BORDERS
COMMITTEE
AGENDA

Friday, October 23, 2009
12:30 to 2:30 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• REPORT FROM THE TRIBAL SUMMIT AD HOC TASK FORCE

• INTERIM REPORT: COMPREHENSIVE FREIGHT GATEWAY STUDY

• INTERREGIONAL RAIL PROJECTS

PLEASE TURN OFF CELL PHONES DURING THE MEETING

YOU CAN LISTEN TO THE BORDERS COMMITTEE MEETING BY VISITING OUR WEB SITE AT WWW.SANDAG.ORG

MISSION STATEMENT

The Borders Committee provides oversight for planning activities that impact the borders of the San Diego region (Orange, Riverside and Imperial Counties, and the Republic of Mexico) as well as government-to-government relations with tribal nations in San Diego County. The preparation and implementation of SANDAG’s Binational, Interregional, and Tribal Liaison Planning programs are included under this purview. It advises the SANDAG Board of Directors on major interregional planning policy-level matters. Recommendations of the Committee are forwarded to the Board of Directors for action.

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/Member Comments. 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 Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two working 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 at least 72 hours 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.

SANDAG offices are accessible by public transit.
Phone 511 or see 511sd.com for route information.
ITEM # | RECOMMENDATION
---|---
+1.  | APPROVAL OF THE SEPTEMBER 25, 2009, MEETING MINUTES  APPROVE  
2.  | PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public will have the opportunity to address the Borders Committee on any issue within the jurisdiction of the Committee that is not on this agenda. Speakers are limited to three minutes each and shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

CONSENT ITEMS (3 and 4)

+3.  | PROGRESS REPORT ON THE SAN DIEGO – IMPERIAL COUNTY INTERSTATE 8 (I-8) CORRIDOR STRATEGIC PLAN (Ron Saenz, SANDAG)  INFORMATION  

The Imperial Valley Association of Governments (IVAG), in partnership with Caltrans District 11 and SANDAG, completed the Final San Diego-Imperial County I-8 Corridor Strategic Plan in February 2009. This report describes progress made since the Borders Committee accepted the Final Strategic Plan at its March 27, 2009, meeting.

+4.  | SENATE BILL 607 (DUCHENY): IMPERIAL COUNTY TRANSPORTATION COMMISSION (Ron Saenz, SANDAG)  INFORMATION  

SB 607, chaptered into law in August 2009, creates the Imperial County Transportation Commission (ICTC) as a regional transportation planning agency, replacing the Imperial Valley Association of Governments (IVAG). Among its duties, the new ICTC will be responsible for preparing the Transportation Improvement Program for its county and the short-range transit plan required by the Transportation Development Act. This report is provided to the Borders Committee for its information.

REPORT ITEMS (5 through 10)

5.  | REPORT FROM THE TRIBAL SUMMIT AD HOC TASK FORCE (Chairman Chris Devers, SCTCA)  DISCUSSION

SANDAG incorporated into its Fiscal Year 2010 Budget and Overall Work Plan the convening of a San Diego Regional Tribal Summit. The Southern California Tribal Chairmen’s Association (SCTCA) and the Borders Committee agreed on the creation of an ad hoc task force of their leadership and each agency appointed members. The task force has met twice (September 10 and October 9) to discuss the scope and possible topics of the Summit, as well as the location and date. Chairman Devers, SCTCA, as a representative of the task force, will update the Borders Committee about the Summit at this meeting, and will provide a more detailed report at the November meeting.
46. INTERIM REPORT: COMPREHENSIVE FREIGHT GATEWAY STUDY  
(Christina Casgar, SANDAG)  

Staff will update the Borders Committee on the Comprehensive Freight Gateway Study which is designed to give SANDAG, IVAG, and other regional stakeholders access to timely and thorough freight flow analytics. The study will provide analysis of intermodal system issues related to commercial border crossings, maritime facilities, air cargo facilities, rail, truck, and warehousing flows affecting regional goods movement. This report provides the Borders Committee with an update on the Gateway Study, which is scheduled for completion in late 2009.

+7. INTERREGIONAL RAIL PROJECTS

A) LOS ANGELES - SAN DIEGO - SAN LUIS OBISPO (LOSSAN) RAIL CORRIDOR PLANNING ACTIVITIES (Linda Culp, SANDAG)  

The LOSSAN Rail Corridor runs 351 miles from San Diego to Los Angeles to San Luis Obispo and is the nation’s second busiest. Amtrak intercity and Metrolink and COASTER commuter rail passenger services share the corridor with freight. The 2030 Regional Transportation Plan (RTP) calls for a significant investment in the corridor over the next 20 years in terms of additional capacity, station improvements, and more service. This report informs the Borders Committee of several LOSSAN Rail Corridor planning activities.

B) FEASIBILITY STUDY TO EXTEND HIGH-SPEED TRAIN SERVICE TO THE INTERNATIONAL BORDER (Linda Culp, SANDAG)  

SANDAG is currently completing a study on the feasibility of extending the state’s proposed high-speed train (HST) system from its current terminus in downtown San Diego to the International Border and specifically to a crossborder terminal on the U.S. side with access to Tijuana International Airport. This report informs the Borders Committee of the results of the feasibility study and outlines next steps.

8. MEXICO’S BICENTENNIAL PORT OF ENTRY (POE) SYSTEM IN TIJUANA  
(Sergio Montes, Secretariat of Infrastructure and Urban Development, State of Baja California)  

This presentation will be an overview of Mexico’s new southbound pedestrian crossing and plans for a multimodal transportation facility located on the eastern side of the San Ysidro - Puerta Mexico POE.
+9. SAN DIEGO REGIONAL ECONOMIC DEVELOPMENT CORPORATION (EDC) AND IMPERIAL VALLEY EDC'S MEGA-REGION INITIATIVE
(Christina Luhn, San Diego Regional EDC)

This presentation will include an update on the Mega-Region Initiative's development. This initiative is a long-term economic development strategy partnering San Diego County, Imperial County, and Baja California for global competition.

10. UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for Friday, November 20, 2009, at 12:30 p.m.

11. ADJOURNMENT

+ next to an item indicates an attachment
The meeting of the Borders Committee was called to order by Chair Patricia McCoy (South County) at 12:30 p.m. See the attached attendance sheet for Borders Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Supervisor Greg Cox (County of San Diego) and a second by Councilmember Sherri Lightner (City of San Diego), the Borders Committee unanimously approved the minutes from the July 24, 2009, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chair McCoy announced Jane Clough-Riquelme, Senior Planner, was awarded the 2009 Distinguished Leadership Award for Professional Planner from the American Planning Association, California Chapter, recognizing her work as tribal liaison.

Chair McCoy also announced the South County Economic Development Council presented the Binational Endeavor Award to SANDAG recognizing the work of the Borders Committee.

3. TRIBAL CONSULTATION TIMELINE/SCHEDULE RELATED TO DEVELOPMENT OF THE 2050 REGIONAL TRANSPORTATION PLAN (INFORMATION)

Chairman Mark Romero (Mesa Grande Band of Mission Indians, Southern California Tribal Chairmen’s Association (SCTCA)) informed that in 1968, Governor Ronald Reagan signed a resolution calling for the fourth Friday of each September to be “American Indian Day” to bring about public awareness of Indian heritage and the issues facing Indians in California. The California legislature passed Assembly Bill 1953 in 1998, establishing the day as an official day of education. Tribes celebrate the fourth day of September by renewing their ties to the earth and keeping alive the ways of their ancestors. Events will be held at the State Capitol and the University of California, San Diego (UCSD).

Chairman Romero and Jane Clough-Riquelme, Senior Planner, provided the staff report.
The report presented a tribal consultation timeline and schedule designed to integrate the tribal nations into the development of the 2050 Regional Transportation Plan (RTP) in a timely and meaningful way. The schedule incorporates activities of the Tribal Transportation Working Group, the Tribal Summit Planning Ad Hoc Task Force, and the Borders Committee into a comprehensive approach to integrating tribal issues into the development of the 2050 RTP.

Action: This item was presented for information only.

Chair McCoy welcomed Councilmember Rudy Ramirez (South County), Supervisor Wally Leimgruber (Imperial County), and Robert Pieplow, Interim Director (Caltrans) to the Borders Committee.

4. RECOMMENDATIONS FROM THE 2009 BINATIONAL SEMINAR “CHALLENGES AND OPPORTUNITIES FOR CROSSBORDER CLIMATE CHANGE COLLABORATION” (DISCUSS/RECOMMEND)

This report presented highlights from the binational seminar and recommendations from the Committee on Binational Regional Opportunities (COBRO) on next steps. The Borders Committee was asked to discuss these recommendations and make recommendations to the Board of Directors.

Chair Paul Ganster, COBRO, presented the report.

Action: Upon a motion by Councilmember Sherri Lightner (City of San Diego) and a second by Councilmember John Minto (East County) the Borders Committee unanimously recommended that the Borders Committee accept the recommendations from the 2009 Binational Seminar (Attachment 1) and recommend approval by the Board of Directors.

5. STATE ROUTE 11/OTAY MESA EAST PORT OF ENTRY (POE) FINANCIAL STRATEGY UPDATE (DISCUSSION)

SANDAG, in cooperation with Caltrans, the U.S. General Services Administration (GSA), and other stakeholders, is proposing to develop the new Otay Mesa East POE and associated transportation network, including State Route 11. The improvements on the U.S. side of the border are expected to cost between $615 million and $715 million and will be funded through tolls, fees, and other revenues. This report focused on a review of findings and options that will help shape the project’s ultimate financial strategy.

Mario Orso, Trade Corridors Improvement Fund Corridor Director (Caltrans District 11), and Marney Cox, Chief Economist (SANDAG), presented the report.

Action: This item was presented for discussion only.
6. PROGRESS REPORT ON THE SAN YSIDRO POE RECONFIGURATION AND EXPANSION PROJECT (DISCUSSION)

The U.S. General Services Administration (GSA) released the Draft Environmental Impact Statement (EIS) for the San Ysidro Land POE Improvements Project in May 2009. Several agencies submitted comment letters prior to the close of the comment period on June 22, 2009, and the Final EIS was released in early August 2009.

Rachel Kennedy, Senior Planner, presented the staff report.

Anthony Kleppe, Asset Manager U.S. GSA, provided an update on the project and its construction schedule.

Public Comments:

Steve Otto, San Ysidro Smart Border Coalition, recognized and thanked SANDAG for its strong letter of support in response to the Draft EIS. He said the important issue is the considerable negative impacts on the immediate surrounding border areas within the San Ysidro community and the lack of mitigation from GSA. The Smart Border Coalition of San Ysidro continues to work with congressional representatives, SANDAG, Caltrans, and the City of San Diego to obtain funds for the expansion of the intermodal transportation center and to restore the bridge deck plaza as conceived in the original project.

Dennis LaSalle, Consejo de Desarrollo Economico de Tijuana (CDT) expressed concerns regarding the revenue for the project and what truckers will pay, and urged completion of the project by 2012.

Mario Lopez, Confederación Patronal Mexicana (COMPARMEX), commented on the importance of engaging the business community in Mexico and keeping them informed on the progress of the project either through the Borders Committee or other liaison.

Action: This item was presented for discussion only.

7. UPDATING THE SANDAG OVERALL PUBLIC PARTICIPATION PLAN (DISCUSSION)

SANDAG is updating the agency-wide Public Participation Plan. This plan establishes a process for communicating with and obtaining input from the public concerning agency programs, projects, and program funding. The strategies and tactics outlined in the plan guide the agency’s outreach efforts for transit, highway, smart growth, environmental, planning, growth forecasts, the RTP, Regional Transportation Improvement Program, Tribal Consultation, and other initiatives. SANDAG is securing input from individuals, organizations, agencies, and others in the update of the Public Participation Plan.

Anne Steinberger, Communications Manager (SANDAG), solicited input on the elements of the plan to help guide the plan update.

Action: This item was presented for discussion only.
8. UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for Friday, October 23, 2009, at 12:30 p.m.

9. ADJOURNMENT

Chair McCoy adjourned the meeting at 2:26 p.m.

Attachment: Attendance Sheet
CONFIRMED ATTENDANCE
BORDERS COMMITTEE MEETING
SEPTEMBER 25, 2009
12:30 p.m. to 2:30 p.m.

<table>
<thead>
<tr>
<th>GEOGRAPHICAL AREA</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ ALTERNATE</th>
<th>ATTENDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>South County</td>
<td>City of Imperial Beach</td>
<td>Patricia McCoy (Chair)</td>
<td>Member</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>City of Chula Vista</td>
<td>Rudy Ramirez</td>
<td>Alternate</td>
<td>✓</td>
</tr>
<tr>
<td>Imperial County</td>
<td>County of Imperial</td>
<td>Wally Leimgrubber</td>
<td>Member</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>City of Calexico</td>
<td>David Ouzan</td>
<td>Alternate</td>
<td>✓</td>
</tr>
<tr>
<td>North County Coastal</td>
<td>City of Del Mar</td>
<td>Crystal Crawford</td>
<td>Member</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>City of Oceanside</td>
<td>Jack Feller</td>
<td>Alternate</td>
<td>✓</td>
</tr>
<tr>
<td>North County Inland</td>
<td>City of Escondido</td>
<td>Sam Abed</td>
<td>Member</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>City of Poway</td>
<td>Betty Rexford</td>
<td>Alternate</td>
<td>✓</td>
</tr>
<tr>
<td>East County</td>
<td>City of Santee</td>
<td>John Minto</td>
<td>Member</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>City of La Mesa</td>
<td>David Allan</td>
<td>Alternate</td>
<td>✓</td>
</tr>
<tr>
<td>City of San Diego</td>
<td>-----</td>
<td>Ben Hueso</td>
<td>Member</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>-----</td>
<td>Sherri Lightner</td>
<td>Alternate</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>-----</td>
<td>Marti Emerald</td>
<td>Alternate</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>County of San Diego</td>
<td>Greg Cox (Vice Chair)</td>
<td>Member</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>-----</td>
<td>Pam Slater-Price</td>
<td>Alternate</td>
<td>✓</td>
</tr>
<tr>
<td>COBRO</td>
<td>-----</td>
<td>Dr. Paul Ganster</td>
<td>Member</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>-----</td>
<td>Cindy Gompper-Graves</td>
<td>Alternate</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>_____</td>
<td>Angelika Villagrana</td>
<td>Alternate</td>
<td>✓</td>
</tr>
<tr>
<td>Group</td>
<td>Name</td>
<td>Position</td>
<td>Status</td>
<td></td>
</tr>
<tr>
<td>-------------------------------</td>
<td>---------------------------------</td>
<td>----------------</td>
<td>--------</td>
<td></td>
</tr>
<tr>
<td>County of Riverside</td>
<td>City of Lake Elsinore</td>
<td>Thomas Buckley</td>
<td>Member</td>
<td></td>
</tr>
<tr>
<td>Republic of Mexico</td>
<td>Consul General of Mexico</td>
<td>Remedios Gomez-Arnau</td>
<td>Member</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Deputy Consul General of Mexico</td>
<td>Martha Rosas</td>
<td>Alternate</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Consul</td>
<td>Lydia Antonio</td>
<td>Alternate</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Consular Officer</td>
<td>Elvira Felix</td>
<td>Alternate</td>
<td></td>
</tr>
<tr>
<td>Southern California Tribal</td>
<td>Pauma</td>
<td>Chris Devers</td>
<td>Member</td>
<td></td>
</tr>
<tr>
<td>Chairmen's Association</td>
<td>Mesa Grande</td>
<td>Mark Romero</td>
<td>Alternate</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Caltrans</td>
<td>Robert Pieplow</td>
<td>Member</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bill Figge</td>
<td>Alternate</td>
<td></td>
</tr>
<tr>
<td>San Diego County Water</td>
<td></td>
<td>Elsa Saxod</td>
<td>Member</td>
<td></td>
</tr>
<tr>
<td>Authority</td>
<td></td>
<td>Howard Williams</td>
<td>Alternate</td>
<td></td>
</tr>
<tr>
<td>SCAG</td>
<td></td>
<td>Rich Macias</td>
<td>Member</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Vacant</td>
<td>Alternate</td>
<td></td>
</tr>
<tr>
<td>County of Orange</td>
<td>City of Buena Park</td>
<td>Art Brown</td>
<td>Member</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bill Campbell</td>
<td>Alternate</td>
<td></td>
</tr>
</tbody>
</table>
Introduction

The Imperial Valley Association of Governments (IVAG), in cooperation with SANDAG and Caltrans District 11, began work on the development of the San Diego Imperial County I-8 Corridor Strategic Plan in 2008. This study identified issues, established goals and objectives, and developed interregional strategies in the areas of transportation, housing, and employment to ensure adequate levels of service on the I-8 corridor. This report highlights progress on actions included in the Strategic Plan since it was completed in February of 2009.

Discussion

Since the Strategic Plan’s completion, progress has been made on a goal included in Strategy 2b: Explore Opportunities to Expand Ridesharing. This goal calls for the expansion of the 511 service to Imperial County. In the past months, SANDAG has worked on extending some elements of the 511 service to Imperial County by expanding the existing Advanced Traveler Information System for Commercial Vehicle Operations (ATIS-CVO) component designed for the I-8 corridor commercial vehicle user. The ATIS-CVO component of the 511 service will be a free phone and web service that would consolidate the San Diego and Imperial County regions’ transportation information into a one-stop resource, and would be available to I-8 corridor commercial vehicle operators (truck drivers and trucking operations management) in both counties.

The 511 service would provide up-to-the minute information on traffic conditions, incidents, border wait times, and driving times, on a 24-hours a day, seven days a week basis. The ATIS-CVO project is funded through a cooperative agreement with Caltrans and is anticipated to begin operation by summer of 2010.

The Caltrans Partnership Planning grant, which IVAG applied for in April 2009 to follow up to short term strategies identified in the Strategic Plan, was not awarded. However, IVAG will consider applying for a new grant later this fiscal year.
Next Steps

Staff will continue to monitor progress on implementation of strategies included in the Strategic Plan and will provide periodic updates to the Borders Committee on these and other related activities in the Imperial Valley.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Ron Saenz, (619) 699-1922, rsa@sandag.org
Significant changes in the Imperial Valley Association of Governments’ (IVAG) responsibilities soon will occur as a result of the passage of California Senate Bill (SB) 607 (Ducheny), which was approved by Governor Schwarzenegger in August of 2009. SB 607 statutorily creates the Imperial County Transportation Commission (ICTC) as a regional transportation planning agency, replacing IVAG, which is a voluntary Joint Powers Authority.

Among its duties, the new ICTC will be responsible for the preparation of a three- to five-year Transportation Improvement Program for Imperial County and the short-range transit plan required by the Transportation Development Act. IVAG will become the ICTC effective January 1, 2010.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. Senate Bill 607 (Ducheny) Imperial County Transportation Commission

Key Staff Contact: Ron Saenz, (619) 699-1922, rsa@sandag.org
Senate Bill No. 607

CHAPTER 56

An act to add Division 12.8 (commencing with Section 132800) to the Public Utilities Code, relating to transportation.

[Approved by Governor August 5, 2009. Filed with Secretary of State August 6, 2009.]

LEGISLATIVE COUNSEL'S DIGEST

SB 607, Ducheny. Imperial County Transportation Commission.
Existing law establishes various local entities to carry out transportation functions within their respective areas of jurisdiction.

This bill would create the Imperial County Transportation Commission and would provide that the commission is the successor agency to the Imperial Valley Association of Governments. The bill would establish the composition of the governing board of the commission and enact provisions relative to the administration of the commission. The bill would require the commission to prepare a short-range transportation plan that includes the development and approval of a 3- to 5-year transportation improvement program. The bill would also make the commission responsible for administering funds deposited in the local transportation fund and for preparing a short-range transit plan, as specified.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

The people of the State of California do enact as follows:

SECTION 1. Division 12.8 (commencing with Section 132800) is added to the Public Utilities Code, to read:

DIVISION 12.8. IMPERIAL COUNTY TRANSPORTATION COMMISSION

Chapter 1. General Provisions and Creation of Commission

132800. There is hereby created the Imperial County Transportation Commission. The commission shall be the successor agency to the Imperial Valley Association of Governments and shall assume all assets and liabilities
of that entity. The area of jurisdiction of the commission shall consist of all of the incorporated and unincorporated area of Imperial County.

132801. (a) The governing board of the commission shall consist of the following members:

1. Two members of the Imperial County Board of Supervisors. The term of a member under this paragraph terminates when he or she ceases to hold that office or when replaced by the board of supervisors.

2. One member from each incorporated city within Imperial County who shall be the mayor of the city or a member of its city council. The term of a member under this paragraph terminates when he or she ceases to hold that office or when replaced by the city council.

3. One member of the board of directors of the Imperial Irrigation District. The term of a member under this paragraph terminates when he or she ceases to hold that office or when replaced by the board of directors of the district.

4. One nonvoting member appointed by the Governor representing the Department of Transportation.

(b) The governing board of the commission may also include the following nonvoting members:

1. One member representing the State of Baja California, Mexico, who may be appointed by the governor of the state.

2. One member representing the municipality of Mexicali, Mexico, who may be the mayor or his or her designee.

3. One member representing the Consul of Mexico in Calexico, California, who may be the consul or his or her designee.

4. One member representing any federally recognized Native American tribe in Imperial County.

Chapter 2. Administration

132810. The governing board of the commission at its first meeting, and thereafter annually at the first meeting in January, shall elect a chairperson from its members who shall preside at all meetings, and a vice chairperson who shall preside in his or her absence. In the event of their absence or inability to act, the members present, by an order entered in the minutes, shall select one of their members to act as chairperson pro tempore, who, while so acting shall have all of the authority of the chairperson.

132811. The board shall establish rules for its proceedings consistent with the law of the State of California.

132812. A majority of the voting members of the board shall constitute a quorum for the transaction of business and all official acts of the commission. All official acts of the board require the affirmative vote of the majority of the voting members of the board.

132813. The acts of the board shall be expressed by motion, resolution, or ordinance.
132814. (a) All meetings of the board shall be conducted in the manner prescribed by the Ralph M. Brown Act (Chapter 9 (commencing with Section 54950) of Part 1 of Division 2 of Title 5 of the Government Code).
(b) All meetings of committees established by the board shall be held pursuant to Section 54952.3 of the Government Code, and no other provision of the Ralph M. Brown Act shall apply to meetings of those committees.
(c) Any committee of the board shall have a membership of at least three voting members.

132815. The board shall do the following:
(a) Adopt an annual budget and fix the compensation of its officers and employees.
(b) Adopt an administrative code, by ordinance, which shall prescribe the powers and duties of commission officers, the method of appointment of commission employees, and methods, procedures, and systems of operation and management of the commission.
(c) Cause a postaudit of the financial transactions and records of the commission to be made at least annually by a certified public accountant.
(d) Appoint a technical advisory committee of representatives from all of the transit operators in the county, all of the incorporated cities in the county, the county, and the Department of Transportation.
(e) Appoint such other advisory committees the board deems necessary.

132816. Notice of time and place of the public hearing for the adoption of the annual budget shall be published pursuant to Section 6061 of the Government Code, and shall be published not later than the 15th day prior to the date of the hearing. The proposed annual budget shall be available for public inspection at least 15 days prior to the hearing.

Chapter 3. Powers and Functions

132820. The commission may do any of the following:
(a) Use up to 3 percent of the revenues in the local transportation fund for the purpose of carrying out its responsibilities.
(b) Sue and be sued.
(c) Enter into contracts with qualified vendors to further the purposes of the commission.
(d) Do any and all things necessary to carry out the purposes of this division.

132824. The commission shall undertake the following:
(a) Prepare a short-range transportation plan that includes the development and approval of a three- to five-year transportation improvement program, as follows:
(1) The transportation improvement program shall apply to all projects funded with federal, state, and local funds.
(2) The transportation improvement program shall be developed in coordination and consultation with the multicounty designated transportation
planning agency, and shall be consistent with that agency’s regional transportation plan.

(3) The county commission and the multicounty designated transportation planning agency shall enter into a memorandum of understanding specifying the process for preparing the transportation improvement program.

(4) The commission shall consult with its member agencies, the Department of Transportation, adjacent counties, and other entities public and private when preparing its short-range plan and transportation improvement program.

(b) The commission shall be responsible for administering the funds deposited in the local transportation fund according to the terms and conditions of the Mills-Alquist-Deddeh Act (Chapter 4 (commencing with Section 99200) of Part 11 of Division 10), which is also known as the Transportation Development Act, or any successor to that act.

(c) The commission shall be responsible for preparing the short-range transit plan required by the Transportation Development Act.

SEC. 2. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district are the result of a program for which legislative authority was requested by that local agency or school district, within the meaning of Section 17556 of the Government Code and Section 6 of Article XIII B of the California Constitution.
INTERIM REPORT: COMPREHENSIVE FREIGHT GATEWAY STUDY

Introduction

A report introducing the Comprehensive Freight Gateway Study (Gateway Study) was provided to the Borders Committee on March 27, 2009. The Gateway Study was undertaken to provide a forecast of regional freight traffic in San Diego and Imperial Counties through the year 2050.

The goal of the Gateway Study is to give SANDAG, the Imperial Valley Association of Governments (IVAG), and other regional stakeholders access to timely and thorough freight flow information as a tool to better understand and manage a sustainable freight network. The Gateway Study will inform the Goods Movement Action Plan component of the 2050 Regional Transportation Plan (RTP) by helping to identify current and future freight flows. Additionally, the Gateway Study will provide insights into how freight investments impact freight flows, industrial development, and related economic activity.

HDR Decision Economics is leading the consultant team’s research, which has been underway since March, 2009. This report provides the Borders Committee with an update on the Gateway Study, which is scheduled for completion in late 2009.

Discussion

Background

Over the past 15 years there has been rapid growth in goods movement and emergence of Southern California as the nation’s largest gateway to international trade. Goods movement planning and a Goods Movement Action Plan have recently been added as RTP elements; therefore, it is important that SANDAG, IVAG, and various freight stakeholders have regularly updated freight forecast information. In the San Diego and Imperial Valley border region, there are several freight portals, including six land border crossings, the Port of San Diego, the San Diego International Airport as well as a vast highway network and rail service.

The California Prop 1B Trade Corridors Improvement Fund (TCIF) recently allocated $400 million to SANDAG and $49 million to IVAG to improve freight network mobility in the region. Additionally, SANDAG and IVAG are both overseeing major improvement projects at land border crossings. The Freight Gateway Study will provide an important tool to address growing regional freight responsibilities; a regularly updated freight traffic forecast will provide current information on
freight flows. The Freight Gateway Study will also help inform policy decisions, investments, and analysis of market conditions affecting goods movement in both counties.

**Forecast Applications**

The Gateway Study aggregates complex modal information into a comprehensive freight gateway forecast projected out to 2050. Data sources used for the forecast include Global Insight’s data products, TRANSEARCH and World Trade Service, U.S. Department of Transportation Freight Analysis Framework data, the City of Tijuana Municipal Planning Institute (IMPLAN’s) regional Input/Output data, as well as a wealth of private sector and local stakeholder data provided to the project team through an Ad-Hoc Stakeholders Working Group. This Ad-Hoc Working Group includes representatives from railroads, the San Diego County Regional Airport Authority, the Port of San Diego, other governmental agencies from both regions, chambers of commerce, Mexican counterpart agencies, and other regional players. Its input and feedback regarding the forecast has been invaluable for data collection, validation, and applications.

The Gateway Study has assembled information that was previously not available to SANDAG and IVAG, such as:

- Total freight (truck/rail/ship) regional forecast
- Modal freight forecast by county (truck/rail/ship)
- Actual truck and railcar counts at freight gateways

**Next Steps**

The Gateway Study forecast is scheduled for completion before the end of 2009. The final report will be shared with the Borders Committee at a future meeting in late 2009 or early 2010.

**BOB LEITER**
Director of Land Use and Transportation Planning

Key Staff Contact: Christina Casgar, (619) 699-1982, cca@sandag.org
LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO (LOSSAN) RAIL CORRIDOR PLANNING ACTIVITIES

Introduction

The LOSSAN corridor is the nation’s second busiest rail corridor. Amtrak’s Pacific Surfliner intercity trains run from San Diego to Los Angeles and San Luis Obispo, COASTER and Metrolink commuter rail trains take commuters both south and north from Oceanside each day, respectively, and BNSF Railway and Union Pacific also share the corridor to carry freight to points north and east. In the near future, portions of the LOSSAN corridor also will be shared with high-speed trains currently under design by the California High-Speed Rail Authority (Attachment 1).

Currently, 51 percent of the San Diego rail corridor is single track where trains need to wait for one another at scheduled meets. The 2030 Regional Transportation Plan (2030 RTP) calls for double tracking the entire corridor, improving stations, and increasing commuter rail service over the next 20+ years in order to improve travel times and carrying capacity in the corridor, and increase ridership. The corridor also is a major transportation corridor in TransNet.

In support of these transportation goals, a detailed evaluation of 40 individual rail improvement projects along the corridor was recently completed by SANDAG, Caltrans, NCTD, Amtrak, and BNSF Railway as part of the Interstate 5 (I-5) Corridor System Management Plan (CSMP) underway by Caltrans. (The I-5 CSMP is a requirement of the Proposition 1B bond funded projects in the I-5 corridor.) The 40 rail improvement projects include double tracking, bridge replacements, and station improvements. Evaluation criteria were developed and detailed rail modeling simulations were completed in order to rank the 40 projects. Projects were prioritized to serve as a guide when applying for future funding opportunities.

At its July 24, 2009, meeting, the SANDAG Board of Directors programmed $19.1 million in local TransNet funds to begin design of the key projects in San Diego, including track improvements at bottleneck locations such as crossover tracks, double track, and stub and run-through tracks at various stations. Projects are located in the Cities of San Diego, Carlsbad, Oceanside, and Camp Pendleton. These improvements would increase the amount of double track on the 60-mile corridor from 32 miles to 42 miles, would improve operational effectiveness and reliability, and would increase the capacity on the corridor from 73 trains to 79 trains.
The American Recovery and Reinvestment Act of 2009 (ARRA) provides $8 billion for high speed and intercity rail services nationwide, with another $1 billion pledged by the Obama Administration in each of the following five years. On August 24, 2009, Caltrans submitted to the Federal Railroad Administration (FRA) $380 million in LOSSAN corridor projects, including $50 million in San Diego County, that are ready to go and can be completed within two years. FRA expects to announce awards this winter and future calls of projects are expected as early as next spring. On October 2, 2009, the State also submitted a request for $4.7 billion in ARRA funds for high-speed train (HST) corridors, including $42 million for the Los Angeles to San Diego via Inland Empire HST corridor.

In August 2008, SANDAG, along with other corridor agencies, began a study of how the LOSSAN corridor’s three passenger rail services could be better integrated. Currently, NCTD operates COASTER commuter rail service from Oceanside south to downtown San Diego, the Southern California Regional Rail Authority (SCRRA) operates Metrolink service from Oceanside north to Los Angeles and east to the Inland Empire, and Amtrak operates intercity passenger service along the entire LOSSAN corridor. The study examines the specific issues for the traveling public that could be improved ranging from an integrated Web site and online trip planner for better customer information to integrating all passenger rail services at one agency.

Discussion

The I-5 Corridor System Management Plan (CSMP) - LOSSAN Rail Corridor Prioritization Analysis

The LOSSAN rail corridor provides a viable transportation alternative to north-south highway travel through San Diego County. Given the rail corridor’s proximity to I-5 through urbanized and environmentally sensitive areas, it is particularly important that systemwide transportation improvements are considered as demand for travel in the corridor increases. The identification of adjacent highway and rail projects will lead to coordinated efforts that reduce resource expenditures and minimize impacts to surrounding areas.

The LOSSAN Rail Corridor Prioritization Analysis is a companion study to the analysis of potential freeway investments for the I-5 CSMP. The rail corridor analysis was initiated to analyze and prioritize potential rail investments in the San Diego County portion of the LOSSAN corridor. The rail analysis quantified operational improvements and other benefits and impacts of potential rail projects, and then prioritized implementation of these projects to support phased expansion of rail.

Forty rail improvement projects were identified for evaluation and prioritization. These include track projects such as double-track, bridge replacements, and tunnel improvements, as well as nontrack projects such as station parking expansions and grade separation projects. A Rail Prioritization Working Group (RPWG) composed of staff from Amtrak, BNSF Railway, Caltrans District 11, Caltrans Division of Rail, NCTD, and SANDAG was established to guide study direction. Rail projects were analyzed and then prioritized through a comprehensive process that considered rail performance, construction and operating costs, project delivery, and a range of other environmental, safety, community and performance criteria.
The process began with extensive project analysis, including simulating dozens of combinations of rail projects and service scenarios. This simulation effort was combined with review of prior corridor documents and input from RPWG participants. With project information in-hand, prioritization proceeded in a step-wise manner by first identifying the projects needed to support near-term service expansion. This step was followed by identifying additional projects needed to support mid-term service expansion, and finally long-term service expansion.

**Phased Service Implementation**

The prioritization process produced project groups that are keyed to three service scenarios in the San Diego County portion of the LOSSAN corridor. While the focus of the analysis is on a phased capital program, there will be additional operations and maintenance costs that also are noted. These service scenarios represent progressive expansion of passenger and freight rail service over time:

- **Near-term** service expansion, which equates roughly to year 2015, would expand service to 79 trains each weekday. This expansion would provide 6 to 14 more trains per day compared to today, with most service expansion for peak-period COASTER operations and morning and mid-day Amtrak operations. Total capital cost for track projects, additional equipment, and layover tracks would be $145 million, and the cost to operate the additional service would be $1 million annually.

- **Mid-term** service expansion, which equates roughly to year 2025, would expand service to 93 trains each weekday. This expansion would provide 20 to 28 more trains than today, with more service throughout the day for all operators except Metrolink. COASTER trains would run about every 25 minutes in the peak-direction, and about every 90 minutes in the mid-day and evenings. Amtrak would have consistent hourly service in both directions throughout the day. BNSF Railway would add a second train in the mid-day. Total capital cost for track projects, nontrack projects like parking structures, and equipment would be $285 million. The annual cost to operate these additional trains would be $2 million.

- **Long-term** service expansion, which equates roughly to year 2030, would expand service to 119 trains each weekday. This expansion would provide about 50 more trains than today, with more service throughout the day for all operators except BNSF Railway. As envisioned in the SANDAG 2030 RTP, COASTER trains would run about every 20 minutes in the peak-direction, and about every 60 minutes in the mid-day and evenings. Amtrak would have consistent hourly service in both directions, with additional trips in peak intercity travel hours. Total capital cost for track projects, nontrack projects like parking structures, equipment, and layover facilities would be $360 million. The cost to operate the additional trains would be $5 million annually.

While the prioritization study did not specifically rank it as a capacity project, a top priority for the State of California and all rail corridors is Positive Train Control (PTC). PTC is a predictive collision avoidance technology designed to stop a train before an accident occurs. Through the Rail Safety Improvement Act of 2008, the federal government requires Class I (freight) and passenger railroads to implement a PTC system by December 31, 2015. In Southern California, Metrolink passenger rail and the BNSF Railway and Union Pacific freight railroads have pledged to install positive train control by 2012. The entire LOSSAN corridor is affected by this mandate.
California High-Speed Train Service

SANDAG has worked a number of years with the California High-Speed Rail Authority (CHSRA) and would be connected to the state's proposed high-speed train system to Los Angeles via the Inland Empire. Portions of the LOSSAN corridor are proposed to be shared with existing corridor services. As shown on Attachment 1, the corridor between downtown San Diego and University City and between Anaheim and Los Angeles will also include HST service.

American Recovery and Reinvestment Act of 2009 (ARRA)

ARRA provides $8 billion in federal stimulus funds for high speed and intercity rail projects, divided into four funding “tracks”. Basically, Track 1 is for projects that are ready to go to construction and can be completed within two years. Track 2 is for sets of programs and projects that can be in various stages and can be completed by 2017. Track 3 is for rail planning studies and Track 4 is designed to provide a federal match to rail projects already in the State Transportation Improvement Program.

SANDAG submitted Track 1 applications for six individual projects totaling $50 million to Caltrans in August based on the prioritization rankings. Caltrans then forwarded them to FRA by the August 24, 2009, deadline and we are currently awaiting notification, which is expected this winter. Another ten Track 2 applications were prepared by SANDAG for additional double track, bridge replacements, and pedestrian grade separations and submitted to Caltrans in anticipation of submittal to FRA by the October 2, 2009, deadline. However, the state included only high-speed passenger rail projects, including preliminary engineering/environmental on the Los Angeles to San Diego via Inland Empire corridor in their Track 2 submittals.

Future rounds of ARRA funding are expected beginning in 2010.

LOSSAN Corridorwide Strategic Assessment

Last year, SANDAG, NCTD, the Orange County Transportation Authority (OCTA), Caltrans, Los Angeles County Metropolitan Transportation Authority (Metro), SCRRA, Amtrak, and the LOSSAN Rail Corridor Agency, initiated a comprehensive strategic assessment for coordination and improvement of commuter and intercity rail services between Los Angeles and San Diego. The study also addresses the feasibility of proposed changes north and east of Los Angeles.

As first tasks of the study, onboard and resident surveys were conducted regarding opinions on rail service, transportation usage, and demographics. Next, the study outlined a number of service integration scenarios for the corridor from now until 2025 that were consistent with a share corridor vision that includes:

- Short-term roles and responsibilities
- Corridor-wide responsibility and authority
- Corridor-wide planning and investment ($6-8 billion by 2025)
- Interactive electronic fare collection system
- Better traveler information distribution including a consolidated timetable and corridor website
- Focus on local partnerships
Lastly, the study addresses the possible institutional changes that would be necessary to make these changes.

Since July, the chief executives from each corridor agency have been meeting to address the next steps for this study, including developing a Memorandum of Understanding (MOU) between the agencies to agree to an integrated service vision for the corridor, and short term and long term improvement steps.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. LOSSAN Rail Corridor Map

Key Staff Contact: Linda Culp, (619) 699-6957, lcu@sandag.org
Intercity Rail - Pacific Surfliner (Los Angeles - San Diego - San Luis Obispo)

Connecting Commuter/ Light Rail Services (Including future)

Future High-Speed Train Service

Other Amtrak Connections

AMBUS

Commuter Rail Stations

Intercity and/or Commuter Rail Stations

Future Rail Stations

Map Not to Scale

LOSSAN Rail Corridor
July 2009
SAN DIEGO ASSOCIATION OF GOVERNMENTS

BORDERS COMMITTEE

October 23, 2009

AGENDA ITEM NO.: 7B

Action Requested: INFORMATION

FEASIBILITY STUDY TO EXTEND PROPOSED HIGH-SPEED TRAIN SYSTEM TO INTERNATIONAL BORDER

File Number 3101200

Introduction

Since 1993, the State of California has authorized the study of an intercity, high-speed train (HST) system that will connect the state’s metropolitan areas, including San Diego. The California High-Speed Rail Authority (CHSRA) is the statewide agency charged with the planning and construction of this system.

In addition to working cooperatively with the State on the Los Angeles to San Diego via Inland Empire HST corridor, SANDAG recently contracted with the CHSRA team to complete a feasibility study of extending the high-speed corridor from the current terminus at the Lindbergh Field Intermodal Transportation Center (ITC)/downtown San Diego to the International Border and a station on the U.S. side with access to Tijuana International Airport (TIJ). This is one component of the SANDAG Regional Air-Rail Network Study, which will serve as Phase 1 of the Airport Multimodal Accessibility Plan, required by Senate Bill (SB) 10 (2007), to be completed in Fiscal Year (FY) 2010. The study also is looking at the possibility of running high-speed commuter rail service along the entire San Diego County HST alignment.

There were two main questions for the study:

(1) Is it feasibility to extend the state’s HST system to a Border Station with access to TIJ?

Three corridors, Interstate 5 (I-5), I-805, and State Route 125 (SR 125) were evaluated based on the project evaluation criteria previously reviewed by the SANDAG Transportation Committee (Attachment 1). Based on this evaluation, including south county stakeholder comments, the study concluded that it is feasible to extend the HST system and specifically, the I-5 corridor is the preferred corridor in which to do this.

(2) Is it feasibility to run a high-speed commuter rail service along the same tracks, with additional station opportunities, between the International Border and the San Diego/Riverside County line?

The study concluded that it will be feasible to operate a high-speed local service overlay along with the state’s HST intercity service. In addition to the proposed intercity HST stations under study in Escondido, University City, and San Diego, the study did evaluate the feasibility of one additional intercity stop at the International Border near TIJ. Additional locations that could potentially serve...
as high-speed commuter rail stations were also evaluated in San Ysidro, City of Chula Vista, City of National City, Mira Mesa/Carroll Canyon area, and at I-15/SR 76.

**Discussion**

**Los Angeles to San Diego via Inland Empire HST Corridor**

SANDAG continues to work cooperatively with the CHSRA to advance San Diego’s HST corridor (Attachment 2). The Southern California Association of Governments (SCAG), San Diego County Regional Airport Authority (SDCRAA), Riverside County Transportation Commission (RCTC), and San Bernardino Associated Governments (SANBAG), in addition to SANDAG and the CHSRA, have approved a Memorandum of Understanding to formalize this cooperative working relationship to advance the Los Angeles to San Diego via Inland Empire HST corridor. Together, these agencies make up the Southern California High-Speed Rail Inland Corridor Group (SoCal ICG).

Since November, the SoCal ICG has been conducting a feasibility study of the Los Angeles to San Diego via Inland Empire HST corridor. The San Diego County Technical Working Group (TWG) provides review and comment on this effort and similar groups meet in Los Angeles, San Bernardino, and Riverside Counties. The feasibility study concluded in September, and preliminary engineering and project-level environmental process was initiated at that time. A detailed schedule has been developed that will result in a final project-level environmental document in 2013.

Three public scoping meeting were held in downtown San Diego, University City, and the City of Escondido during the week of October 12 and public comments can be submitted until November 20, 2009. The Transportation Committee considered formal comments at their October 16, 2009, meeting and the Executive Committee will likewise at their November 13, 2009, meeting.

**Feasibility Study to Extend Proposed High-Speed Train System to International Border and High-Speed Commuter Rail Overlay Analysis**

**Stakeholder Input**

The CHSRA and SANDAG held three meetings of the San Diego Technical Working Group (TWG) to review progress on both the main HST corridor and the extension to the Border. The TWG included staff from the corridor cities, NCTD, MTS, Caltrans, Regional Airport Authority, and other stakeholders.
In addition, SANDAG has held meetings with staff and representatives from a number of south county organizations to gain public input:

- BNSF Railway
- Caltrans, District 11 Corridor Directors and Executive Staff
- Centre City Development Corporation
- City of Chula Vista
- City of Escondido Planning and Public Works Departments
- City of San Diego Field Review, Planning Department, Traffic Engineers
- City of San Diego/Stone Creek Master Plan/HG Fenton’s Carroll Canyon Master Plan
- Crossborder Terminal Group
- General Services Administration
- McMillan (Otay Ranch)
- Metropolitan Transit System
- National City Chamber of Commerce Staff and Economic Development Committee
- Otay Mesa Chamber of Commerce
- Point Loma Community Planning Group Forum
- San Diego County Regional Airport Authority
- San Diego Institute of Transportation Engineers
- San Diego Port District
- San Ysidro Chamber of Commerce
- SANDAG Mid-Coast Corridor Staff and Consultants
- South County Economic Development Council
- South Bay Expressway
- U.S. Customs
- U.S. Border Patrol

Potential Corridors and Stations

Based on input from the TWG and south county stakeholders, along with the technical analysis by the consultant team, potential alignments and station locations have been identified. Initially, three main north-south corridors were evaluated: I-5, I-805, and SR 125. Potential high-speed commuter rail stations also have been identified along each proposed alignment. Once near the border, two east-west alternatives have been identified along the International Border to provide access from the three north-south alignments to TIJ and a potential commuter rail station at the Otay Mesa Port of Entry (POE). One intercity station has been identified on the U.S. side with direct access to TIJ. Additional sites that could serve as high-speed commuter rail stations along each of the potential alignments also were identified. Table 1 lists the proposed alignments and station locations under study, which also are shown graphically in Attachment 1.
<table>
<thead>
<tr>
<th>Corridor</th>
<th>Description</th>
<th>Proposed Intercity Stations</th>
<th>Proposed High-Speed Commuter Rail Stations</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-5</td>
<td>From downtown San Diego, via I-5 South and eastward either via SR 905 or U.S./Mexico Border</td>
<td>Lindbergh Field ITC Tlj</td>
<td>downtown San Diego 8th Street (National City) E/H Street (Chula Vista) Palm Avenue (Chula Vista) San Ysidro (San Diego) Otay Mesa POE (County)</td>
</tr>
<tr>
<td>I-805</td>
<td>From downtown San Diego, via I-5 and 54, south on I-805 and eastward either via SR 905 or U.S./Mexico Border</td>
<td>Lindbergh Field ITC Tlj</td>
<td>downtown San Diego 8th Street (National City) Telegraph Canyon (Chula Vista) Palm Avenue (Chula Vista) Otay Mesa POE (County)</td>
</tr>
<tr>
<td>SR-125</td>
<td>From downtown San Diego, via I-5 and 54, via SR 125 to U.S./Mexico Border</td>
<td>Lindbergh Field ITC Tlj</td>
<td>downtown San Diego 8th Street (National City) Palomar Street (Chula Vista) East Urban Center (Chula Vista) Otay Mesa POE (County)</td>
</tr>
</tbody>
</table>

Evaluation Criteria

In order to evaluate each potential alignment, criteria were developed:

1. Design:  
   A. Journey time to Tlj  
   B. Route length  
   C. Intermodal connections  
   D. Capital costs

2. Land Use:  
   A. Proximity to Smart Growth Areas  
   B. Compatibility with existing plans

3. Constructability:  
   A. Potential impact on transportation operations  
   B. Acceptability of existing overcrossings  
   C. Disruption to existing freight railroads  
   D. Disruption to and relocation of utilities

4. Community:  
   A. Potential community displacements  
   B. Properties with access affected  
   C. Local traffic impacts around stations, along route  
   D. Highway grade separations and closures
5. Environmental Resources:  
A. Biological resources  
B. Cultural resources  
C. Parklands  
D. Agricultural lands  

6. Natural Environment:  
A. Noise and vibration  
B. Visual/scenic resources  
C. Geotechnical constraints  
D. Hazardous materials  

7. Stakeholder Comments  

Based on these analyses, the study concludes that the preferred corridor is I-5. The proposed I-5 alignment has the shortest distance and travel time to the Border Station, taking approximately 12 minutes from Lindbergh Field compared to 16 minutes along an I-805 alignment and 19 minutes along an SR 125 alignment. This alignment allows for a high-speed commuter rail station at the San Ysidro POE, the world’s busiest. While the I-805 alignment also connects to San Ysidro, the SR 125 alignment would not serve this POE. I-5 is also the least costly. It provides opportunities for connections to the San Diego Trolley and also opportunities to serve the planned and potential Smart Growth Opportunity Areas currently identified by the Cities of Chula Vista and National City.  

**Intercity Ridership Forecasts**

SANDAG contracted with Cambridge Systematics, who has developed the intercity HST ridership forecasting model for the CHSRA, to complete a ridership forecast at a feasibility-level analysis of two HST alternatives along the I-5 corridor: Alternative 1 terminating at the San Ysidro POE and Alternative 2 terminating at the Border Station with access to TJ. Proposed high-speed commuter rail ridership was not part of this forecast.  

By 2030, more than 98 million high-speed rail passengers are expected to use the Statewide HST System annually, including 25 million using the downtown San Diego station. Extending the terminus to San Ysidro will add another two million passengers annually. Although this is a healthy absolute figure, it represents just a 2 percent increase in HST ridership statewide. A primary reason is the fact that 70 percent of current cross-border traffic at San Ysidro POE stays in the general vicinity of the border and can take advantage of cheaper transit fares for these shorter trips. Analysis of Alternative 2 shows that 1.7 million additional intercity riders would use the system. The study based this finding in part on past cross border terminal (CBT) market studies showing that the presence of the CBT addresses the main impediment to TJ, namely the San Ysidro and Otay Mesa POEs. In other words, the CBT captures its air travel market share with or without HST service.  

The ridership analysis did show a 9 percent increase in intra-county travel by relocating the southern terminus from downtown San Diego to San Ysidro.
The analysis does note that while additional, more detailed forecasts should be completed, two additional opportunities for this extension could be addressed in the future:

- Because a downtown San Diego station would attract riders from all over South County, demand for potentially several thousand parking spaces could be needed. The extension to the Border Station could provide this additional parking capacity but more importantly, provide additional transit connections. The analysis did show a diversion of more than 3,000 daily boardings from a downtown station to a new terminus, either at San Ysidro or the Border Station.

- The analysis did not address the potential connections from the COASTER or Pacific Surfliner services currently operating along the coastal rail corridor and the possibility of extending these systems to the Border.

**San Diego Regional Air-Rail Network Study**

This analysis is one component of the San Diego Regional Air-Rail Network Study, which will (1) identify high-speed rail connections to Southern California airports that could provide relief to San Diego's Lindbergh Field; and (2) identify the potential for high-speed rail to relieve short-haul air demand and free up capacity at Lindbergh Field for long-haul and/or international flights. This work will be completed cooperatively between SANDAG, SDCRAA, and the other agencies mentioned above.

SANDAG is conducting the initial phase of the Regional Air-Rail Network Study, using the findings from both the Los Angeles to San Diego via Inland Empire feasibility study and a special study to evaluate the feasibility of extending HST to the International Border and, specifically, TIJ. This effort will serve as Phase 1 of the Airport Multimodal Accessibility Plan (AMAP), as outlined in SB 10 (Kehoe). The AMAP will identify ground access improvements, including high-speed rail, at the region's aviation facilities as outlined in the SDCRAA’s companion study, the Regional Aviation Strategic Plan. Phase 2 of the AMAP will review the feasibility of other modes to these regional aviation facilities and is expected to be completed in FY 2010, in time for inclusion in the 2050 RTP.

**Next Steps**

In addition to completing the final feasibility report, staff will continue to coordinate on the I-5 South Coast Study, a study underway by SANDAG, Caltrans, and the City of Chula Vista to identify transportation improvements along the I-5 Corridor. Currently, future HST service is included in the alternatives under evaluation in that study.

As stated earlier in this report, the Regional Air-Rail Network Study and the AMAP will be completed in FY 2010 in time for inclusion in the 2050 RTP.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. Downtown San Diego to International Border Proposed HST Corridors
   2. Los Angeles to San Diego via Inland Empire Section

Key Staff Contact: Linda Culp, (619) 699-6957, lcu@sandag.org
DOWNTOWN SAN DIEGO TO INTERNATIONAL BORDER
PROPOSED HST CORRIDORS
San Diego Association of Governments

BORDERS COMMITTEE

October 23, 2009

AGENDA ITEM NO.: 9

Action Requested: INFORMATION

SAN DIEGO REGIONAL ECONOMIC DEVELOPMENT CORPORATION (EDC) AND IMPERIAL VALLEY EDC’S MEGA-REGION INITIATIVE

File Number 3400100

Introduction

As reported at the March 2009 Borders Committee meeting, the San Diego Regional EDC and the Imperial Valley EDC have been jointly developing the Mega-Region Initiative, which is a long-term economic development strategy partnering San Diego County, Imperial County, and Baja California for global competition. The main focus is to market these two regions and Baja California as a “Mega-Region” - a combined economic partnership to compete in an increasingly global economy.

Discussion

The Mega-Region Initiative’s primary goal of creating a branding and marketing strategy was included in the Final Phase I of the Mega-Region Strategic Action Plan, which was submitted and accepted by the U.S. Department of Commerce Economic Development Administration (EDA) in April of 2009.

Next Steps

The EDCs are in the process of submitting a second EDA grant for Phase II that would implement key outcomes from Phase I. In the interim private sector funding continues to be raised to use as matching funds and to finance activities not covered by the EDA. Future work on Phase II of the Mega-Region Initiative would focus on: implementation of the Strategic Plan, community outreach, research, business attraction, advocacy, and communications.

SANDAG staff will continue to work with the San Diego Regional EDC and its partners as this initiative moves forward. Periodic updates will be brought to the Borders Committee as progress is made on this initiative.

BOB LEITER
Director of Land Use and Transportation Planning

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

» Objectives
» Implications
» Applications
  – Regional Transportation Plan (RTP)
  – Policy Analysis
» Data Sources and Challenges
» Forecast Snapshots
Objectives

» Forecast regional freight traffic through 2050 and analyze issues impacting goods movement

» Inform the RTP by helping to answer key questions:
  — How can freight investments impact freight flows, industrial development, and related economic activity?
  — Are there strategies which will enhance freight flows and related economic activity?
  — What strategies can protect and/or optimize the freight system that provide for environmental sustainability?

Implications: Regional and National Trade Flows

» Otay Mesa is the busiest CA/MX border crossing

» 1.5 million trucks per year and > $29 billion in trade at Otay Mesa

» San Diego and Imperial border crossings, Port, and Airport are gateways to more than $54 billion in trade

» 95 percent of regional freight movement is carried by truck
Applications for the 2050 RTP

» This is the first time we have a goods movement planning tool to inform freight investments
  — $400 million Trade Corridors Improvement Fund (TCIF)
    › $75 million to SR 11/Otay Mesa East POE
    › $124 million to San Ysidro Yard and MainLine
  — $810 million additional local match to TCIF
**Snapshot: Sensitivity Analysis**

*Otay Mesa East POE Truck Transactions*
*(SANDAG 2007 SR 11 Study)*

**Year**
- 2015: 0.2
- 2020: 0.5
- 2025: 1.0
- 2040: 1.0
- 2050: 1.0
- 2060: 1.0
- 2070: 1.0

**Truck Transactions (Millions)**

<table>
<thead>
<tr>
<th>Year</th>
<th>Lower</th>
<th>Median</th>
<th>Upper</th>
<th>AACG</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>0.2</td>
<td>0.3</td>
<td>0.2</td>
<td>10.2%</td>
</tr>
<tr>
<td>2020</td>
<td>0.4</td>
<td>0.3</td>
<td>0.5</td>
<td>10.3%</td>
</tr>
<tr>
<td>2025</td>
<td>0.5</td>
<td>0.3</td>
<td>0.6</td>
<td>13.3%</td>
</tr>
<tr>
<td>2040</td>
<td>0.6</td>
<td>0.4</td>
<td>0.8</td>
<td>13.3%</td>
</tr>
<tr>
<td>2050</td>
<td>0.0</td>
<td>0.4</td>
<td>1.0</td>
<td>13.3%</td>
</tr>
<tr>
<td>2060</td>
<td>0.7</td>
<td>0.4</td>
<td>1.2</td>
<td>13.3%</td>
</tr>
</tbody>
</table>

**Source:** TRANSEARCH database, with adjustments

---

**Snapshot: Port of San Diego**

*Distribution Patterns*

**Top 10 destinations in 2007**

**BY TRUCK**
- Florida: 58.3
- Michigan: 129.0
- Ohio: 13.9
- Texas: 129.0
- Tennessee: 153.3
- Washington: 234.2
- San Diego: 790.5
- Illinois: 354.4
- Arizona: 13.2
- Georgia: 24.2

**BY RAIL**
- Florida: 58.3
- Tennessee: 153.3
- Texas: 234.2
- California: 720.9
- Michigan: 29.9
- Arizona: 13.2
- Colorado: 13.9
- Ohio: 14.8
- Georgia: 17.6
- Alabama: 24.2

**Source:** TRANSEARCH database, with adjustments
Snapshot: Dominance of Truck Moves
Distribution by mode in volume and value, 2007 and 2050

SAN DIEGO COUNTY

<table>
<thead>
<tr>
<th>Mode</th>
<th>2007 in Tons</th>
<th>2050 in Tons</th>
<th>Average Annual Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck</td>
<td>378.9</td>
<td>130.4</td>
<td></td>
</tr>
<tr>
<td>Rail</td>
<td>2.466</td>
<td>1.034</td>
<td></td>
</tr>
<tr>
<td>Water</td>
<td>2.02</td>
<td>0.20</td>
<td></td>
</tr>
<tr>
<td>Air</td>
<td>0.01</td>
<td>0.001</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>0.001</td>
<td>0.0006</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mode</th>
<th>2007 in Dollars</th>
<th>2050 in Dollars</th>
<th>Average Annual Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck</td>
<td>$1,279</td>
<td>$556</td>
<td></td>
</tr>
<tr>
<td>Rail</td>
<td>$4,912</td>
<td>$556</td>
<td></td>
</tr>
<tr>
<td>Water</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Air</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
</tbody>
</table>

Source: TRANSEARCH database, with adjustments

IMPERIAL COUNTY

<table>
<thead>
<tr>
<th>Mode</th>
<th>2007 in Tons</th>
<th>2050 in Tons</th>
<th>Average Annual Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck</td>
<td>48.0</td>
<td>20.6</td>
<td></td>
</tr>
<tr>
<td>Rail</td>
<td>0.717</td>
<td>0.001</td>
<td></td>
</tr>
<tr>
<td>Water</td>
<td>0.000</td>
<td>0.000</td>
<td></td>
</tr>
<tr>
<td>Air</td>
<td>0.003</td>
<td>0.0006</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>0.0006</td>
<td>0.0</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mode</th>
<th>2007 in Dollars</th>
<th>2050 in Dollars</th>
<th>Average Annual Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck</td>
<td>$226</td>
<td>$556</td>
<td></td>
</tr>
<tr>
<td>Rail</td>
<td>$4</td>
<td>$556</td>
<td></td>
</tr>
<tr>
<td>Water</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Air</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
</tbody>
</table>

Source: TRANSEARCH database, with adjustments

Snapshot: Internal Distribution
Internal Movements-San Diego/Imperial Valley

<table>
<thead>
<tr>
<th>All modes combined</th>
<th>Units</th>
<th>In 2007</th>
<th>In 2050</th>
<th>Average Annual Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>In volume</td>
<td>Million tons</td>
<td>41.3</td>
<td>91.1</td>
<td>1.9%</td>
</tr>
<tr>
<td>In value</td>
<td>Millions of 2007 dollars</td>
<td>$21,826.4</td>
<td>$58,599.5</td>
<td>2.3%</td>
</tr>
<tr>
<td>Average value</td>
<td>$ per ton</td>
<td>$528.9</td>
<td>$643.5</td>
<td>0.5%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>In volume, by mode</th>
<th>Units</th>
<th>In 2007</th>
<th>In 2050</th>
<th>Average Annual Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck</td>
<td>Million tons</td>
<td>41.3</td>
<td>91.1</td>
<td>1.9%</td>
</tr>
<tr>
<td>Rail</td>
<td>0.0</td>
<td>0.0</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Air</td>
<td>0.001</td>
<td>0.003</td>
<td>2.2%</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>0.0</td>
<td>0.0</td>
<td>n/a</td>
<td></td>
</tr>
</tbody>
</table>

Internal Distribution; Source: TRANSEARCH database, with adjustments
### Imports Units In 2007 In 2050 Average Annual Growth

<table>
<thead>
<tr>
<th></th>
<th>In volume</th>
<th>In value</th>
<th>Average value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Million tons</td>
<td>3.8</td>
<td>18.9</td>
<td>3.8%</td>
</tr>
<tr>
<td>Loaded trucks</td>
<td>356,600</td>
<td>2,161,170</td>
<td>4.3%</td>
</tr>
<tr>
<td>Millions of 2007 dollars</td>
<td>$22,678.2</td>
<td>$249,533.3</td>
<td>5.7%</td>
</tr>
</tbody>
</table>

### Exports Units In 2007 In 2050 Average Annual Growth

<table>
<thead>
<tr>
<th></th>
<th>In volume</th>
<th>In value</th>
<th>Average value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Million tons</td>
<td>1.4</td>
<td>1.9</td>
<td>0.8%</td>
</tr>
<tr>
<td>Loaded rail cars</td>
<td>28,060</td>
<td>41,480</td>
<td>0.9%</td>
</tr>
<tr>
<td>Millions of 2007 dollars</td>
<td>$2,367.9</td>
<td>$3,373.0</td>
<td>0.8%</td>
</tr>
<tr>
<td>$ per ton</td>
<td>$1,752.4</td>
<td>$1,744.9</td>
<td>-0.01%</td>
</tr>
</tbody>
</table>

### Exports Units In 2007 In 2050 Average Annual Growth

<table>
<thead>
<tr>
<th></th>
<th>In volume</th>
<th>In value</th>
<th>Average value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Million tons</td>
<td>1.1</td>
<td>4.7</td>
<td>3.5%</td>
</tr>
<tr>
<td>Loaded rail cars</td>
<td>26,450</td>
<td>236,770</td>
<td>5.2%</td>
</tr>
<tr>
<td>Millions of 2007 dollars</td>
<td>$2,055.0</td>
<td>$8,852.5</td>
<td>3.5%</td>
</tr>
<tr>
<td>$ per ton</td>
<td>$1,941.6</td>
<td>$1,884.6</td>
<td>-0.1%</td>
</tr>
</tbody>
</table>

Note: Imports include flows from Mexico through the county (to the rest of the U.S.)
Source: TRANSEARCH database, with adjustments
Policy Applications

» Safety and Community Impacts
» International Trade Developments
  — Data sharing with Mexican counterpart agencies
» Emissions and Trucking Regulations
» Otay Mesa East POE Planning and Financing
» Land-Use Challenges
  — Preservation of existing freight infrastructure
  — Moving toward a sustainable freight policy?
» Regional Economic Prosperity
» Funding Issues and Prioritization

Summary/Discussion

» Freight infrastructure preservation is San Diego challenge and opportunity
» 95% of SANDAG Board “Strongly Agree” that goods movement improvements are important for economic prosperity*
» Annual tracking mechanism
» Input from private sector in developing solutions for better freight movement

* 9/11/09 BOD Policy Meeting Interactive Session
Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor

Planning Activities

October 23, 2009
### Service Driven Plan - Weekday Trains

<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>Near-Term Service Expansion</th>
<th>Mid-Term Service Expansion</th>
<th>Long-Term Service Expansion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amtrak</td>
<td>22 – 24</td>
<td>26</td>
<td>32</td>
<td>36</td>
</tr>
<tr>
<td>COASTER</td>
<td>22 - 26</td>
<td>30</td>
<td>36</td>
<td>54</td>
</tr>
<tr>
<td>Metrolink</td>
<td>16</td>
<td>16</td>
<td>16</td>
<td>20</td>
</tr>
<tr>
<td>BNSF</td>
<td>5-7</td>
<td>7</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>Total</td>
<td>65 – 73</td>
<td>79</td>
<td>93</td>
<td>119</td>
</tr>
</tbody>
</table>

**Notes:**
- **Amtrak 22 – 24:**
  - **COASTER 22 - 26:**
  - **Metrolink 16:**
  - **BNSF 5-7:**
Sorrento Valley COASTER Station to Solana Beach Train Station

Solana Beach Train Station to Carlsbad Poinsettia COASTER Station
Carlsbad Poinsettia COASTER Station to Oceanside Transit Center

ARRA Federal Rail Stimulus Funds

- $8 billion for high speed / intercity rail projects and plans
  - Four funding “tracks”
    - Track 1 deadline was August 24 – State submitted $1.1 billion in project requests
    - Track 2 deadline was October 2 – State submitted $4.7 billion in project requests
  - 6 San Diego corridor projects proposed for funding totaling $50 million and included in Track 1
  - LA to San Diego via Inland Empire HST Corridor environmental work included in Track 2
LOSAN Corridor Strategic Assessment

- Ways to better integrate LOSAN Corridor’s three Passenger Rail Services
- First Developed Initial Service Vision
- Develop Business Case
- Implementation Actions:
  - More peak period trains, faster through-express trains and additional service to underserved markets
  - Integrated fare policy and fare media
  - Integrated operations
  - Integrated traveler information
  - Coordination with other corridor services

Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor

Planning Activities

October 23, 2009
Feasibility Study to Extend Proposed High-Speed Train System to International Border

October 23, 2009

Coordinated Airport Multimodal Planning

- SB10 (2007) requires coordinated airport multimodal planning
  - Regional Aviation Strategic Plan (RASP) to be adopted by Airport Authority
  - Airport Multimodal Accessibility Plan (AMAP) to be adopted by SANDAG
- RASP/AMAP findings will be inputs into 2050 RTP
AMAP Phase 1 – Air-Rail Network Study

Can high-speed rail provide connections to airports forecast with additional capacity?

Two current studies:

- State’s Los Angeles to San Diego via Inland Empire HST Corridor
- SANDAG Feasibility Study to Extend to Tijuana International Airport

California Proposed High-Speed Train System

- 800-mile system
- Steel wheel-on-steel rail
- Up to 220 mph
- LA to SD via Inland Empire Corridor
- San Diego to
  - Riverside: 48 min
  - LA: 1 hr 18 min
  - Bay Area: under 4 hrs
Los Angeles to San Diego via Inland Empire HST Corridor

- Southern California Inland Corridor Group (SoCal ICG)
- Completing feasibility
- Project-specific environmental work and final document in 2013
- Current terminus is Lindbergh Field/ Downtown San Diego

Feasibility Study to Extend to International Border

- Two goals for study:
  - Feasible to extend state’s *intercity* service to US crossborder terminal at Tijuana International airport?
  - Feasible to operate high-speed *commuter* rail service along same alignment?
Alternatives Studied

- 3 alternative alignments
- 1 intercity station at border
- Additional high-speed commuter stations

Proposed Evaluation Criteria

- Design
- Land Use
- Constructability
- Community
- Environmental Resources
- Natural Environment
- Stakeholder Comments
SAN DIEGO REGION

Interstate 5 Alignment

- 12 minutes to Tijuana International
- Potential commuter rail stop at National City, Chula Vista and/or San Ysidro

SAN DIEGO REGION

Next Steps

- Complete feasibility study
- Work with CHSRA for Future Extension to the state’s HST system
- Continue to Refine High-Speed Commuter Rail Overlay Analysis with CHSRA
- Complete AMAP in FY2010
Feasibility Study to Extend Proposed High-Speed Train System to International Border

October 23, 2009

The Cali Baja Bi-National Mega-Region brings together distinct assets to offer incomparable development opportunities for global businesses.

San Diego and Imperial counties are in Southern California and include more than 9,000 square miles of varied terrain along the U.S.–Mexico border. With a combined population of over 6 million people, the economies of these counties and northern Baja California, Mexico are intricately linked through the daily cross-border transit of goods and people. Because of this physical and economic intertwining, the Cali Baja Bi-National Mega-Region extends beyond conventional national boundaries creating unique opportunities to access multiple markets.

San Diego County
San Diego County, California’s second most populous county, enjoys a well developed and vibrant economy and is recognized as one of the leading high-technology hubs in the world.

Imperial County
One of California’s most important centers for clean technology, Imperial County is positioned as a boundless land of opportunity for global businesses interested in renewable energy, agriculture, and international trade and logistics.

Baja California
Baja California is one of Mexico’s most economically developed states and has an extensive higher education system, a large labor pool, and a diverse and well established network of manufacturing plants.

ASSETS
1. Intellectual capital in the form of an educated workforce
2. World class academic and applied research centers
3. Access to venture capital
4. Well developed life sciences, communications, defense and growing cleantech clusters

ASSETS
1. Abundant, affordable and available land
2. Young, readily accessible workforce
3. Access to water
4. Regional leader in renewable energy generation and biofuels

ASSETS
1. Sophisticated manufacturing base
2. Competitively-priced workforce
3. A steady supply of engineers
4. Established medical device, automotive, aerospace and logistics clusters

Did you know?
The bi-national mega-region, with access to railway and major interstate corridors, is serviced by 3 international airports, 2 major seaports of entry and 3 land ports of entry for goods movement, with a fourth scheduled for 2014.
For more information on the Cali Baja Bi-National Mega-Region, please contact:

Christina Anne Luhn, Ph.D.
Director, Mega-Region Initiative
San Diego Regional Economic Development Corporation
530 B Street, 7th Floor
San Diego, CA 92101
619.234.8484 phone
cl@sandiegobusiness.org
www.sandiegobusiness.org

Timothy E. Kelley
President & CEO
Imperial Valley Economic Development Corporation
1224 State Street, Suite B
El Centro, CA 92243
760.353.8332 phone
tim@ivedc.com
www.ivedc.com

Major funding of this initiative provided by:

Economic Development Administration
U.S. Department of Commerce

AT&T
Brawley Inn
Bank of America
County of Imperial
Imperial Valley Joint Chambers of Commerce
Imperial Irrigation District
Procopio, Cory, Hargreaves and Savitch, LLP
San Diego Association of Governments
San Diego County Water Authority
San Diego Gas & Electric
Solar Turbines, Inc.
San Diego Workforce Partnership

www.calibaja.org