, Mayor
City of San Diego ........................................................Dick Murphy, Mayor
City of San Marcos .....................................................Hal Martin, Councilmember
City of Santee ............................................................Hal Ryan, Councilmember
City of Solana Beach ..................................................Joe Kellejian, Councilmember
City of Vista ..............................................................Judy Ritter, Mayor Pro Tem
County of San Diego ..................................................Ron Roberts, Supervisor
Advisory Liaison Members
California Department of Transportation…………………………...Pedro Orso-Delgado, District Director
Metropolitan Transit Development Board………………………………..Leon Williams, Chairman
North San Diego County Transit Development Board………………………Julianne Nygaard, Chair
U.S. Department of Defense…………………………………………………..Absent
San Diego Unified Port District……………………………………………..Jess Van Deventer, Commissioner
San Diego County Water Authority…………………………………………Bud Lewis, Director
Consul General of Mexico…………………………………………………..Mario Cuevas, Deputy Consul

Introduction and Overview

SANDAG Chairman Morrison recognized that each of the tribal governments is a sovereign nation, and that it will be important to address issues on a government to government basis.

After the representatives of Tribal Governments and the SANDAG Board of Directors made self-introductions, SANDAG Chair Morrison provided a brief overview of the agenda packet and outlined a suggested agenda for this meeting.

SANDAG’s Board of Directors, sitting as the Policy Board, had invited the leaders of the region’s tribal governments to meet and learn about SANDAG’s responsibilities and how they may relate to the Reservations, and for the Board to learn more about each of the tribal governments. This summit could be the first of recurring summits between SANDAG and the tribal government representatives, which will promote mutual respect, cooperation, and coordination.

SANDAG’s Roles and Responsibilities

The roles and responsibilities of SANDAG were presented through a video about SANDAG and a summary of the 2030 Mobility Plan (the proposed Regional Transportation Plan – RTP) by Board Member Joe Kellejian (Vice Chair of SANDAG’s Transportation Committee).

Tribal Governments’ Comments

The tribal governments then provided comments from their individual tribal perspectives. Each representative gave a brief overview of their respective tribe’s population, land size, form of government, and issues of concern. Tribal representatives reiterated that their comments are from their tribe’s perspective, and that they could not speak for the other tribes. Following are a list of key comments made by the tribal government representatives:

- It was good that SANDAG took the “bold step” to invite all of them to participate.
- San Diego County has more Indian Reservations than any other county in the United States and the Native American tribes should receive as much consideration as Mexico.
- They are elected officials, representing different jurisdictions, with different forms of government. Each is a unique, sovereign nation with some similarities and some differences.
• SANDAG should consider establishing a liaison staff member to work with each of the tribal
governments.

• While some corrections need to be made before the final document is completed, the
County of San Diego’s recent Update on Impacts of Tribal Economic Development Projects in
San Diego County report contains good background information on each of the tribes.

• There is a lack of understanding about how tribes relate economically, and what constraints
they are under for development on their land. Tribes may need to develop to allow them to
provide needed services to their residents. The local off-reservation population consists of
people who have moved there in order to have a rural lifestyle, but the tribe often has
conflicts with them.

• Land use planning is one of the most difficult issues, since their plans for improvements may
be inconsistent with outside government planning because they have a different system.

• Many cities feel they’re not getting their fair share of revenue returned. However, tribal
members that work off-reservation pay taxes; yet none of the money is shared with tribal
governments.

• The tribes provide services to members and non-Indian residents, yet no state funding is
returned to them.

• Communities that destroyed habitat look to the reservations to offset their developments,
but don’t share the revenues.

• The tribes have mutual aid agreements with local jurisdictions; they work with regional
water and sewer agencies and have demonstrated a willingness to work together.

• Tribes have a right to re-claim “surplus” federal land, but requests for the federal land (e.g.,
NTC) have not been honored.

• Money drives the world, and they are invited here today because of gaming.

• Many of the tribes stressed the importance of improving the roads to the reservation’s
casino facilities, to make it safer for patrons.

• SANDAG should consider taking an action similar to the Board of Supervisors regarding
legislation on the Indian Gaming Special Distribution Fund.

Summary

Representatives from the tribal governments and SANDAG felt that the Summit was a good FIRST
step. The participants had an opportunity to: hear from each other, put issues on the table, and
suggest next steps. Some of those next steps may be:

1. Providing SANDAG Board Members with background information on the tribes from the
Update on Impacts of Tribal Economic Development Projects in San Diego County report.
2. Appointing a SANDAG staff person as a full time liaison to the tribal government;
3. Examining the opportunities for closer coordination between tribal governments and
SANDAG, especially on transportation matters;
4. Taking an action similar to the County Board of Supervisors regarding the Indian Gaming
Special Distribution Fund; and
5. Hosting another summit, sooner rather than later (certainly more than once per year).
SANDAG Vice Chair Cafagna thanked everyone for attending, appreciated the information provided, and didn’t hear anything that couldn’t be addressed.

SANDAG Chairman Morrison stated that this was our first meeting, to determine what the issues are, and now future meetings may address specific issues.

Chairman Morrison adjourned the meeting at 12:25 pm

GARY L. GALLEGOS
Secretary
SOUTHERN CALIFORNIA TRIBAL CHAIRMEN’S ASSOCIATION

The Southern California Tribal Chairmen's Association (SCTCA) is a multi-service, non-profit corporation established in 1972 by a consortium of 19 federally-recognized Indian tribes in Southern California. The primary goals and objectives of SCTCA are the health, welfare, safety, education, culture, economic, and employment opportunities for its tribal members. A board of directors comprised of tribal chairpersons from each of its member Tribes governs SCTCA. The attached fact sheet describes the SCTCA in more detail.

Late last year, Chairman Robert H. Smith of the SCTCA invited Caltrans and SANDAG tribal liaisons to attend their December 21, 2004 meeting held at the La Posta Reservation. In attendance were chairpersons from 11 of the 17 Tribal Governments in the San Diego region. At the meeting, staff invited SCTCA representatives to attend SANDAG meetings and events, in particular the Borders Committee. The February 18, 2005 Borders Committee meeting will be one of the first meetings with associations of Tribal Governments, such as SCTCA.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Jane Clough-Riquelme, (619) 699-1909; e-mail: jcl@sandag.org
Southern California Tribal Chairmen’s Association’s (SCTCA) Organizational Mission: To protect, establish, exercise the inherited and preserved sovereign rights of Tribal Governments. And to further Tribal goals of Health, Education, Welfare and Economic Self-Sufficiency of the Tribes.

SCTCA is a Federally recognized Tribally Chartered Organization under Public Law 93-638, Indian Self-Determination Act of 1975, as established by Tribal Resolutions to the federal government 1972 and 1978, and currently in good standing 2004.

SCTCA also maintains a current 501(c)(3) certification status, currently in good standing 2004.

SCTCA has offices at the following reservations: Pala, Rincon, Santa Ysabel, Campo, Manzanita, Jamul, San Pasqual, Pauma, and Santa Ynez Valley.

SCTCA provides services to a population of 21,300 people on reservation and off-reservation population of 32,140 people.

Southern California Tribal Chairmen’s Association is a multi-service Indian Tribal Organization serving a Consortium of 19 Tribes in the rural, outlying portion of Santa Barbara and San Diego Counties. Over the past twenty-five years, the organization has extended its array of services, to its community of American Indians so that, it now not only provides primary health, and education, but also is involved in social services, drug abuse services, environmental health, community health outreach, cultural preservation, and child care. During this past twenty-five years, an extensive expansion of services has been developed. SCTCA has concurrently established a well-developed high-speed wireless network communication system in cooperation with the individual tribes, and a
great number of relevant local organizations and agencies throughout the Counties, working with Tribal Governments.

The organization's authority to act on behalf of its constituent Tribes lies in the "Nation Status" of the Tribes themselves, in the incorporation by laws, and in the SCTCA Board members' voting rights. Each member tribe of the Consortium elects a Tribal Chairman to serve on the SCTCA Board of Directors, and a Chairman is appointed. All major decisions relating to operations of SCTCA are made by the Board of Directors in consultation with the Executive Director. Important actions such as policy development and organization direction must be supported by Member Tribes, as well as the Board of Directors through the Resolution process.

The SCTCA has an Executive Committee, President, Chairman, Secretary, Financial Officer, to oversee the business administration and operations, as well as receiving other committee reports, of the organization. SCTCA maintains a higher successful rate with Dunn and Bradstreet and other professional private and public information agencies.

Robert Smith, Chairman of the Board
RESERVATION TRANSPORTATION AUTHORITY

Incorporated in 1998, the Reservation Transportation Authority (RTA) is a non-profit, intertribal consortium providing transportation planning, construction, and maintenance services to 23 member Tribal Governments in Southern California. The RTA is the only tribal-owned-and-operated entity of this kind in the United States.

As part of the FY 2005 Overall Work Program (OWP), and at the request of Caltrans, SANDAG agreed to administer a pass-through environmental justice grant to the Reservation Transportation Authority (RTA), entitled “Coordination with Native American Tribal Governments.” The main two objectives of the grant-funded project are to: (1) promote coordination in transportation planning between Tribal Governments in the areas of influence of SANDAG and the Southern California Association of Governments (SCAG); and (2) explore mechanisms for effective and equitable representation of Tribal Governments in the regional planning process.

The attached fact sheet describes the RTA in more detail.

BOB LEITER
Director of Land Use and Transportation Planning

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Reservation Transportation Authority
A consortium of Southern California Indian Tribal Governments
28860 Old Town Front Street ♦ Suite C-1 ♦ Temecula, CA 92590-2892
Telephone: 909-308-1442 ♦ FAX: 909-308-1272

FACTS

What is the Reservation Transportation Authority (RTA)?
RTA, founded in 1998, is a consortium of southern California Indian tribal governments designated as a Public Law 93-638 contracting entity, which delegate it to (1) contract for Bureau of Indian Affairs Southern California Agency New Road Construction and Road Maintenance Programs, (2) secure additional transportation funding, and (3) provide transportation education, planning, and program administration for tribal government members through the federal Transportation Planning Funds Programs and similar programs.

Is RTA unique?
Yes. RTA is the only organization of its kind in the United States solely devoted to Indian reservation transportation.

Who supports RTA?
An independent non-profit agency, RTA is supported by and works with the Bureau of Indian Affairs, the U.S. Department of Transportation, the California Department of Transportation (Caltrans), and the Riverside and San Diego County governments. Caltrans has assigned a member of its staff to RTA to coordinate state programs.

Who belongs to RTA?

Who governs RTA?
RTA is a joint, subordinate branch of its member tribal governments, but operates as an independent non-profit agency, recognized by the federal government as the equivalent of a tribal government agency and equal also as a 501(c)(3) organization. Each member tribal government appoints one director to represent it on the RTA Board of Directors. The board elects five directors who serve as the RTA Executive Board, which is responsible for RTA management. The executive board meets bi-monthly, or as needed. The RTA Board of Directors meets at least annually. Decisions are made by a majority of directors.
What is the RTA mission?

1. To develop and increase road construction and road maintenance capability for member tribal governments through the implementation of a comprehensive business plan, maximize new road construction and maintenance funding, and obtain increased efficiency in fund usage through economies of scale

2. To acquire more new road construction and road maintenance experience and expertise to serve as a resource for the member tribal governments

3. To provide transportation education, planning and research for member tribal governments

How is RTA funded?
Funding is made available through Public Law 93-638 federal contracts to carry out the BIA Tribal Roads Construction and Roads Maintenance Program and other contracts and grants for other related transportation activities and projects from local, state and federal agencies.

Who staffs RTA?
RTA is staffed by transportation professionals and experienced support staff. Bo Mazzetti, a member of the Rincon San Luiseno Band Tribal Council is chief executive officer. Other staff positions include: special projects coordinator, field operations manager, field operations assistant, program assistant and a staff assistant. A Caltrans representative has been assigned to work in the RTA and assist the agency in its work.

What are some recent RTA accomplishments?
As examples, RTA:
- Is performing Transportation Studies for 23 RTA member tribal governments using BIA's One Time Allocation for Transportation Studies
- Worked with Caltrans to create the Native American Branch and elevate environmental planning for that branch within the agency
- Is developing an Equipment Pool, in cooperation with Caltrans and private companies, to secure equipment that RTA member tribal governments can use for road construction and maintenance
- Has coordinated with the County of San Diego for the Barona Wild Cat Canyon road improvement project and Rincon road widening project; with the U.S. Forest Service for the Mesa Grande Black Canyon Road construction project; and the Los Coyotes and Pauma Road construction projects
- Performed a precedent-setting road-related Environmental Design, Construction, Inspection and Monitoring for the Pala Band and is working on the related 404 Nationwide Permit and Water Quality Certification in coordination with the Army Corps of Engineers, U.S. Environmental Protection Agency, and U.S. Fish and Wildlife Service to protect the endangered Arroyo Toad
- Developed a training program using RTA staff to assist other Native American agencies, as well as a program for young American Indian students interested in engineering as a career

Where is RTA located?
The RTA Office is located at 28860 Old Town Front Street, Suite C-1, Temecula, CA 92590-2892. Telephone: 909-308-1442. FAX: 909-308-1272.
CALTRANS STATE ROUTE  76 EAST CORRIDOR STUDY

Introduction

In FY 2005, Caltrans District 11 has received a grant to conduct a study for State Route 76 (SR 76) east of Interstate 15 (I-15) in the northern portion of San Diego County. The study will include a technical evaluation in order to determine where existing operational deficiencies exist within the SR 76 East corridor and will develop forecast data that will assist in determining the scope of future operational improvements. A Caltrans fact sheet describing the study is attached.

Discussion

The proposed SR 76 East Corridor Study will analyze existing conditions within the study corridor from both a technical and policy standpoint. Emphasis will be focused on the development of partnerships with Native American tribal governments, the County of San Diego, developers, local community planning groups, the San Diego Association of Governments (SANDAG), and the environmental resource agencies, and will include active participation with the public.

Their study will develop one primary product: a document that includes a comprehensive, prioritized list of operational improvement strategies with preliminary cost estimates, identified funding sources, and an implementation plan that will direct the scope and project delivery timeframe for specific operational improvements.

It is important to note that this study by Caltrans of the SR 76 East corridor focuses on operational improvements only. SANDAG’s current Regional Transportation Plan (RTP), MOBILITY 2030, includes improvements to SR 76 west of I-15 (the addition of two lanes from Melrose Drive to I-15). Improvements to SR 76 to the east of I-15 are not assumed in the MOBILITY 2030 plan, except in the Unconstrained Revenue scenario, which includes the costs of adding two lanes to SR 76 from I-15 east to Pala Mission Road.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Jane Clough-Riquelme, (619) 699-1909; e-mail: jcl@sandag.org
WHAT?

This proposal is intended to examine the current and future issues related to the impact of proposed developments and associated traffic growth along the State Route 76 (SR-76) corridor east of Interstate 15 (I-15) in the northern portion of San Diego County. This corridor study effort will acquire and develop the technical data necessary to determine where existing operational deficiencies exist within the SR-76 East corridor, and develop forecast data that will assist in determining the scope of future operational improvements. In addition, the study will provide a forum in which an improved cooperative planning process is established that will lead to securing funding to implement such improvements. Another important goal of this study will be to develop a model that other District partnerships can use when assessing the needs of corridors with similar roadway, land use development, and travel behavior characteristics.

WHY?

The improved operational and safety conditions within the study corridor will assist in the Department's goal of improving mobility for the movement of people, goods, and services within the study corridor. This study also supports the goals identified in the Department's "Transportation for Economic Development report (June 2003)", which identified specific strategies related to the fostering of economic development within the SR-76 corridor. In addition, there is an opportunity to implement a process that will provide for closer land use – transportation planning coordination between the public and private sector. This will improve the State's ability to focus on needed improvements within the study corridor, and explore the possibility of different funding opportunities for such improvements.

HOW?

The proposed SR-76 East Corridor Study will analyze existing conditions within the study corridor from both a technical and policy standpoint. Emphasis will be focused on the development of partnerships with Native American tribal governments, the County of San Diego, developers, local community planning groups, the San Diego Association of Governments (SANDAG), the environmental resource agencies, and will include active participation with the public. Existing land use and transportation funding policies will be reviewed to determine what barriers exist that hinder local/regional efforts, and what potential changes need to be made in order to facilitate a cooperative approach to funding operational improvements to the State highway facility.

PRODUCT? There will be one primary product developed through the study:

A study document that includes a comprehensive, prioritized list of improvement strategies with preliminary cost estimates, identified funding sources, and, an implementation plan that will direct the scope and project delivery timeframe for specific improvements.

OUTCOMES?

The Native American tribes within the SR-76 east corridor currently do not have an official voice in the process of setting regional transportation priorities. Previous Regional Transportation Plans (RTP's) and other planning efforts did not anticipate the level of intensive growth experienced in recent years since the signing of the Tribal State Compact in September 1999 that allowed gaming on tribal lands. This effort will enhance our ability to overcome the existing obstacles within the current planning environment.

WHO BENEFITS?

By bringing the State, SANDAG, the County of San Diego, environmental resource agencies, Native American tribes, developers, and the public together during the study process, new and innovative measures can be explored that will strengthen our existing ability to plan and fund transportation improvements. This could lead to more flexibility in scarce funding sources, and provide a linkage between the region's Regional Comprehensive Plan (RCP) vision, the economic development strategies identified in the Department's Transportation for Economic Development study, and the Department's Environmental Justice goals.

For More Information Contact: Mario Orso (619) 688-6954