



THE MECHANICS OF CROSSBORDER COLLABORATION

The San Diego Region and the Tijuana, Tecate,
and Playas de Rosarito Metropolitan Zone

Tuesday, June 26, 2012
Caltrans District 11, 4050 Taylor Street, San Diego, CA 92110
Garcia Conference Room
12:15 – 5:00 p.m.

1. REGISTRATION AND NETWORKING TIME 12:15 p.m.
2. WELCOME AND INTRODUCTORY REMARKS 12:30 p.m.
(Hon. John Minto, Chair of the Borders Committee;
Hon. Remedios Gómez-Arnau, Consul General of Mexico in San Diego;
Laurie Berman, Caltrans District 11; and Alfonso Bustamante, City of
Tijuana)
3. SETTING THE STAGE FOR A DISCUSSION ON CROSSBORDER COLLABORATION 12:50 p.m.
(Hon. David Alvarez, City of San Diego; and Elisa Arias, SANDAG)

This will be a brief introduction to the seminar's objectives and will provide context for the upcoming presentations and discussions.

4. OPPORTUNITIES FOR REGIONAL COLLABORATION ON THE BORDER: 1:00 p.m.
SHARING THE EUROPEAN BORDER EXPERIENCE WITH THE
SAN DIEGO/TIJUANA REGION (Dr. Freerk Boedeltje, Institute for Regional
Studies of the Californias, San Diego State University)

Dr. Boedeltje will present the European experience on border collaboration, and will share some perspectives and policy considerations for the San Diego – Baja California border region.

5. A VISION TO ADDRESS THE CHALLENGES ON CROSSBORDER PLANNING IN 1:20 p.m.
THE TIJUANA, TECATE AND PLAYAS DE ROSARITO METROPOLITAN ZONE
(Sara Topelson de Grinberg, Under Secretary of Urban Development and
Territorial Organization of Mexico's Secretariat of Social Development
(SEDESOL)



6.	OVERVIEW OF THE SAN DIEGO REGION'S PLANNING EFFORTS (Carolina Gregor, SANDAG)	1:55 p.m.
	This presentation will be an overview of planning efforts in the San Diego Region, and next steps that will result in an updated regional plan that will combine the Regional Comprehensive Plan, and the Regional Transportation Plan and its Sustainable Communities Strategy.	
7.	OVERVIEW OF TIJUANA, TECATE, AND PLAYAS DE ROSARITO METROPOLITAN ZONE'S PLANNING EFFORTS (Daniel Rubio and Rodolfo Argote, Tijuana's Metropolitan Planning Institute)	2:25 p.m.
	This report will present a summary of the development of the first Tijuana, Tecate, and Playas de Rosarito Metropolitan Zone Strategic Plan.	
**	BREAK **	2:55 p.m.
8.	ROUNDTABLE DISCUSSION ON REGIONAL AND METROPOLITAN PLANNING (Binational Panel) (Moderator Elsa Saxod, Past Chair of the Committee on Binational Regional Opportunities)	3:05 p.m.
	Experts and stakeholders will share their perspectives on the potential challenges and opportunities for crossborder collaboration.	
	<ul style="list-style-type: none"> • William Anderson, President Elect, American Planning Association • Christina Luhn, The Cali-Baja Binational MegaRegion, San Diego Regional EDC • Salvador Gómez-Rocha, Deputy Director General for Urban Development and Land Use, SEDESOL • Tito Alegría, El Colegio de la Frontera Norte, and author of "Metrópolis Transfronteriza" 	
9.	OPEN DISCUSSION	3:55 p.m.
	Participants will have an opportunity to provide input and pose questions to the panelists.	
10.	SEMINAR CONCLUSIONS	4:30 p.m.
11.	END OF SEMINAR	4:45 p.m.



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and Playas de Rosarito Metropolitan Zone

SANDAG Binational Seminar

June 26, 2012

White Paper

Introduction

Every year since 1997, the Committee on Binational Regional Opportunities (COBRO) has supported the organization of the San Diego Association of Governments (SANDAG) annual binational event. Continuing with these efforts to support binational discussions, COBRO recommended that the 2012 Binational Seminar focus on examining approaches for regional collaboration with Tijuana, Tecate, and Playas de Rosarito in the context of their Metropolitan Zone Strategic Plan and the Regional Comprehensive Plan (RCP) for the San Diego Region and the 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The SANDAG Borders Committee concurred with the theme for this year's binational event.

Background

The choice for this topic, "Mechanics of Crossborder Collaboration: The San Diego Region and the Tijuana, Tecate, and Playas de Rosarito Metropolitan Zone," stems from the opportunity to evaluate regional planning efforts in a new binational context. The 2011 event focused on the San Diego – Tijuana region's land ports of entry (POEs) and nearby facilities that serve as significant transportation hubs for the binational region. This year's event recognizes other important regional and binational planning issues centered on transportation, economic development, and the environment that our regions share. Furthermore, COBRO considered that this would be an opportune time to assess the state of our border planning and collaboration processes, which have been enriched during the recent years with the experiences from the preparation and implementation of the Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan.

The timing of this event is relevant since it coincides with the upcoming completion of the 2034 Tijuana, Tecate, and Playas de Rosarito Metropolitan Zone Strategic Plan and the adoption in fall 2011 of the San Diego Region 2050 RTP/SCS, as well as new direction to merge the update of the RCP for the San Diego Region with the next RTP/SCS into a combined regional plan. These plans form the backdrop for broader discussions on the many important issues that link our region. An improved understanding of the mechanics of these plans can help us better link their initiatives to bolster a more focused and stronger regional vision that supports common goals such as efficient mobility, economic prosperity, sustainability, and an enhanced quality of life.

The key objectives of the seminar are to:

1. Identify areas of effective collaboration that each region could consider synthesizing into their planning documents.
2. Gain insight and consensus on how to move forward on those areas of potential collaboration.
3. Explore the appropriate timing to move forward on future collaboration efforts.

It is anticipated that input from the seminar could potentially help develop implementation actions for consideration in the development of the SANDAG combined regional plan as well as in the Metropolitan Zone Strategic Plan.

This white paper provides background information to support discussions at the seminar. Specifically, this paper describes existing planning efforts and provides an overview on areas of potential collaboration as described in this white paper and listed in Attachment 1.

Development of the 2034 Tijuana, Tecate, and Playas de Rosarito Metropolitan Zone Strategic Plan

Currently, the Cities of Tijuana, Tecate, and Playas de Rosarito are involved in finalizing their first Metropolitan Zone Strategic Plan. Before describing this plan in further detail, the following will provide some background to give context to its development.

In past years, the fundamental planning framework for the Cities of Tijuana, Tecate, and Playas de Rosarito has been based on each municipality developing its own Municipal Development Plan (Plan Municipal de Desarrollo) and Urban Development Program (PDUCP, Programa de Desarrollo Urbano del Centro de Población). The Municipal Development Plan is the guiding document for the entire municipal system of the city for the Mayor and City Council three-year administration. The main objective of the Municipal Development Plan is to establish goals, strategies, priorities, strategic projects and programs, and function as a tool to provide the precise actions and direction the city will take.

Every three years, the Municipal Development Plan is developed by each of the cities through its individual Planning Committee for Municipal Development (Comité de Planeación para el Desarrollo Municipal or COPLADEM). COPLADEM serves as the city's outreach planning mechanism and is comprised of local planning councils, or municipal planning committees. These committees are made up of local representatives from the public and private sector. The representatives are charged with establishing the mechanisms for the formulation, instrumentation, control, and evaluation of the municipal development plan. In sum, these committees operate like a planning department, providing technical input and policy recommendations that reflect the will of the community.

The PDUCP draws from the vision and strategies proposed in the Municipal Development Plan of each locality. The PDUCP grants the city zoning authority to regulate land use and is updated every five years. The cities' Municipal Planning Institutes or Planning Departments coordinate the preparation of the PDUCP and also oversee implementation of long-term urban and regional planning.

The initial discussions regarding the development of a Metropolitan Zone Strategic Plan began several years ago between elected officials and planners. Their discussions focused on how to improve their planning coordination through a new mechanism, using similar principles as the PDUCP but expanding them to support planning at a metropolitan level. These discussions acknowledged the development trend in Tijuana, Tecate, and Playas de Rosarito that is leading these cities to grow closer to each other. As a result, these urban neighbors, who were distinct and separated in the past, could no longer ignore that they were becoming more connected.

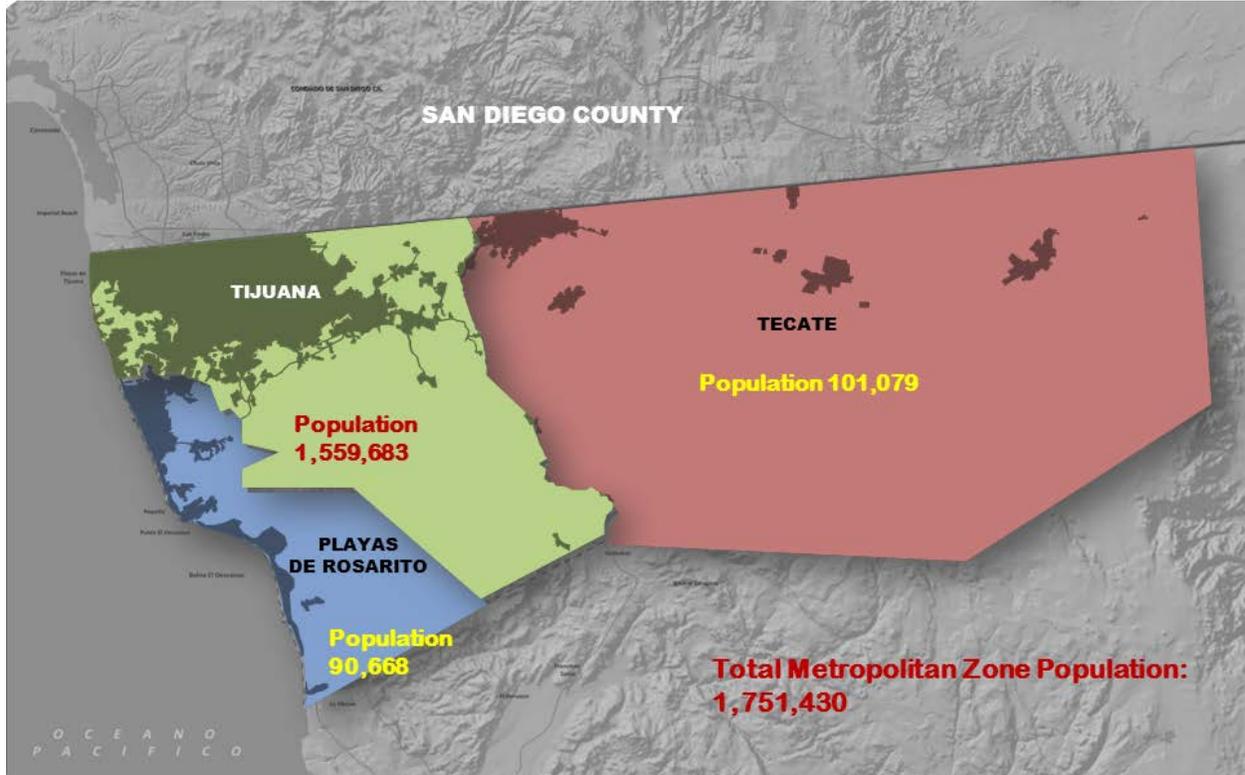
This phenomenon also was taking place across Mexico. As a response, in 2004 Mexico's Secretariat of Social Development (SEDESOL), Mexico's National Institute of Statistics and Geography (INEGI), and Mexico's National Population Council (CONAPO) developed the "Delimitation of the Metropolitan Areas of Mexico," which officially established, for the first time, the criteria used to identify the metropolitan zones in the country. This plan helped to identify 55 metropolitan areas and their main characteristics. Tijuana, Tecate, and Playas de Rosarito were part of the candidate list. Their selection was based on the geographic conurbation criteria, which classifies Tijuana as the central city; the metropolitan region's boundary was defined by merging the three municipalities.

The Council of the Metropolitan Zone for Tijuana, Tecate, and Playas de Rosarito was formed in the same year. In 2008, this metropolitan area was officially recognized in the 2008-2013 State of Baja California Development Plan. This enabled the establishment of the metropolitan region's territorial limits and paved the way for funding the development of strategic projects. Since the region is formed by several cities, the Metropolitan Zone Strategic Plan was developed in order to determine how these funds would be invested throughout the Metropolitan region on strategic projects.

The Metropolitan Zone Strategic Plan will be undergoing follow up activities in Phase II of its development in summer 2012. When it is finalized later this fall, it will represent the culmination of several years of work from the first research that reflects the needs and opportunities of the metropolitan region. Concepts and elements from the previous Municipal and State Urban Development Plans are integrated in the Metropolitan Zone Strategic Plan, in order to generate a true link between the cities, prioritizing strategies and regional needs.

As a result of the Metropolitan Zone Strategic Plan's creation, the name and role of the City of Tijuana's Municipal Planning Institute (IMPlan) changed. It is now called the Metropolitan Planning Institute (IMPLAN). The new IMPLAN agency is tasked to plan for the Tijuana, Tecate, and Playas de Rosarito Metropolitan Zone and essentially could be considered as conducting some of the same functions as SANDAG. Another institutional change is that COPLADEM Tijuana has been merged into IMPLAN. However, COPLADEM continues to exist in the Cities of Tecate and Playas de Rosarito and collaborates with IMPLAN Tijuana. The essential functions of COPLADEM continue to exist within IMPLAN.

Tijuana, Tecate, and Playas de Rosarito Metropolitan Zone



Source: IMPLAN

The Metropolitan Zone Strategic Plan for Tijuana, Tecate, and Playas de Rosarito

The 2011-2034 Metropolitan Zone Strategic Plan has been developed as a guide towards achieving substantial change in the environmental, economic, urban, social, and institutional development of the Metropolitan Region of Tijuana, Tecate, and Playas de Rosarito. Starting with the commitment of the different urban stakeholders, the main goal is to improve the citizens' quality of life, and ensure the governance and achievement of a shared vision.

The Metropolitan Zone Strategic Plan seeks to identify the strengths, weaknesses, opportunities, and threats of the environmental, economic, urban, social, and institutional sectors of the Metropolitan Region in a context that highlights the global role of the Metropolitan Region and its transformation into an urban space of social cohesion and international influence.

The vision for the Metropolitan Region in 2034 is the following:

“In the year 2034, the Metropolitan Region of Tijuana, Tecate, and Playas de Rosarito is a global metropolis competitive worldwide, within a platform of connectivity and distribution of international networks and the international flow of goods and services. It is characterized as an educated and innovative leading community that promotes the conservation, reuse and recycling of natural resources and use of alternative energy sources.

Its high quality of life and economic competitiveness are the reflection of the citizens own security, high level of knowledge, use of cutting-edge technologies, broad ecologic diversity, efficient coordination between the governing representatives, and the enhancement of the potential found in its strategic geographic coastal and border location. Its inhabitants, proud of the identity and culture of their territory, constitute a society that supports solidarity, and that is healthy and active in the sustainable development of the metropolis.”

The Plan covers a great variety of issues, from sustainability with strategies regarding improved management of water resources, to quality of life with actions oriented to the improvement of housing.

The specific objectives of the 2034 Metropolitan Zone Strategic Plan are as follows:

1. Support the institutional and socio-economic development of the Metropolitan Region, in order to improve the quality of life of its inhabitants.
2. Consolidate the planning processes of infrastructure, economic and social development for the Metropolitan Region, which will also promote the participation of every stakeholder from different sectors.
3. Define a management process for metropolitan environmental sustainability.
4. Determine an instrument of metropolitan management, which allows for dialogue between the different stakeholders on sustainable development, working for the metropolitan integration and shared financing of strategic projects.
5. Generate a metropolitan agenda of actions and strategic projects that identifies stakeholders and responsibilities.
6. Position the Metropolitan Region in the national and international context.

Border-Related Strategies

The border strategies were approached as an overarching subject, which enables this theme to be found throughout the different issues identified in the 2034 Metropolitan Zone Strategic Plan. Those found as a direct link to border issues are listed below.

- **Regional and Crossborder Integration**
Link the metropolis to its regional context favoring the connectivity between urban centers, regional corridors and border crossings.
- **Social Expression**
Spread, promote, and develop the crossborder art and culture.
- **Crossborder Management**
Improve the coordination and joint planning of the metropolitan crossborder sector.

Also, the 2034 Metropolitan Zone Strategic Plan has identified several projects focused on the border. These are listed below.

- Puerta México/El Chaparral POE Expansion
- New Mesa de Otay II POE
- Border Region Master Plan (Comprehensive System of Border Crossings)
- New Jacumé POE
- Binational Institutional and Academic Exchange Program
- Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan

San Diego Regional Comprehensive Plan

The RCP, adopted in 2004, is the strategic planning framework for the San Diego region and extends through 2030. It creates a regional vision, provides a broad context in which local and regional decisions can be made that foster a healthy environment, a vibrant economy, and a high quality of life for all residents. It balances regional population, housing, and employment growth with habitat preservation, agriculture, open space, and infrastructure needs and moves the region toward a sustainable future — a future with more choices and opportunities for all residents. True to its name, the RCP is comprehensive in its scope. It looks beyond borders and considers the planning and growth underway in Imperial, Orange, and Riverside Counties as well as in Baja California, Mexico.

A Shared Vision of the Future

The RCP was crafted by citizens and representatives from the region's 18 cities and county government, working together as SANDAG. The plan was founded on the ideas of thousands of people including residents, business owners, and local public officials. Together, they endorsed the following vision statement for the RCP:

“To preserve and enhance the San Diego region’s unique features – its vibrant and culturally-diverse communities, its beaches, deserts, mountains, lagoons, bluffs, and canyons, and its international setting – and promote sustainability, economic prosperity, and an outstanding quality of life for everyone.”

Citizens also helped articulate a series of core values, referenced throughout the RCP, which are the foundation for its policies and recommended actions. The policy recommendations are heavily shaped by principles of “sustainability” and “smart growth.” Sustainability means meeting current

economic, environmental, and community needs while also ensuring that the ability of future generations to do the same isn't jeopardized. Sustainability also means making a regional commitment to the "Three Es:" Economy, Environment, and Equity — advancing a prosperous economy, supporting a healthy environment, and promoting social equity.

Smart growth is understood as developing the region in a way that creates communities with more housing and transportation choices, better access to jobs, more public spaces, and more open space preservation. Smart growth more closely links jobs and housing, provides more urban public facilities such as parks and police stations, makes neighborhoods more walkable, and places more jobs and housing near transit. It reduces land consumption in the rural and agricultural areas, and spurs reinvestment in the existing communities.

Borders Chapter: Forging a Better Future with our Neighbors

The various chapters of the RCP address each of the major elements of planning for the San Diego Region: urban form, transportation, housing, healthy environment, economic prosperity, public facilities, and borders issues. Each chapter begins with a vision for the San Diego region in 2030 and includes a description of existing conditions, existing plans and programs, an analysis of key issues, and recommended goals, policy objectives, and actions. One chapter is dedicated exclusively to border issues, which are described in the following sections.

A goal of the RCP is to create a regional community where San Diego, our three neighboring counties, 17 tribal governments, and northern Baja California, Mexico mutually benefit from San Diego's resources and international location.

To achieve this goal, the RCP calls for the coordination of shared infrastructure, efficient transportation systems, integrated environmental planning, and economic development with all of its regional neighbors. It recognizes that the region is a unique and dynamic place to live — one that embraces cultural diversity, promotes interregional understanding, and benefits from its varied history and experience.

Improving Access to Jobs and Housing

Along the international border, although struggling to meet its own demand for housing units, Tijuana has seen San Diegans buying homes and crossing daily to work in San Diego. The RCP states that we must address both the issues of San Diegans migrating southward for affordable housing and the northward migration of Mexicans in search of work along the border. Similar to the partnership created with southwestern Riverside County, the RCP calls for developing a partnership with authorities in Mexico to address the issues surrounding jobs/housing accessibility in the binational region. The Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan reported on Smart Growth issues and SANDAG focused discussions on the issue of Smart Growth at the SANDAG 2008 binational seminar (Smart Growth and Sustainability on the Border).

Enhancing Transportation Systems and Trade Routes

As growth continues in this region and the surrounding areas, maintaining major transportation systems will be an even greater challenge. Agencies must work together to provide reliable and efficient transportation systems associated with interregional commuting corridors, key trade corridors, tribal reservations, and POEs. The RCP recognizes that the San Diego region needs support from its neighbors to acquire funding for trade corridor infrastructure in the international border zone.

Energy and Water Supply, and the Environment

Water and energy supply, and the environment are other key areas that span the regional, international, and intergovernmental borders. Policies and infrastructure are needed to meet binational, tribal reservation, and interregional long-term energy and water needs in a fiscally and environmentally sound manner. Maintaining habitat corridors, and improving air and water quality will contribute to a healthy binational and interregional environment.

Specifically, the RCP calls for increasing the use of renewable energy resources throughout the binational and interregional region; coordinating long-term water planning with surrounding counties, Mexico, and tribal governments; and establishing a cross-border cooperative effort to protect border communities from potentially harmful environmental impacts of projects on either side of the U.S.-Mexico border.

Economic Development

Interregional partnerships can contribute significantly to the success of the Regional Economic Prosperity Strategy and position the greater binational and interregional area as a strong competitor in the global marketplace. A specific action called for in the RCP is to enact policies and measures that promote economic development along the border in Mexico, such as the Maquiladora Program; and establishing a forum for increased communication with tribal governments regarding economic development.

Homeland Security

In the aftermath of the terrorist attacks of September 11, 2001, homeland security presents an increased challenge for the international border region. Local, state, and federal officials from both countries have been charged with keeping the nation secure while protecting the quality of life in the greater border region. The RCP outlines how improvements can be made to binational POEs through the application of new technologies and increased involvement of local agencies. European countries could provide helpful models for maintaining security and fluidity in border areas.

San Diego Region



Source: SANDAG 2010 Census Data

2050 Regional Transportation Plan/Sustainable Communities Strategy

The 2050 RTP/SCS was adopted in 2011 and covers the period from 2011-2050. It was developed around five primary components: a SCS; Social Equity and Environmental Justice; Systems Development; Systems Management; and Demand Management. Each component has a unique, yet interdependent role in creating a sustainable transportation system that improves mobility, reduces greenhouse gases, and increases travel choices for everyone in the San Diego region through 2050.

The San Diego region has consistently supported a multimodal approach to transportation that looks at the overall system and improvements that benefit all modes, rather than prioritizing one over the other. This approach gives choices to all transportation system users traveling within and through the region.

SANDAG is required to address congestion management through a process involving an analysis of multimodal region wide strategies that are cooperatively developed to foster safety and integrated management of new and existing transportation facilities eligible for federal funding. Just like the RCP, the 2050 RTP/SCS also considers the planning and growth underway in Imperial, Orange, and Riverside Counties as well as in Baja California, Mexico. The following are some of the areas that relate to transportation planning along the border included in the 2050 RTP/SCS.

The San Diego Region Goods Movement Network

The movement of goods in the San Diego region involves intermodal systems of air cargo, border crossings, maritime, pipeline, rail and roadways/truckways. Situated between major production, trade, and population centers, San Diego hosts a wide array of freight transportation and infrastructure components. The freight transportation system includes interstate and state highways, Class I freight rail operations, two short line railroad operations (all freight operations occur on tracks shared with passenger rail services), airport cargo systems, the Port of San Diego with two working marine terminals, and the Otay Mesa and Tecate commercial border crossings.

Land Ports of Entry

In 2010, nearly \$27 billion in goods moved between Mexico and the United States at the Otay Mesa POE and at the Tecate POE. The SANDAG 2050 Comprehensive Freight Gateway Study (Gateway Study), projects that the nearly two million trucks that crossed the California-Mexico border in 2007 will increase to nearly five million trucks in 2050. According to the SANDAG study, "Economic Impacts of Wait Times at the San Diego-Baja California Border," trucks crossing the border at Otay Mesa and Tecate currently experience delays of more than two hours, on average, even when they are not subjected to secondary inspections. To shorten these delays, roadway projects are proposed at the border, as well as the new Otay Mesa East POE.

Rail

San Diego County is served by three rail companies that own and/or operate rail facilities within the county. In the northern part of the county along the Interstate 5 (I-5) corridor, Burlington Northern Santa Fe (BNSF) Railway operates on two lines owned by the North County Transit District (NCTD) and the Metropolitan Transit System (MTS). They run from Oceanside to Escondido, and from Oceanside to downtown San Diego. BNSF also operates on a rail line segment between downtown San Diego and the National City Marine Terminal (this segment is owned by BNSF). In the southern portion of the county, San Diego and Imperial Valley Railroad (SD&IV), a subsidiary of Fortress Investment Group (formerly Rail America Inc.), operates two short lines owned by MTS. One line connects the Santa Fe Depot in downtown San Diego with the San Ysidro border crossing and freight yard. The other line runs from downtown San Diego to the City of Santee, in the eastern part of the region. Additionally, the Carrizo Gorge Railway (CZRY) owns the rights to operate limited service between the U.S.-Mexico border at San Ysidro/Tijuana, through Mexico to the U.S.-Mexico border crossing at Tecate. The rail line continues from Tecate to Plaster City in the western part of Imperial County. The section between Tijuana and Tecate is owned by the Mexican government, while the section between Tecate, California, and Plaster City is owned by MTS. However, the portion between Division, near Tecate, and Plaster City is currently closed due to bridge repairs. In 2008, all of the region's rail operators handled about 32,000 carloads, including such commodities as motor vehicles, lumber, chemicals, petroleum, agricultural products, cement, and aggregate. Freight rail capacity along the coast and south to Mexico is currently constrained by limited infrastructure and the sharing of track with passenger operations including Amtrak, the COASTER, and the Trolley.

The 2050 RTP includes proposed rail capacity improvements to reduce current passenger/freight rail bottlenecks and to increase capacity for existing port and border-related freight. New rail logistics centers at key locations would allow rail and truck transfers where the demand for local or subregional industrial/manufacturing is high and where land is less expensive. Track improvements on the San Diego to Tecate line would provide better connections and service to manufacturing centers in Mexico, with the potential to grow rail carloads.

Road/Truckways

The majority of the region's freight travels by truck. Congested freeways and highways slow the movement of freight, especially at key gateway access points. These include the border crossing at Otay Mesa and the port connector roads along Harbor Drive and ultimately to the Interstate system. New Managed Lanes are planned along the region's primary truck routes, including primary north-south routes such as I-5, I-15, and I-805. Also, the potential use of Managed Lanes during off-peak periods for moving goods will be evaluated in the near future. Other proposals for increasing truck capacity include improvements on State Route 52 (SR 52), SR 54, SR 67, SR 94, and SR 125. In the San Diego region, I-5, I-805, and I-15 are the major north-south corridors used by significant numbers of commercial trucks. SR 94/125, I-8, and SR 905/Otay Mesa Road are the region's primary east-west truck corridors.

Areas for Potential Collaboration

The following outlines selected issue areas identified in both regions' planning documents that could present opportunities for potential collaboration.

Environment

Both regions' plans address the environment in their respective documents. The Metropolitan Zone Strategic Plan identifies the following as environmental issue priority areas on a region-wide scale: environmental sustainability, improved air quality, conservation and rehabilitation, sustainable management of the coastal zone, fostering environmental values through environmental education, increased environmental monitoring and management by the appropriate government agencies, and climate change adaptation.

Environmental issues also are addressed in the RCP and the 2050 RTP/SCS. The RCP addresses these issues on a binational and a region-wide scale. Among many recommendations, the plan calls for linking habitat corridors within San Diego County with surrounding counties and Mexico to create interregional and international preserve systems. It also promotes a crossborder cooperative effort to protect border communities from potentially harmful impacts of projects. Other regional priorities include maintaining clean air and water, viable natural habitats, and a well-managed shoreline.

The RTP/SCS region wide approach to environmental issues is to evaluate strategies for adapting to climate change and inclusion of a SCS that integrates land use and transportation planning which will help reduce greenhouse gas (GHG) emissions. In addition, the RTP/SCS makes border specific recommendations to promote the use of technology and best practices to reduce vehicle emissions due to congestion and idling at the border.

Energy and Water Supply

The Metropolitan Zone Strategic Plan has identified improving the management of water resources as an important goal. Although the agency primarily responsible for this is Baja California's State Commission on Public Services (CESP), this goal would be incorporated into the Metropolitan Zone Strategic Plan. The Strategic Plan also promotes improved efficiency in the use of energy and development of new renewable sources. The issues of water and energy are not addressed as binational issues.

In the categories of energy and water, the RCP identified increasing the use of renewable energy resources throughout the binational and interregional area; and coordinating long-term water planning with surrounding counties, Mexico, and tribal governments.

Transportation

The Metropolitan Zone Strategic Plan addresses transportation through supporting regional and cross-border integration. It links the metropolis to its regional context supporting the connectivity between urban centers, regional corridors and border crossings. It promotes the development of a sustainable and comprehensive land use and mobility system that favors the use of public and non-motorized transportation.

The RTP/SCS also identifies transportation strategies linked to the border. In general, the RTP/SCS supports coordination of transportation projects with neighboring jurisdictions. It promotes the use of technologies and best practices to reduce vehicle emissions due to congestion and idling at the border and seeks to secure funding for needed transportation infrastructure in the region's border area (e.g., San Ysidro POE, SR 11, and the Otay Mesa East POE), and to coordinate border related capital and operating improvements with the U.S. General Services Administration (GSA).

The RTP also supports the use of technology at the international land ports of entry, as well as the expansion of the Secure Electronic Network for Travelers Rapid Inspection (SENTRI)-like programs for travelers and cargo. In the area of border crossing delays the RTP recommends that SANDAG work with Caltrans, U.S. Department of Homeland Security (DHS), U.S. Customs and Border Protection (CBP), and other involved agencies to monitor the impacts of northbound and southbound traffic delays at the international land ports of entry and explore opportunities to mitigate these delays. It also recommends that SANDAG work with CBP and Caltrans to secure funds to develop performance indicators such as level of service for cross-border vehicle (private and commercial) and pedestrian wait times at the POEs.

In the area of transportation there are opportunities for both regions to coordinate transportation access and connections to the borders and collaborate on improving the flow of people and traffic across the border. SANDAG is developing a new tool to forecast travel demand within the San Diego region that also has a crossborder travel component. The Activity-Based Model (ABM) is currently under development as an "open source" model.

Homeland Security

The RCP Borders chapter outlines how improvements can be made to binational POEs through the application of new technologies and increased involvement of local agencies.

Economic Development

In the area of economic development, the Metropolitan Zone Strategic Plan proposes the consolidation of the planning process of infrastructure, economic and social development of the Metropolitan Region. It also supports identifying mechanisms for metropolitan management, which allows a dialogue between the different stakeholders, supports sustainable development, and works for the inter-municipal integration and shared financing for strategic projects.

The RCP identifies the SANDAG Regional Economic Prosperity Strategy as its primary economic element. The Strategy's recommended actions call for infrastructure investment and public policy support in key areas to strengthen the region's economic foundation. The Strategy makes the connections among a strong economy and sufficient land for jobs and housing, a superior infrastructure system to support business and industry, and an education system that prepares residents to succeed in the workforce.

Its focus on the border is to promote coordination of shared infrastructure, efficient transportation systems, integrated environmental planning, and economic development with all of its regional neighbors. In addition, it supports economic development strategies; and enacting policies and measures that promote economic development along the border in Mexico, such as the Maquiladora Program.

Housing

The Metropolitan Strategic Plan addresses housing by calling for the promotion of high quality housing, infrastructure, public services and urban projects, accessible to the general public, which contribute enhancing the quality of life of the general population. It promotes the creation of prosperous communities through architectural and urban projects that enable the population to thrive and fully develop.

At the binational level, the RCP proposes developing a partnership with authorities in Mexico to address the issues surrounding jobs/housing accessibility in the binational region.

Society/Family/Culture

The Metropolitan Zone Strategic Plan promotes as a strategy to spread, and develop cross-border art and culture.

Digital City

The Metropolitan Zone Strategic Plan identifies Digital City as a strategy to promote innovation, research and technology development, and consolidating information and compatible networks. Its goal is to expand free metropolitan access to the internet; in addition modernize city administration, daily activities to provide digital means of completing transactions with the city, schools, businesses, and other relevant institutions.

Coordination/Collaboration

In the area of coordination and collaboration the Metropolitan Zone Strategic Plan proposes to improve the coordination and joint planning of the metropolitan cross-border sector.

The RCP's approach is to strive to create a regional community where San Diego County, 18 local cities, three neighboring counties, 17 tribal governments, and northern Baja California, Mexico mutually benefit from San Diego's resources and international location. In addition it promotes the coordination of shared infrastructure, efficient transportation systems, integrated environmental planning, and economic development with all of its regional neighbors. The RCP recognizes that the San Diego region needs support from its northern and eastern neighbors to acquire funding for trade corridor infrastructure in the international border zone.

Health Assessments

The Health Impact Assessment (HIA) is an emerging planning tool in the San Diego Region. It is a systematic process that uses an array of data sources and analytic methods and considers input from stakeholders to determine the potential effects of a proposed policy, plan, program or project on the health of a population and the distribution of those effects within the population. HIA provides recommendations on monitoring and managing those effects.

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