Members
John Minto, Chair
Vice Mayor, City of Santee
(Representing East County)

Greg Cox, Vice Chair
Superintendent, County of San Diego

Rudy Ramirez
Deputy Mayor, City of Chula Vista
(Representing South County)

Gary Felien
Councilmember, City of Oceanside
(Representing North County Coastal)

Ed Gallo
Councilmember, City of Escondido
(Representing North County Inland)

David Alvarez
Councilmember, City of San Diego

John Renison
Supervisor
(Representing Imperial County)

Alternates
Ruth Sterling
Vice Mayor, City of La Mesa
(Representing East County)

Pam Slater-Price
Supervisor, County of San Diego

Mike Woiwode
Councilmember, City of Coronado
(Representing South County)

Farrah Douglas
Councilmember, City of Carlsbad
(Representing North County Coastal)

Jim Cunningham
Councilmember, City of Poway
(Representing North County Inland)

Sherri Lightner
Councilmember, City of San Diego

Vacant
(Representing Imperial County)

Advisory Members
Vacant
(Representing Riverside County)

Jim Dahl
Mayor Pro Tem, City of San Clemente
(Representing Orange County)

Remedios Gómez-Arnau
Consul General
Consulate General of Mexico

Howard Williams
San Diego County Water Authority

Laurie Berman
District 11 Director, Caltrans

Mark Romero (Mesa Grande)
Southern California Tribal Chairmen’s Association

Richard Macias
Director of Planning
Southern California Association of Governments

Gary L. Gallegos
Executive Director, SANDAG

BORDERS COMMITTEE AGENDA

Friday, April 22, 2011
12:30 to 2:30 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• 2011 SANDAG ANNUAL BINATIONAL EVENT UPDATE

• BIKE TO WORK DAY ON THE BORDER

• DRAFT 2050 REGIONAL TRANSPORTATION PLAN

• IMPERIAL COUNTY TRANSPORTATION COMMISSION

• SAN DIEGO-IMPERIAL COUNTY I-8 CORRIDOR STRATEGIC PLAN UPDATE

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.
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. Public speakers are limited to three minutes or less per person. 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. Any handouts, presentations, or other materials from the public intended for distribution at the Borders Committee meeting should be received by the Clerk of the Board no later than 12 noon, two working days prior to the 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.
# BORDERS COMMITTEE

Friday, April 22, 2011

<table>
<thead>
<tr>
<th>ITEM #</th>
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<td>APPROVE</td>
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## APPROVAL OF THE MARCH 25, 2011, MEETING MINUTES

### PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public shall have the opportunity to address the Borders Committee on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Borders Committee coordinator prior to speaking. Public speakers should notify the Borders Committee coordinator if they have a handout for distribution to Borders Committee members. Public speakers are limited to three minutes or less per person. Borders Committee members also may provide information and announcements under this agenda item.

### CONSENT (Items #3 through #5)

<table>
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<tr>
<th>+3.</th>
<th>ACCEPT</th>
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### 2011 SANDAG ANNUAL BINATIONAL EVENT UPDATE

(Chair Paul Ganster, Committee on Binational Regional Opportunities or COBRO)

The Borders Committee is asked to accept the staff recommendation that the 2011 binational event be rescheduled from Tuesday, June 7, 2011, to Tuesday, June 28, 2011. A preliminary program for the binational event is attached. COBRO Chair Paul Ganster will be available for questions or comments.

<table>
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### BIKE TO WORK DAY ON THE BORDER (Hector Vanegas and Maria Filippelli)

On May 20, 2011, the San Diego region celebrates National Bike to Work Day. This annual event takes place across the United States. In the spirit of the Bike to Work Day celebration, for the first time, the City of Tijuana will also be promoting bike mobility and healthier transportation on this same date.

<table>
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<th>INFORMATION</th>
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### DRAFT 2050 REGIONAL TRANSPORTATION PLAN (Elisa Arias)

The Draft 2050 Regional Transportation Plan (RTP) is the blueprint for keeping pace with the mobility and sustainability challenges in a growing region. The plan is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so it meets the diverse needs of our changing region through 2050. The Draft 2050 RTP and its Sustainable Communities Strategy (SCS) are scheduled to be released by the Board of Directors on April 22, 2011, for public review and comment.
### ITEM # RECOMMENDATION

#### REPORTS (Items #6 through #10)

<table>
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<th>ITEM #</th>
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<tr>
<td>+6.</td>
<td>IMPERIAL COUNTY TRANSPORTATION COMMISSION: OVERVIEW OF CURRENT AND FUTURE ACTIVITIES (Mark Baza, Imperial County Transportation Commission)</td>
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<td>INFORMATION</td>
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The passage of California Senate Bill (SB) 607 (Ducheny) in 2009, created the Imperial County Transportation Commission (ICTC), which replaced the Imperial Valley Association of Governments (IVAG). As the County Transportation Commission and Regional Transportation Planning Agency, the ICTC will guide the development of the Regional Transportation Plan for the Imperial region and is responsible for transportation programming activities. This report will present an overview of ICTC’s current and upcoming activities.

| +7.    | SAN DIEGO-IMPERIAL COUNTY INTERSTATE 8 CORRIDOR STRATEGIC PLAN UPDATE (Ron Saenz) |
|        | INFORMATION |

This report summarizes progress on an initiative in the Interstate (I-8) Corridor Strategic Plan that focuses on the Commercial Vehicle Operations Project Expansion of the 511 San Diego Service. This service connects San Diego and Imperial County on the I-8 corridor.

| 8.     | SOUTH AND EAST SAN DIEGO COUNTY/IMPERIAL COUNTY COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (Cindy Gompper-Graves, South County Economic Development Council) |
|        | INFORMATION |

In October 2008, the South County Economic Development Council received a grant to create a Comprehensive Economic Development Strategy (CEDS), which is required to qualify for Economic Development Administration (EDA) assistance for public works and planning efforts. A CEDS is also a prerequisite for being designated by EDA as an economic development district. A preliminary CEDS project report was presented to this Committee in April 2010. This report will present an update on the CEDS project.

| 9.     | PROGRESS REPORT ON THE SAN YSIDRO LAND PORT OF ENTRY RECONFIGURATION AND EXPANSION PROJECT (Damon Yee and Anthony Kleppe, U.S. General Services Administration or GSA) |
|        | INFORMATION |

The San Ysidro Land Port of Entry (POE) in San Diego County is a federal multimodal inspection facility that provides service for pedestrians, passenger vehicles, buses, and freight rail. GSA staff will provide an update on the $570 million project that will expand northbound and southbound vehicle and pedestrian facilities in three phases.
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<th>ITEM #</th>
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<td>10.</td>
<td>UPCOMING MEETINGS</td>
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<td></td>
<td>The next meeting of the Borders Committee is scheduled for Friday, May 27, 2011, at 12:30 p.m.</td>
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<td>11.</td>
<td>ADJOURNMENT</td>
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<td>+ next to an item indicates an attachment</td>
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</table>
The joint meeting of the Borders Committee, Committee on Binational Regional Opportunities (COBRO), and the City of Tijuana was called to order by Chair John Minto (East County) at 12:40 p.m. See the attached attendance sheet for Borders Committee member attendance.

Chair Minto welcomed COBRO and City of Tijuana representatives and introduced Councilmember Jesús Javier Merino from the City of Tijuana. Self-introductions were conducted.

1. **APPROVAL OF MEETING MINUTES**

   **Action:** Upon a motion by Councilmember David Alvarez (City of San Diego) and a second by Councilmember Ed Gallo (North County Inland), the Borders Committee unanimously approved the minutes from the February 25, 2011, meeting.

2. **PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS**

   Rubén Carrillo, Director of Investment and Strategic Projects, Instituto Metropolitano de Planeación de Tijuana (IMPLAN), announced the City of Tijuana will conduct its first Comprehensive Mobility Program that will be presented in an event that will include bike rides and a border crossing event to join the U.S. National Bike to Work event on May 20, 2011, in an effort to promote bike mobility and healthier transportation.

**CONSENT ITEM (#3)**

**e +3.** REPORT FROM THE CITY OF TIJUANA’S COMMISSION FOR BORDER AFFAIRS TO INCLUDE SANDAG AS AN HONORARY MEMBER OF THIS COMMISSION (INFORMATION)

   Edgar Castillo, on behalf of City of Tijuana Councilmember María Luisa Sánchez, Chair of the Commission for Borders Affairs of the City Council of Tijuana, briefed the Committee on the
Tijuana City Council, and its members’ roles and responsibilities. He stated the Tijuana Commission for Borders Affairs presented the request to include SANDAG as an Honorary Commission Member on December 10, 2010, and that the request will be considered in the near future by the Tijuana City Council Committee on Governance and Legislation.

Councilmember David Alvarez (City of San Diego) expressed his support and suggested members of the Borders Committee reciprocate by meeting with the Tijuana Commission for Borders Affairs.

Gary Gallegos, Executive Director (SANDAG), stated that SANDAG Board Chairman Jerome Stocks will appoint the honorary member once the City of Tijuana takes action on this item.

Hon. Remedios Gómez-Arnau, Consul General of Mexico in San Diego, commended the action, as it would strengthen dialogue on both sides of the border.

Action: This item was presented for information only.

### REPORT ITEMS (#4 through #6)

**e +4. REPORT FROM THE CONSUL GENERAL OF MEXICO (INFORMATION)**

Hon. Remedios Gómez-Arnau, Consul General of Mexico in San Diego, presented highlights from the meeting between President Felipe Calderón and President Barack Obama on March 3, 2011, which focused on the economy and energy.

Councilmember Najla Wehbe (City of Tijuana) stressed the importance of staying informed through these types of meetings. As Secretary to the Tijuana Binational Borders Committee, she extended an invitation to Committee Members to attend their meetings.

Councilmember Jésus Javier Merino (City of Tijuana), on behalf of City of Tijuana Mayor Carlos Bustamante and Council Members, said they continue their efforts to strengthen ties with the San Diego region and California; and, are working in order to bring more jobs to Tijuana and Baja California through the new pending investments along the border.

Action: This item was presented for information only.

**e +5. OTAY MESA – MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN: MARCH 2011 DRAFT PROGRESS REPORT (DISCUSSION)**

Ron Saenz, Associate Regional Planner (SANDAG), presented information on the Plan, collaboration process, study area, and strategies related to transportation, economic development, and the environment.
Rubén Carrillo, Director of Investment and Strategic Projects, Instituto Metropolitano de Planeación de Tijuana (IMPLAN), reported on the City of Tijuana’s planning efforts to develop a plan which addresses vehicle and pedestrian flow, economic development, and the environment.

Laurie Berman, District 11 Director (Caltrans), provided funding information regarding the SR 905 project and presented details related to the I-805/905 interchange project.

**Action:** This item was presented for discussion only.


Rubén Carrillo, Director of Investment and Strategic Projects, Instituto Metropolitano de Planeación de Tijuana (IMPLAN), updated the Committee on the development of the Metropolitan Strategic Plan, an inter-municipal urban development plan currently under preparation which includes Tijuana, Tecate, and Playas de Rosarito.

**Action:** This item was presented for information only.

7. UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for Friday, April 22, 2011, at 12:30 p.m.

8. ADJOURNMENT

Chair Minto adjourned the meeting at 1:58 p.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE

**JOINT MEETING OF THE BORDERS COMMITTEE, COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES (COBRO), AND THE CITY OF TJUANA**  
**MARCH 25, 2011**  
**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>
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<tr>
<td>South County</td>
<td>City of Chula Vista</td>
<td>Rudy Ramirez</td>
<td>Member</td>
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<td></td>
<td>City of Coronado</td>
<td>Mike Woiwode</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>North County Coastal</td>
<td>City of Oceanside</td>
<td>Gary Felien</td>
<td>Member</td>
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<td></td>
<td>City of Carlsbad</td>
<td>Farrah Douglas</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>North County Inland</td>
<td>City of Escondido</td>
<td>Ed Gallo</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>City of Poway</td>
<td>Jim Cunningham</td>
<td>Alternate</td>
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<td>East County</td>
<td>City of Santee</td>
<td>John Minto (Chair)</td>
<td>Member</td>
<td>Yes</td>
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<td>City of La Mesa</td>
<td>Ruth Sterling</td>
<td>Alternate</td>
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<td>City of San Diego</td>
<td>----</td>
<td>David Alvarez</td>
<td>Member</td>
<td>Yes</td>
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<td>Sherri Lightner</td>
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<tr>
<td>County of San Diego</td>
<td>----</td>
<td>Greg Cox (Vice Chair)</td>
<td>Member</td>
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<td>Pam Slater-Price</td>
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<td>Imperial County</td>
<td>Imperial County</td>
<td>John Renison</td>
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<td>VACANT</td>
<td>Alternate</td>
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<tr>
<td>COBRO</td>
<td>----</td>
<td>Dr. Paul Ganster</td>
<td>Member</td>
<td>Yes</td>
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<td>Cindy Gompper-Graves</td>
<td>Alternate</td>
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<td></td>
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<td>Angelika Villagrana</td>
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<td>County of Riverside</td>
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<td>Member</td>
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<tr>
<td>Republic of Mexico</td>
<td>Consul General of Mexico</td>
<td>Remedios Gomez-Arnaux</td>
<td>Member</td>
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<td></td>
<td>Deputy Consul General of Mexico</td>
<td>Martha Rosas</td>
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<td>Southern California Tribal Chairmen's Association</td>
<td>Mesa Grande</td>
<td>Mark Romero</td>
<td>Member</td>
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<td>Campo</td>
<td>Monique LaChappa</td>
<td>Alternate</td>
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| Caltrans | Laurie Berman  | Member  | ✓  |
|          | Bill Figge  | Alternate  | ✓  |

| San Diego County Water Authority | Howard Williams  | Member  | ✓  |
|                                  | Elsa Saxod  | Alternate  | ✓  |

| SCAG | Rich Madas  | Member  |         | ✓  |
|      | Mathew Gleason  | Alternate  |         | ✓  |

| County of Orange | City of San Clemente  | Jim Dahl  | Member  |         | ✓  |
|                  | County of Orange  | Bill Campbell  | Alternate  |         | ✓  |
2011 SANDAG ANNUAL BINATIONAL EVENT UPDATE

Introduction

At its February 25, 2011, meeting, the Borders Committee accepted the recommendation from the Committee on Binational Regional Opportunities (COBRO) for the proposed June 7, 2011, date and theme of the 2011 binational seminar. As key participants have indicated conflicts with this proposed date, the COBRO Task Force explored a new date for this event.

Recommendation

The Borders Committee is asked to accept the staff recommendation that the 2011 binational event be rescheduled from Tuesday, June 7, 2011, to Tuesday, June 28, 2011.

Discussion

A Task Force formed by members of the COBRO to support the organization of the 2011 binational seminar, met on March 1, and April 5, 2011, to provide input for the preparation of an initial program for the 2011 binational event. During these meetings, the Task Force also assisted with identifying potential participants.

Staff has prepared an initial draft program (Attachment 1) that includes presentations on the San Diego region’s and Tijuana’s plans on transit and non-motorized mobility, the role of the private sector on border mobility, and a roundtable discussion with an expert panel.

As several key seminar participants have indicated conflicts with the June 7, 2011, date, staff and COBRO’s Task Force discussed a new date for this event.

Next Steps

Subject to the Borders Committee’s acceptance of the proposed recommendation, a Save the Date notice will be published announcing the new June 28, 2011, date for the 2011 binational event.

CHARLES “MUGGS” STOLL
Director of Land Use and Transportation Planning

Attachment: 1. Draft Program of the SANDAG 2011 Binational Seminar
Key Staff Contact: Hector Vanegas, (619) 699-1972, hva@sandag.org
Enhancing Transit and Non-Motorized Mobility on the Border

Tuesday, June 28, 2011*
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 1:00 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 TBD, City of Tijuana)
3. SETTING THE STAGE FOR A DISCUSSION ON TRANSIT AND NON-MOTORIZED MOBILITY ON THE BORDER 1:20 p.m.
   (SANDAG - MTS)
4. IMPROVING MOBILITY IN A BORDER SECURITY CONTEXT (Invited: Commissioner Alan Bersin, U.S. Customs and Border Protection) 1:30 p.m.
5. OVERVIEW OF THE SAN DIEGO REGION’S PLANS ON TRANSIT AND NON-MOTORIZED MOBILITY (SANDAG) 1:50 p.m.
6. OVERVIEW OF BAJA CALIFORNIA’S PLANNING EFFORTS ON TRANSIT AND NON-MOTORIZED MOBILITY (Manuel Guevara, Tijuana’s Metropolitan Planning Institute) 2:20 p.m.
7. THE ROLE OF THE PRIVATE SECTOR ON BORDER MOBILITY (Border Transportation Council (BTC) and Tijuana’s Municipal Transportation Council) 2:50 p.m.

** BREAK ** 3:20 p.m.
8. ROUNDTABLE DISCUSSION ON TRANSIT AND NON-MOTORIZED MOBILITY ON THE BORDER (Binational Panel) (Moderator Paul Ganster, Chair of the Committee on Binational Regional Opportunities) 3:30 p.m.
9. OPEN DISCUSSION 4:00 p.m.
10. SEMINAR CONCLUSIONS (TBD) 4:45 p.m.
11. END OF SEMINAR 5:00 p.m.

* Pending Borders Committee acceptance
BIKE TO WORK DAY ON THE BORDER

Introduction

On May 20, 2011, the San Diego region celebrates National Bike to Work Day. In the spirit of the Bike to Work Day celebration, for the first time, the City of Tijuana will also be promoting bike mobility and healthier transportation on this same date.

Discussion

The City of Tijuana, through its Metropolitan Planning Institute (Instituto Metropolitano de Planeación or IMPlan), is currently developing a Comprehensive Mobility Program that includes an innovative section on bike mobility to promote better conditions for the use of bicycles for transportation and recreation.

The City of Tijuana’s Comprehensive Mobility Program, which is anticipated to be adopted in 2011, will include the identification of initial bike paths designated for transportation and recreation throughout the city and their connectivity with public transportation. It will also describe the location of bikeports, bike rental programs, parking and lockers, etc.

In this regard, IMPlan has already initiated discussions with local bicyclist groups, who represent more than 3,000 bicyclists, and shared with SANDAG staff its plans for the preparation of its Comprehensive Mobility Program.

IMPlan plans to introduce this new Comprehensive Mobility Program with a program that will tie-in with the San Diego region’s events for the U.S. National Bike to Work Day on May 20, 2011. The program “Tijuaneando en Bici” will include bike rides on three bike paths (Playas de Tijuana, La Mesa and Mesa de Otay - see Attachment 1), a border crossing event at the San Ysidro Port of Entry, and will conclude with a public forum.
Organized by the SANDAG iCommute program and several sponsors, the San Diego Bike to Work Day offers, among several amenities and activities, pit stops - places where bicyclists can stop to reenergize while they are on the road. This year, iCommute plans to break the 2010 record and have 75 pit stops, including one near the San Ysidro Port of Entry, to assist bicyclists who will cross the border from Mexico to join this event for the first time.

CHARLES “MUGGS” STOLL
Director of Land Use and Transportation Planning

Attachment:  1. City of Tijuana “Tijuaneando en BiCi” Bike Rides Routes Map

Key Staff Contacts:  Hector Vanegas, (619) 699-1972, hva@sandag.org;
Maria Filippelli, (619) 515-1177, mfi@sandag.org
The attached report was presented to the SANDAG Board of Directors at its meeting on April 22, 2011. It is included in the Borders Committee agenda for background purposes. A presentation on the Draft 2050 Regional Transportation Plan to the Borders Committee will be scheduled for a future meeting.

CHARLES “MUGGS” STOLL
Director of Land Use and Transportation Planning

Attachment: 1. Board of Directors Report: Draft 2050 Regional Transportation Plan, Agenda Item No. 11-04-7, April 22, 2011

Key Staff Contact: Elisa Arias, (619) 699-1936, ear@sandag.org
Introduction

The Draft 2050 Regional Transportation Plan (2050 RTP or Plan) is the blueprint for a regional transportation system that further enhances our quality of life, promotes sustainability, and offers more mobility options for people and goods. The Plan is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so it meets the diverse needs of our changing region through 2050.

The 2050 RTP contains a robust transportation network, with a diversity of projects that will provide residents and visitors with a variety of travel choices. The regional transportation network, in conjunction with how local jurisdictions develop land, will provide additional opportunities for walking, biking, getting to work, going to school, shopping, and playing. This Plan, more than previous ones, improves our region’s network for public transit. It provides more transit choices for today’s and tomorrow’s riders, by improving the existing system and by introducing new access to other areas.

Passed in 2008, Senate Bill 375 (SB 375) encourages planning practices that create sustainable communities. SB 375 also charged the California Air Resources Board (CARB) with setting regional targets for reducing greenhouse gas emissions by 2020 and by 2035. SANDAG also must prepare a Sustainable Communities Strategy (SCS). The SCS must show how the region will meet its goals for reducing greenhouse gas emissions from automobiles and light trucks. The 2050 RTP and its SCS show that our region will meet or exceed these targets by using land in ways that make developments more compact, conserving open space, and investing in a transportation network that gives residents alternatives to driving alone.

Discussion

The following sections present a brief overview of the Draft 2050 RTP. The 2050 RTP and SCS Adoption Process section describes the process to obtain public input on the Draft Plan and major milestones leading to the anticipated adoption of the 2050 RTP in fall 2011.
A Vision for Mid-Century

The vision for the 2050 RTP describes a transportation system that:

- Supports a prosperous economy, promotes a healthy and safe environment, including climate change protection, and provides a higher quality of life for all San Diego County residents.
- Better links jobs, homes, and major activity centers by enabling more people to use transit and to walk and bike; efficiently transports goods; and provides fast, convenient, and effective transportation choices for all people.

A Strategy for More Sustainable Communities

The 2050 RTP and its SCS seek to guide the San Diego region toward a more sustainable future by integrating how we use land, develop housing, and plan transportation. The goal is to create communities that are more sustainable, walkable, transit-oriented, and compact. The strategy for the San Diego region is to use existing and reasonably expected funding to achieve our region’s transportation and housing needs, while also respecting, and enhancing our natural resources.

The path toward living more sustainably is clear: focus housing and job growth in urbanized areas where there is existing transportation infrastructure, protect sensitive habitat and open space, invest in a transportation network that provides residents and workers with transportation options that reduce greenhouse gas emissions, and implement the Plan through incentives and collaboration.

The building blocks of the SCS have formed the foundation of transportation planning in the San Diego region for many years. This planning effort is now focused more sharply on promoting sustainability as our region strives to meet new requirements mandated by SB 375.

The building blocks of the SCS include:

- A land use pattern that accommodates our region’s future employment and housing needs, and protects sensitive habitats and resource areas.
- A transportation network of public transit, managed lanes and highways, local streets, bikeways, and walkways built and maintained with available funds.
- Managing demands on the transportation system (also known as Transportation Demand Management, or TDM) in ways that reduce or eliminate traffic congestion during peak periods of demand.
- Managing the transportation system (also known as Transportation System Management, or TSM) through measures that maximize the efficiency of the transportation network.
- Innovative pricing policies and other measures designed to reduce vehicle miles traveled and traffic congestion during peak periods of demand.

Ensuring Social Equity on the Road to Sustainability

Roads, freeways, public transit, and other transportation infrastructure can significantly influence the quality of life for a region’s residents by shaping access to housing, jobs, services, and recreational opportunities. Achieving social equity in the development of a comprehensive
transportation system is a major regional goal. It requires making investments that provide all residents—regardless of age, race, color, national origin, income, or physical ability with opportunities to work, shop, study, be healthy, and play.

Promoting social equity and environmental justice in transportation planning requires involvement from a wide variety of communities and stakeholders. To continue improving transportation planning, SANDAG conducted a significantly more robust, regionwide environmental justice analysis for the 2050 RTP. From the beginning, it engaged affected communities in the planning process. SANDAG incorporated their issues and concerns into the design and decision-making process, as well as in the definition of affected communities and the development of indicators to measure the performance of the transportation system. These efforts ensured that low income and minority communities will share in the benefits of transportation investments without bearing a disproportionate burden from the system. The 2050 RTP includes metrics and performance measures to assess how well the Plan’s improvements are distributed in these communities.

**Paying for the Vision**

The Plan is based on current and reasonably available financial resources projected out to 2050. These resources are applied to the estimated capital, operating, maintenance, and rehabilitation costs of the region’s transportation system through 2050.

Total revenues estimated for the 2050 RTP are about $196.2 billion (escalated to the year that dollars are expended). Local funds make up 60 percent of the total revenue, with state and federal funds providing 22 percent and 18 percent, respectively. Revenues are phased in by decade. Projects that are listed in the initial years of the 2050 RTP are the same as those that are either already programmed in the five-year Regional Transportation Improvement Program (RTIP) through FY 2015, or are anticipated to be included in future near-term updates of the RTIP.

**Offering More Travel Choices**

During the past several decades our region has made substantial investments in Trolley, COASTER, SPRINT, and local bus networks, in addition to investing in our regional highway system. As our region continues to grow, the 2050 RTP considers new developments such as the requirement to reduce greenhouse gas emissions, our region’s aging population, increasing patterns of infill and redevelopment in the western third of the region, and the growing emphasis on walking, bicycling, and other forms of active transportation on public health.

The Plan envisions an ambitious and far-reaching transit network that significantly expands the role that transit plays in meeting our region’s needs for mobility. The goal is to create the kind of public transit infrastructure and services offered by “world-class” transit systems.

The Plan’s network for public transit is strengthened by reinforcing and upgrading existing transit services, and by pursuing new transit projects in the most urbanized areas of our region with a broad combination of transit modes.

In recent RTPs, the region’s vision for a flexible highway system has been refined. This system serves multiple purposes and accommodates different types of travel. It accommodates buses and other transit vehicles, automobiles, the movement of freight, and bicycles. Most of the highway improvements included in the 2050 RTP offer new express or managed lanes that support carpooling, vanpooling, and bus rapid transit services. The 2050 RTP also recognizes that the smooth flow of traffic on local streets and arterials is needed to improve mobility on highways and regional
arterial networks. This is especially true where public transit and other alternatives are not as feasible as they are in our region’s urban areas.

Freight also is moved on the regional transportation network, and it requires good access and connectivity to local logistics centers and terminals to ensure the efficient movement of goods onto and off the network. In addition to roadways, the movement of goods in the San Diego region relies on air cargo, maritime, pipeline and rail systems, intermodal centers, and international border crossings.

The Plan also includes a multimodal strategy to improve airport access for cars, shuttles, trucks, and other surface transportation. The goal is to maximize the efficiency and effectiveness of existing and planned aviation facilities by using all of the transportation infrastructure available.

Making bicycling and walking viable options for everyday travel also can increase mobility, reduce greenhouse gases, and improve public health. Implementing the Regional Bicycle Plan and the bicycle and pedestrian master plans of local jurisdictions will help in this effort. The 2050 RTP also includes the Safe Routes to School Strategy, which supports communities and schools that promote walking and bicycling to school.

Planning in the San Diego region has traditionally been considered as bounded by San Diego County. Over the years, however, our perceived borders have expanded. San Diego County has increasingly close ties to its neighboring counties, and to the Republic of Mexico. This challenges us to think of our region as extending beyond our borders. We also are home to 17 tribal governments, each of which is a sovereign nation within our region. Our region’s distinct characteristics present a variety of opportunities and challenges for coordinating transportation planning along our interregional and binational borders.

**Making Better Use of What We Have**

Reducing traffic, travel times, and air pollution depend on effectively managing the region’s transportation system. Known as Transportation Systems Management, or TSM, the effort is a core component of the 2050 RTP and its SCS. Its goal is to smooth the flow of traffic on streets and highways, eliminate bottlenecks, and enhance public transit. TSM investments in the 2050 RTP are designed to enhance today’s transportation network and ensure that future improvements realize their full potential. Successful management of the transportation system depends on implementing several techniques and incorporating advanced technologies, such as signal coordination, pricing, and traveler information, that make both vehicles and transportation facilities perform more efficiently.

**Incentives for the Path Less Traveled**

In the past, steady population growth; the dispersion of homes, jobs, schools, and services; increased interregional commuting; and the expanded movement of goods all have led to mounting congestion on our roadways. These trends challenged our ability to keep pace with growing travel demands and to operate a reliable transportation system. Improvements to transportation infrastructure require many years and significant resources to complete. Managing the demand for various forms of transportation, also known as Transportation Demand Management, or TDM, can provide flexible and cost-effective solutions. Typical TDM programs include ridesharing initiatives such as carpooling, vanpooling, and buspooling; promoting alternative work schedules and teleworking; and promoting bicycling, walking, and the use of public transit.
A Public Plan, With Public Input

SANDAG implemented a comprehensive public outreach and involvement program to support the development of the 2050 RTP and its SCS. The 2050 RTP Public Involvement Program is based on the SANDAG Public Participation Plan, which was adopted by the SANDAG Board of Directors in 2009.

The 2050 RTP Public Involvement Plan outlined specific activities for communicating with the public throughout the development of the RTP and the SCS. SANDAG prepared the Public Involvement Plan with input from the general public, the Regional Planning Stakeholders Working Group (SWG), the Policy Advisory Committees, and the Board of Directors. Parallel to this effort, a tribal consultation work plan was developed. To engage low income and minority communities early in the planning process, SANDAG established a mini-grant program to focus the SWG directly on its concerns in a timely and meaningful way, and to provide resources so community collaboratives could reach out to their constituents throughout the process. The public outreach process will continue through use of public hearings and requests for comments from the public on the Draft 2050 RTP as further described below.

2050 RTP and SCS Adoption Process

To obtain public input on the development of the 2050 RTP and SCS, a broad range of media and communication avenues are being utilized to provide information, solicit participation and input, and allow for ongoing feedback and updates. A major goal of this public involvement effort is to reach out to both nontraditional and traditional audiences, to include them in the transportation planning process. The closing date for public comments on the Draft 2050 RTP and its SCS is proposed to be June 30, 2011.

SANDAG will hold various subregional workshops and public hearings in June to allow for public comment on the RTP, SCS, and the Environmental Impact Report (EIR). The public hearings/workshops schedule and format will provide opportunities for questions and answers with technical staff, public comments to be submitted, and information to be shared. The public hearing/subregional workshop schedule will be coordinated to allow for Board and Policy Advisory Committee members to attend, SWG members to “co-host,” and at times and locations that will provide the best options for public participation.

Upon Board action, the Draft 2050 RTP and its SCS will be distributed to local jurisdictions, the Metropolitan Transit System, the North County Transit District, Caltrans, the SWG, and other interested parties, and will be available on the SANDAG Web site. The Draft EIR will be released as soon as it is available. Anticipated major milestones include:

- April 22, 2011: Release of the Draft 2050 RTP
- May 2011: Release of the Draft EIR
- June 2011: Public hearings and subregional workshops on Draft 2050 RTP/SCS/EIR
- June 30, 2011: Close of public comment period for Draft 2050 RTP and its SCS
- July 2011: Close of public comment period for Draft EIR (date to be determined based on release date of Draft EIR)
- September 2011: Transportation Committee review of RTP/EIR comments
- October 28, 2011: SANDAG Board certifies Final EIR, approves air quality conformity finding, and adopts Final 2050 RTP and its SCS
Note: Printed copies of the Draft 2050 RTP and its SCS have been mailed to Board Members, Board Alternates, and Advisory Board Members. The Draft 2050 RTP, including Appendices, Technical Appendices, and the Executive Summary in Spanish, may be obtained from the SANDAG Web site at www.sandag.org/2050rtp. DVDs of the entire document will be available free of charge by contacting the SANDAG Public Information Office at (619) 699-1950. Copies of the Draft 2050 RTP in printed format may be purchased for the cost of reproduction.

GARY L. GALLEGOS  
Executive Director

Key Staff Contact: Heather Adamson, (619) 699-6967, had@sandag.org

Funds are budgeted in Work Element #3100500
IMPERIAL COUNTY TRANSPORTATION COMMISSION: OVERVIEW OF CURRENT AND FUTURE ACTIVITIES

California Senate Bill (SB) 607 (Ducheny) statutorily created the Imperial County Transportation Commission (ICTC). Effective January 1, 2010, the ICTC replaced the Imperial Valley Association of Governments (IVAG). The ICTC is the County Transportation Commission and the Regional Transportation Planning Agency for Imperial County.

The ICTC’s governing body is comprised of one elected official from each of the seven incorporated cities in Imperial County, two Imperial County Supervisors, and one Imperial Irrigation District Director. Caltrans District 11 is an Ex-Officio member. Cities in Imperial County include Brawley, Calexico, Calipatria, El Centro, Holtville, Imperial, and Westmorland.

The ICTC is responsible for guiding the development of short-range and long-range regional transportation plans for the Imperial Valley and its regional, state, and federal transportation improvement programs (TIPs) and their updates. Other ICTC responsibilities include the distribution and oversight of Local Transportation Fund monies; the preparation and submittal of applications for transportation related funds; approval for the allocation of and claims for Transportation Development Act funds; and, the planning, programming, and administration of the regional transit services for Imperial Valley. The ICTC Executive Director will provide an overview of its current and future activities.

CHARLES “MUGGS” STOLL
Director of Land Use and Transportation Planning

Key Staff Contact: Ron Saenz, (619) 699-1922, rsa@sandag.org
SAN DIEGO-IMPERIAL COUNTY INTERSTATE 8 CORRIDOR

STRATEGIC PLAN UPDATE

File Number 3400100

The Imperial Valley Association of Governments (now known as the Imperial County Transportation Commission or ICTC), in cooperation with Caltrans District 11 and SANDAG, completed the San Diego-Imperial County Interstate 8 (I-8) Corridor Strategic Plan in 2009. A copy of the Executive Summary of the Plan is included as Attachment 1. 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 describes progress made on the implementation of strategies since last reported at the November 2010 Borders Committee meeting.

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. During 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 users.

The ATIS-CVO component of the 511 service is a free phone and Web service that consolidates the San Diego and Imperial County regions’ transportation information into a one-stop resource, and is available to I-8 corridor commercial vehicle operators (truck drivers and trucking operations management) in both counties. The 511 service provides 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. The expanded service was put into full operation during the first quarter of this year.
**Next Steps**

In an effort to continue the discussion on opportunities of mutual interest, SANDAG and ICTC staff will be exploring dates in fall 2011 to hold a joint meeting of the ICTC and the Borders Committee and possible tour of Imperial County. In the interim, staff will continue to monitor progress on implementation of the San Diego-Imperial County I-8 Corridor Strategic Plan strategies and will provide periodic updates on these and other related activities in the Imperial County.

CHARLES “MUGGS” STOLL  
Director of Land Use and Transportation Planning

Attachment: 1. Executive Summary of the San Diego - Imperial County I-8 Corridor Strategic Plan

Key Staff Contact: Ron Saenz, (619) 699-1922, rsa@sandag.org
The Imperial Valley Association of Governments (IVAG), in collaboration with the San Diego Association of Governments (SANDAG) and California Department of Transportation (Caltrans) District 11, developed the San Diego-Imperial County I-8 Corridor Strategic Plan as the first phase of a planning effort to improve mobility for people and goods along the Interstate 8 (I-8) freeway corridor between San Diego and Imperial counties. The Strategic Plan recognizes that traffic is the result of a complex interaction of economic, growth, environmental, and other dynamics. As a result, it looks holistically at these traffic-related issues and provides direction for future phases of this planning effort that will lead to detailed implementation plans.

By working with a consortium of public and private sector interests, the Strategic Plan also sets the stage for the interregional partnerships that will be critical to implementing short- and long-term solutions. Policy guidance was provided by SANDAG’s Borders Committee and Joint Policy Advisory Group, the IVAG Regional Council, and Tribal Nations along the I-8 corridor. Technical guidance was provided by a Joint Technical Advisory Group, comprised of staff from several interested public agencies, Tribal Nations, and representatives of private-sector stakeholders. Many of these stakeholders will need to be involved in future planning and implementation of Strategic Plan recommendations.

Ultimately, this Plan looks proactively at how to move the Imperial and San Diego regions toward actions that will avert future problems before they become problems. As such, it was guided by several goals for the I-8 corridor itself:

- Improve interregional collaboration
- Maintain and improve mobility for people and goods
- Enhance the quality of life in the Imperial Valley and San Diego County
- Improve the economic vitality of Imperial Valley and San Diego County
- Minimize negative impacts of growth and transportation improvements on the environment

The Strategic Plan recommendations were based in part on an interregional survey of the traveling public. This was vital to crafting strategies that respond to the needs or motivations for those who either use the freeway or could use the freeway in the future. Two opinion surveys were conducted in August and September of 2008. The first study, a survey of Imperial County residents, was conducted using traditional telephone interviewing methods and was designed to address: (1) perceived quality of life in Imperial County; (2) current commute patterns; (3) future commute patterns; and (4) non work-related travel. While this survey recognized that the majority of residents do not use the I-8 freeway for interregional travel, the intent was to gain insight into any issues that could change their travel behavior and turn them into long-distance users of the I-8 freeway in the future. The second study, an automated telephone survey or Interactive Voice Response (IVR) survey, specifically targeted users of I-8, the primary corridor linking Imperial and San Diego counties. This was a direct attempt to understand who uses the freeway and what motivates those to the long, 100 plus mile one-way travel associated with driving between San Diego and Imperial counties, and vice-versa.
The following general findings were drawn:

- **The Imperial Valley is Currently Not a Bedroom Community for San Diego County.** While interregional commuting between Imperial Valley and San Diego County grew between 1990 and 2000, the sheer distance between the two counties and the jobs/housing balance in Imperial County results in a minimal number of commuters traveling to San Diego County for jobs.

- **There is General Satisfaction with the Current State of the I-8 Freeway Commute.** Imperial Valley residents are very satisfied with their quality of life and residents of both Imperial and San Diego are satisfied with their commutes along the I-8 corridor.

- **As Congestion Increases on the I-8 in the Future, It Will Be Worst in San Diego County.** While traffic volumes are growing along the entire corridor, existing and projected congestion levels (e.g., Level of Service E or worse) are confined to the San Diego County portion of the corridor (generally west of El Cajon).

- **Up to Half of I-8 Commuters Would Consider Some Form of Ridesharing.** Just under half of commuters surveyed report that they would consider a carpool, vanpool, or use public transportation in the future. Despite this willingness to consider ridesharing, two-thirds of super commuters who face particularly long commutes are equally unlikely to move closer to their work locations or to take lower-paying jobs closer to where they currently live. Even if gas prices exceed $6 a gallon, findings suggest that it is unlikely to persuade super commuters to abandon their current commute.

- **As the Imperial Valley Matures, Its Economy Will Diversify and Reduce the Need for Interregional Commutes to San Diego County.** Imperial Valley employment has been, and is, projected to continue to diversify and shift away from an agriculturally-based economy.

The Strategic Plan ultimately identifies a number of short-term early actions and longer-term interregional strategies that were developed through a consensus process. These recommendations are intended to serve as a general road map for subsequent efforts in addressing the long-term needs for the I-8 corridor and are not intended to be exhaustive of all potential solutions.

**Goal 1: Improve Interregional Collaboration**

- Strategy 1a: Improve interregional and regional information sharing regarding on-going studies to maximize the benefits and minimize duplication of effort.

- Strategy 1b: Continue to integrate Tribal Nations into overall planning process for the I-8 corridor.

- Strategy 1c: Collaborate on cross border people and goods movement issues, including recommendations and projects identified in the California-Baja California Border Master Plan.

**Goal 2: Maintain and improve mobility for people and goods**

- Strategy 2a: Maintain key capital investments identified in SANDAG’s 2030 Regional Transportation Plan and the Imperial County 2007 Transportation Plan Highway Element
to improve mobility for people and goods on I-8, including widening the I-8 from four to six lanes between El Cajon to Alpine (2nd Street to Los Coches Road) and widening the I-8 within Imperial Valley between SR-111 and Forrester Road.

- Strategy 2b: Explore opportunities to expand ridesharing.
- Strategy 2c: Explore the feasibility of promoting telecommuting programs at government agencies and other large employers.

**Goal 3: Enhance the quality of life in the Imperial Valley and San Diego County**

- Strategy 3a: Support pro-active, comprehensive planning.
- Strategy 3b: Explore means of preserving what people like about the Imperial Valley.
- Strategy 3c: Explore local access to medical and dental care, including specialized care and hospitalization.

**Goal 4: Improve the economic vitality of Imperial Valley and San Diego County**

- Strategy 4: Support economic development focusing on job creation, particularly on higher paying jobs.

**Goal 5: Minimize negative impacts of growth and transportation improvements on the environment**

- Strategy 5a: Preserve I-8 transportation corridor right of way.
- Strategy 5b: Monitor related interregional issues and identify impacts to the corridor, if any.
April 11, 2011

Dear Mayor,

It is our honor to invite you to attend the Seventh Binational Mayors Summit on May 19-20, 2011 in Tijuana, Baja California, Mexico.

At previous summits, the mayors of several Southern California cities and their counterparts from cities in the State of Baja California, as well as key government staff, business and community leaders, have met to discuss common issues and set common goals with the purpose of establishing a network of cities, and develop effective solutions with the greatest possible benefit for all participating parties.

This year, the Mayors Summit, which will be held at the Grand Hotel Tijuana, has been expanded to reach more cities within our region with mutual interests and concerns. The areas of focus for this Summit are economic development, art and culture, public safety and tourism.

Your participation is very valuable, as it will add content and contribute to unite the Californias on key concerns affecting our region. For more information visit: www.binational.org.

We look forward to welcoming you to Tijuana.

Sincerely,

Carlos Bustamante
Mayor of the City of Tijuana
Summit Co-Chair

Jerry Sanders
Mayor of the City of San Diego
Summit Co-Chair
The ICTC was established under Senate Bill 607 (Ducheny) approved in 2009 and became effective January 1, 2010. As part of SB 607, ICTC had replaced Imperial Valley Association of Governments (IVAG) for all regional transportation programs and responsibilities. As a County Transportation Commission, the ICTC and its member agencies are responsible to lead the transportation planning and programming process for Imperial Valley region. ICTC is a subregional agency within the SCAG region.
Core Services

As mandated in SB 607 and California Statutes, ICTC is responsible for the management, financial management, and development of the following programs ($15 million budget in FY 2010-11):

- Regional Transit Planning and Programming
- Regional Transportation Planning and Programming
- Regional Transit Services; and
- Regional, State and Federal Transportation Improvement Programs (TIPs)
- Other:
  - Local Transportation Authority (LTA) – Measure “D” Sales Tax Program

Member Agencies

Voting Member Agencies include:

- Cities of Brawley, Calexico, El Centro, Calipatria, Holtville, Imperial, Westmorland, County of Imperial, and the Imperial Irrigation District

Current and Future Non-Voting or Ex-Officio Members:

- Governor Appointee – Caltrans District 11
- State of Baja California
- Municipality of Mexicali
- Consul of Mexico, Calexico, CA
Staff Organizational Structure

ICTC Commission

Executive Director
MARK BAZA

Clerk / Staff Support
CRISTI LERMA

Regional Transportation Planning and Programming Manager
(VACANT)

Transit Planning and Program Manager
KATHI WILLIAMS

Planning and Programming Transportation Planner
(VACANT)

Committee Structure

ICTC Commission

Management Committee

Technical Advisory Committee

Social Services Technical Advisory Council
Core Regional Transit Services

Local & Regional Transit Service Programs

- Dial-A-Ride (Brawley, Calexico, El Centro, Shores, and Imperial)
- Imperial Valley Transit (IVT) and AIM (Paratransit)
- IVT Blue and Green Lines
- Med-Express

Work Programs

Capital Projects
- Bicycle and Pedestrian Projects
- Local Bus Stop Benches and Shelters
- State Highways, Streets and Roads
- Transit/Intermodal Transfer Terminals

Financial Management and Administration
- FHWA programs - ARRA, RSTP and CMAQ
- Federal Transit Administration
- Local Transportation Authority – Measure “D”
- State Funds - LTF, STA, TDA, and STIP
- State and Federal - Transit Grant Administration
Work Programs (Cont’d-2)

Marketing and Community Outreach
- Commission Events/Meetings
- Public Transit Services Marketing
- Short-Range Transit Plan
- Unmet Transit Needs

Regional Transit Planning
- Short-Range Transit Plan
- Operations Analysis and Feasibility Study of Existing and Proposed Circulator System
- State TDA Triennial Performance Audit
- Public Transit Statistical Sampling Plan

Work Programs (Cont’d-3)

Regional Transportation Planning
- Senate Bill 375–GHG & VMT Reduction Strategies
- Sustainable Community Strategies
- Transportation Model Update
- Emergency Operations/Evacuation Plan

Transportation Improvement Programs (TIPs)
- Development and Amendments to State and Federal TIPs
Key Partnerships

- ICTC / LTA Member Agencies, Public Transit/Senior and Disabled Transit Operators; and Community Stakeholders
- California Department of Transportation (Caltrans) District 11/Headquarters
- Southern California Association of Governments (SCAG) and Sub-Regional Agencies
- Federal Agencies – FHWA, FTA, GSA, and CBP
- Mexico, State of Baja California, and Mexicali
- San Diego Association of Governments (SANDAG)

Local Transportation Authority (LTA) – Measure “D” Sales Tax

From 1990 to 2010 Measure “D” has generated over $140 million, providing local contributions to projects in Imperial Valley.

- Pedestrian and Bicycle Safety Projects
- Pavement Rehabilitation
- Intersection/Traffic Signal Improvements
- Safe Routes to Schools
- Contributions to Regional Highway Projects

SCAG’s 2012 RTP: In Progress

Completed Projects
SR-86 Expressway
SR-111 Expressway
SR-7 Expressway
> POE to SR-98
> SR-98 to I-8
Brawley Bypass
> Stage 1

Projects Underway (Funded)
Brawley Bypass
> Stage 2
> Stage 3

Projects Underway (Partially Funded)
I-8/ Imperial Ave. Interchange
I-8/ Dogwood Rd. Interchange
Dogwood Rd. - Widening
SR-98 West - Widening
Cesar Chavez Blvd. – POE Exp.
SR-98 East/ Jasper Rd. – W/R
Past Transit Plans
1999 Imperial County Transit Vision
2004 Short Range Transit Plan
Completed - Operational
Blue Line (2006)
Green Line (2009)

Conceptual Circulators & Terminal
Red Line - Imperial
Gold Line - Brawley
Orange Line - Calexico
Calexico Intermodal Transportation Center (ITC)

Proposed Plans and Studies
2010 - Short Range Transit Plan
2010 - Feasibility Conceptual Design Plan for Local Transit Circulators

Capital Projects Planned/Underway
El Centro Transfer Terminal
IVC Transfer Terminal - Phase 2
Brawley Transfer Terminal

Brawley Bypass

Cost:
$49.5 million for Stage 3 (TCIF)
Total Cost - $234.5 million (TCIF, STIP, Other funds)
Schedule:
Stage 1 - Complete
Stage 2 - Construction underway, complete by winter 2010
Stage 3 - Construction in winter 2012, complete Fall 2012
Imperial Valley College - Phase 1

- Phase 1 - Completed in June 2010
- Phase 2 - Design in Progress

Proposed Calexico Intermodal Transportation Center (ITC)
Calexico West Port of Entry (POE) Expansion Project

Calexico West Port of Entry (POE) Expansion Project - Cont’d
Transition Activities/ Accomplishments

- Completed transfer of legal responsibilities from County/IVAG to ICTC
- Completed – Approval of ICTC Grantee Status with FTA (FTA Funds) and State (Prop. 1B, STIP and TDA Funds)
- Completed transfer of administrative duties of Local Transportation Authority (LTA – Measure D Sales Tax) from County of Imperial to ICTC
- Adopted cost-sharing formula for Member Agency Dues/Fees

Transition Activities/ Accomplishments

- Completed the development and adoption of ICTC Bylaws
- Completed and in-progress to develop required Policies and Procedures (i.e., Title VI, Financial Accounting, and Contract Administration)
- Completed the first ICTC Overall Work Plan and Budget for FY 2010-11
- Recently completed our move to a New Office - ICTC is sharing with the local office of SCAG and the Imperial Valley Economic Development Corporation (IVEDC)
San Diego-Imperial County I-8 Corridor Strategic Plan

Borders Committee
April 22, 2011

Policy Guidance
Advanced Traveler Information System for Commercial Vehicle Operations (ATIS-CVO)
Comprehensive Economic Development Strategy (CEDS)

Joint effort between
South County EDC
East County EDC

What & Where is it?

• Strategic plan
• Required for EDA funding
• Identifies location
  • Roughly along Hwy 8 South in San Diego
• Required findings
  • Sufficient Size and Population
  • Unemployment Rates above the national average
  • Low per capita income
  • Cross Jurisdictional boundaries
Previous CEDS effort

• Approved by both Counties
• Conditions restrictive
• New CEDS
  – Roughly south of Hwy 8

Our DRAFT CEDS Area
(DO NOT USE THIS MAP)
What We Share

- Border
- Manufacturing
- Energy
- Military
- Hwys/Rail
- Colleges
- Same government structure

Goal

- Bring together public and private sector
- Create strategies
- Maximize opportunities/synergies & overcome challenges
- Especially along the border
Collaboration & Leadership

• Currently working on CEDS
  – New census data
  – New industry data
  – Reviewing previous strategies
• Identifying issues that impact the area and working on solutions
• Securing funding
• Education

Business Development & Entrepreneurship

• Border opportunities
• Manufacturing
• Home-based businesses
• Tourism
• New and emerging industries
• Job creation and retention
Workforce and Education

- Strengthen communication between business and educational institutions
- Improve educational attainment
- Youth training
- Nursing (elderly population)

Infrastructure Development

- Infrastructure improvements that facilitate commerce (rail, hwy, port)
- Reduce border wait time
  - Port of entry
- Improve movement of goods and people
Quality of Life

• Expand art cultural recreational and entertainment opportunities
• Renovation of downtown areas
• Diverse housing

Funding Pots

• Public Works Projects
• Economic Adjustment
• Community Trade Adjustment Assistance
• Planning Program
• Trade Adjustment Assistance for Firms
• Global Climate Change Mitigation Incentive
• University Center
• Research and Technical Assistance
• Local Technical Assistance
CEDS Committee

Type of Organization

- Public: 42%
- Private: 58%

Ethnicity

- White: 43%
- African American: 14%
- Asian: 7%
- Other: 7%

Location

- South: 46%
- East: 37%
- Regional: 17%

Gender

- Male: 46%
- Female: 54%
**What Next?**

- Expanding CEDS committee
- CEDS meetings
- Final CEDS to County
- Acceptance by Feds
- Projects
  - Submit for consistent with the plan
- Review annually
- 5 year updates
SANDAG BORDER’S UPDATE

San Ysidro Land Port of Entry
April 22, 2011

Complete: Summer 2016
Phase 1A – Pedestrian Bridge
Phase 1B – Vehicle Through-put Improvement
Phase 1C – East Side Southbound Pedestrian Crossing

Phase 2 – NB/SB Pedestrian Processing Improvements  Complete: Summer 2016
Phase 3 – SB Vehicle Inspection, NB/SB Pedestrian Crossing @ Virginia Ave
Complete: Summer 2016

Phase 1A - Pedestrian Bridge
Opened: April 15, 2011
Public Notice / Anuncio Público

Please be advised:

On April 15, 2011 at 12:00 PM (noon), the Old Pedestrian Bridge will be closed permanently to the public. At that point, all southbound pedestrians traveling from east of the I-5 Freeway are advised to use the New Pedestrian Bridge located north of the Old Pedestrian Bridge and west of the trolley station. Please note that there is no change to the existing northbound pedestrian traffic path.

Se les notifica:

Comenzando Abril 15, 2011 a las 12:00 PM (mediodía), el viejo puente peatonal se cerrara permanentemente al publico. Desde ese momento, todos los peatones viajando al sur, desde el este de la autopista I-5, se les notifica que tendrán que utilizar el nuevo puente peatonal localizado al norte del viejo puente peatonal y al oeste de la estación del tranvía. Por favor noten que no habrá ningún cambio a la ruta de tráfico para los peatones viajando al norte.
Phase 1C – Southbound Pedestrian Crossing on East Side Complete: Summer 2012
Phase 1C – Southbound Pedestrian Crossing on East Side

Phase 1B - Vehicle Through-put Improvement  Complete: July 15, 2014
Phase 2: Approach to Main Building

Phase 2: View of Pedestrian Processing
Phase 2: Pedestrian Plaza Looking South

Phase 2: View South Toward Stair at Historic Customs House
Phase 2: Public Entry North of the Pedestrian Bldg.

Phase 2: View from Pedestrian Bridge Looking South
OUTREACH EFFORTS

- Public Presentations
- Community Representation Committee
- Governmental Liaison Group
- Stakeholder Working Groups
- Approach to Environmental Documents

seeking SHADE

AT THE SAN YSIDRO LAND PORT OF ENTRY
a shade structure STUDENT DESIGN COMPETITION
on the SOUTHERN BORDER
1st
John Voekel

"This project aims to define the progression across the San Vicente pedestrian bridge as a dynamic, variable and, most importantly, comfortable experience. By deploying standard dimension sails stretched across a light-weight steel frame, the structure protects pedestrians from direct light from the south, but still offers views of the sky and indirect light from the north. The section changes along its length to offer different conditions as one moves along the bridge. Additionally, the southern edge of the sails are fixed in place to ensure protection from the elements, while the northern edges are allowed to freely rotate (within a range) and are animated by the wind. The result is that the bridge appears to flutter as the wind blows and pedestrians are subtly linked to the environment surrounding them.

The effect of the twisting sails produces intriguing space from within the structure and a striking profile when viewed from afar both during the day and at night." — John Voekel