BORDERS COMMITTEE AGENDA

Friday, April 27, 2012
8 a.m. to 4 p.m.

Bus tour departing from SANDAG offices at
401 B Street
San Diego

In lieu of meeting at SANDAG, the Borders Committee meeting will consist of a tour.

IMPERIAL COUNTY TOUR HIGHLIGHTS

• TOUR OF THE GEOTHERMAL PLANT COMPLEX
• TOUR OF THE CROSSBORDER CONVEYOR BELT FACILITY AND ONBOARD VIEW OF THE FUTURE INTERMODAL TRANSIT CENTER SITE
• OVERVIEW OF EXISTING AND PLANNED TRANSIT AND TRANSPORTATION PROJECTS IN IMPERIAL COUNTY

PLEASE TURN OFF CELL PHONES DURING THE TOUR

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.
Please Note: Due to safety restriction at locations through the tour program a pre-registration process is requested. In order to complete the registry, the names and dates of birth for all participants who wish to participate should be provided. Please contact Ron Saenz at SANDAG at (619) 699-1922 or Ronald.Saenz@sandag.org no later than 5:00 p.m., Tuesday, April 24, 2012.

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 will be available from staff on the bus, and then present the slip to Committee staff. Members of the public may 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. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form available on the Web site. E-mail comments should be received no later than 12 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.

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to SANDAG General Counsel, John Kirk, at (619) 699-1997 or John.Kirk@sandag.org. Any person who believes himself or herself or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

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 agenda materials can be made available in alternative languages. To make a request call (619) 699-1900 at least 72 hours in advance of the meeting.

Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

如有需要，我们可以把SANDAG议程材料翻译成其他语言。请在会议前至少72小时打电话(619)699-1900提出请求。

SANDAG offices are accessible by public transit. Phone 511 or see 511sd.com for route information.
ITINERARY
Friday, April 27, 2012
(Schedule subject to change to meet return deadline)

8 a.m. 1. Board Bus: Bus will be parked in front of the SANDAG offices and will depart on time at 8 a.m.

9 a.m. 2. Public Comments/Communications/Member Comments

10 a.m. 3. Arrival to the Imperial County Transportation Commission (ICTC) Administrative Offices (Information)
Borders Committee members will arrive at approximately 10 a.m., for a brief meet and greet.

10:30 a.m. 4. Arrival to the ORMAT Heber Complex Geothermal Plant (Information)
Tour participants will hear an onboard discussion on the Geothermal Plant along Dogwood Road. In addition, other efforts within Imperial County on green energy will be provided. (Handouts will be provided.)

11:30 a.m. 5. Arrival to the Crossborder Conveyor Belt Facility and Onboard View of the Future Intermodal Transit Center (Information)
Participants will tour the Aggregate Product, Inc., Gateway facility, the first permanent crossborder conveyor system designed to span the United States-Mexico border. Almost a quarter of a mile in length, it transports aggregate materials (rock, sand, and gravel) from Mexico to the United States. Afterwards, while onboard the bus toward the Calexico West Port of Entry (POE), participants will learn about efforts to modernize the POE, improve connecting roads, and plans for an intermodal transit center.

12:15 p.m. 6. Overview of Existing and Planned Transit and Transportation Projects in Imperial County (Information)
Tour participants will arrive at approximately 12:15 p.m., for lunch at a buffet style restaurant in Calexico. Presentations will be given during lunch by ICTC, the Southern California Association of Governments, and SANDAG. These presentations will include information on existing and planned transit and transportation projects in Imperial County. In addition, a presentation on the Imperial County Comprehensive Economic Development Strategy (CEDS) will be given by the Imperial County CEDS Committee Chair. Borders Committee members will depart at 1:45 p.m., and arrive at SANDAG at approximately 4 p.m.

4 p.m. 7. Arrival at SANDAG Offices
**IMPERIAL COUNTY QUICK FACTS**

**Characteristics**

Imperial County extends over 4,597 square miles. It borders Mexico to the south, Riverside County to the north, San Diego County on the west, and the State of Arizona on the east. The terrain varies from 235 feet below sea level at the Salton Sea to 4,548 feet at Blue Angel Peak, located at the southwest corner of Imperial County.

**Climate**

The climate is hot and dry, ranging from lows in the mid 30’s in January to highs of 110+ in July and August (mean temperatures: low-55.0; high-89.6), with little moisture (average annual rainfall: 2.92 inches; 25 percent average relative humidity).

**Population**

Imperial Valley has seven incorporated cities. In 2000, its population was estimated at 149,232. This estimate increased in 2010 to 174,528, a 22.6 percent increase. The following summarize population shifts in those cities over a span of ten years.

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<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Brawley</td>
<td>22,052</td>
<td>24,953</td>
<td>+13.2%</td>
</tr>
<tr>
<td>Calexico</td>
<td>27,109</td>
<td>38,572</td>
<td>+42.3%</td>
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<tr>
<td>Calipatria</td>
<td>7,289</td>
<td>7,705</td>
<td>+5.7%</td>
</tr>
<tr>
<td>El Centro</td>
<td>37,835</td>
<td>42,598</td>
<td>12.6%</td>
</tr>
<tr>
<td>Holtville</td>
<td>5,612</td>
<td>5,939</td>
<td>+5.8%</td>
</tr>
<tr>
<td>Imperial</td>
<td>7,560</td>
<td>14,758</td>
<td>+95.2%</td>
</tr>
<tr>
<td>Westmorland</td>
<td>2,131</td>
<td>2,117</td>
<td>-1%</td>
</tr>
</tbody>
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1 U.S. Census Bureau Data
**Economy**

Historically, Imperial Valley has been one of California’s leading agricultural areas. Today, the economy is driven by logistics firms, warehousing, retail trade, and light manufacturing.

**IMPERIAL COUNTY TRANSPORTATION COMMISSION**

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 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.

**BORDERS COMMITTEE AND IMPERIAL COUNTY TRANSPORTATION COMMISSION INTERREGIONAL COLLABORATION**

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.

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. 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 in early 2011.

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.

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

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

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.
San Diego-Imperial County I-8 Corridor Planned Improvements

Legend

- SANDAG 2050 RTP Planned Improvement
- Imperial County 2007 Transportation Plan Highway Element Planned Improvement

Figure 2