**AGENDA HIGHLIGHTS**

- **PUBLIC-PRIVATE PARTNERSHIPS FOR IMPROVEMENTS OR CONSTRUCTION OF NEW BORDER INFRASTRUCTURE**

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

- **GOODS MOVEMENT BORDER CROSSING STUDY AND ANALYSIS**

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**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. 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.

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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 Board of Directors 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 Committee no later than 12 noon, two working days prior to the meeting.

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ITEM # | RECOMMENDATION
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+1. APPROVAL OF THE OCTOBER 26, 2012, MEETING MINUTES | APPROVE

2. PUBLIC COMMENTS/COMMUNICATIONS

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 (Item 3)

+3. IMPERIAL COUNTY CONTACTS GUIDE (Ron Saenz) | INFORMATION

The Imperial County Contacts Guide is modeled after the Binational Contacts Guide. It contains a list of federal, state, local, and non-governmental agency contacts in Imperial County.

CHAIR’S REPORT (Item 4)

4. UPDATES ON THE CONCEPT FOR A NEW VIRGINIA AVENUE INTERMODAL TRANSPORTATION CENTER | INFORMATION

At its October 26, 2012, meeting, the Borders Committee reviewed and discussed three concepts for the creation of an Intermodal Transportation Center (ITC) at Virginia Avenue, in the vicinity of the San Ysidro Port of Entry. The Borders Committee recommended that an item be presented to the SANDAG Board of Directors requesting the following: (1) that GSA consider building a temporary facility at Virginia Avenue to facilitate access for pedestrians and transit users; (2) transmit Concept 1 of the Virginia Avenue ITC to the U.S. General Services Administration (GSA) as the recommended option for the ITC; and (3) send a letter to GSA requesting information on unallocated and contingency funds available from Phase 1 of the San Ysidro Port of Entry Modernization and Expansion project. The Chair will update the committee on any action taken by the Board of Directors on this item.
5. SUBREGIONAL REPORTS FROM COMMITTEE MEMBERS

Members of the Borders Committee report issues and activities within their subregion that are of interest or under the purview of the Committee.

6. REPORT FROM THE CONSUL GENERAL OF MEXICO - MEXICO’S NEW LAW OF PUBLIC-PRIVATE PARTNERSHIPS (Hon. Remedios Gómez-Arnau, Consulate General of Mexico in San Diego)

The Consul General of Mexico in San Diego, Hon. Remedios Gomez-Arnau, contributes to the Borders Committee dialogue by providing periodic reports on binational activities within the purview of the Committee. This report highlights Mexico’s new Law of Public-Private Partnerships and its Internal Rules of Procedure.

7. UPDATE FROM THE SOUTHERN CALIFORNIA TRIBAL CHAIRMEN’S ASSOCIATION (Chairman Mark Romero, Mesa Grande)

Chairman Mark Romero, representative of the SCTCA on the Borders Committee, will brief the members on issues and activities affecting tribal nations in the region and the state.

8. PUBLIC-PRIVATE PARTNERSHIPS FOR IMPROVEMENTS OR CONSTRUCTION OF NEW BORDER INFRASTRUCTURE (Hector Vanegas)

Crossborder travel and trade have increased significantly since the implementation of the North American Free Trade Agreement; however, the existing infrastructure is inadequate and funds are increasingly scarce. The Borders Committee members representing the County of Imperial have requested this Committee explore supporting the implementation of public-private partnerships for all border projects. A draft Resolution is attached, which recommends that the various agencies of the United States, specifically, the Department of Homeland Security and the GSA, consider joint efforts with local governments and private industry to finance and build improvements or new land ports of entry.

9. SAN DIEGO REGIONAL ECONOMIC DEVELOPMENT CORPORATION (EDC) AND IMPERIAL VALLEY EDC’S CALI BAJA BINATIONAL 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.
GOODS MOVEMENT BORDER CROSSING STUDY AND ANALYSIS
(Mark Baza, ICTC; and Rajeev Seetharam, SCAG)

This report presents an update on the economic impacts of border wait times of passenger and commercial vehicles at the Imperial County and Mexicali border crossings. This study also evaluated different technologies available to better estimate wait times for personal trips and freight movements.

UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for Friday, January 25, 2013, at 12:30 p.m.

ADJOURNMENT

+ next to an item indicates an attachment
The meeting of the Borders Committee was called to order by Chair John Minto (East County) at 12:34 p.m. See the attached attendance sheet for Borders Committee member attendance.

Chair Minto welcomed the Borders Committee members and guests. Chair Minto provided a housekeeping update to the Committee on the SANDAG iPad Paperless Training and reminded the Committee that staff was available to assist them with this training.

Chairman Raymond Hunter, representative of the Southern California Tribal Chairmen’s Association (SCTCA), announced that next month is the National Native American Month.

1. APPROVAL OF THE SEPTEMBER 28, 2012, MEETING MINUTES (APPROVE)

   Action: Upon a motion by Supervisor John Renison (Imperial County) and a second by Councilmember Ed Gallo (North County), the Borders Committee unanimously approved the minutes from the September 28, 2012, Borders Committee meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS

   Tony McCune, member of the public, spoke about various transportation matters. He further commented on SANDAG considering the new border crossing improvements to help the cross border situation.

   Mario C. Lopez, member of the public, spoke about update on the U.S. General Services Administration’s (GSA) reconfiguration and expansion project.

   Efrain Ibarra Jr., member of the public, spoke about various transportation and border crossing matters.

   Jason M.B. Wells, member of the public, spoke about transportation and border crossing issues.
REPORTS (3 through 10)

3. SUBREGIONAL REPORTS FROM COMMITTEE MEMBERS (INFORMATION)

Members of the Borders Committee reported on issues and activities within their subregion that are of interest or under the purview of the Committee.

Chair Minto introduced the item and speakers.

Chair Minto announced to the Committee that the SANDAG Board of Directors approved the Borders Committee recommendation to support the 2012 Binational Seminar recommendations developed with input from the Committee on Binational Regional Opportunities (COBRO). Furthermore, Board members commented and showed interest on ports of entry projects and other work-related programs such as the border infrastructure improvements in the area of San Ysidro.

Mayor Daniel F. Romero (Imperial County) spoke on the possibility of drafting a resolution for SANDAG to support the private-public partnership for border infrastructure as currently being proposed by the County of Imperial and City of Calexico. Mayor Romero would like SANDAG to further discuss and provide a sample resolution at the next Borders Committee meeting in November 2012.

Supervisor John Renison (Imperial County) responded to questions and asked Executive Director Mark Baza (Imperial County Transportation Commission or ICTC) to report on the status of the Calexico - Mexicali Port of Entry (POE) border expansion and funding in Baja California.

Mark Baza, Executive Director (ICTC), provided an update on the Calexico West POE border crossing improvements. Mr. Baza announced that the City of Mexicali and State of Baja California have their financing strategy in place and proceeding with roadway construction leading to the POE by 2015. Mexico expressed support to work together by lobbying to form a public-private partnership with Imperial County regarding the Calexico POE border expansion funding, staffing, and pedestrian crossing.

Rudy Ramirez, Deputy Mayor, City of Chula Vista (South County), announced that he and several members of the City of Chula Vista attended and participated in Tijuana Innovadora. He further commented how extraordinarily generous the City of Tijuana was to all binational event attendees and expressed how proud he was of the City of Tijuana.

David Alvarez, Councilmember (City of San Diego), announced that on Monday, October 22, the City Council (City of San Diego) approved a redevelopment project at the border area adjacent to The Shops at Las Americas for retail uses and the developer, Shamrock, granted land for a future intermodal transportation project at Virginia Avenue.

Action: This item was presented for information only.
4. REPORT FROM THE CONSUL GENERAL OF MEXICO (INFORMATION)

The Consul General of Mexico in San Diego, Honorable Remedios Gómez-Arnau, contributes to the Borders Committee dialogue by providing periodic reports on binational activities within the purview of the Committee. This report highlighted the Border 2020 U.S.-México Environmental Program.

Chair Minto introduced this item.

Honorable Remedios Gómez-Arnau, Consulate General of México in San Diego, presented and responded to questions on this item.

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

5. DRAFT TRIBAL CONSULTATION PLAN FOR REGIONAL PLAN (DISCUSSION)

Chair Minto introduced this item and speaker.

As part of the development of a Public Involvement Plan for the upcoming Regional Plan, there will be a Tribal Consultation Plan as a separate government-to-government component. SANDAG, in collaboration with the Southern California Tribal Chairmen's Association (SCTCA), convened a workshop on October 9, 2012, to develop a draft Tribal Consultation Plan. This draft was presented to the SCTCA Board at its October 16, 2012, meeting for review and comment. The SCTCA and SANDAG Boards will be asked to approve the Tribal Consultation Plan in November and December, respectively.

Chairman Ray Hunter, Mesa Grande (SCTCA), briefed the Committee members on issues and activities affecting tribal nations in the region and the state.

Jane Clough, Senior Regional Planner (SANDAG), presented the item. Ms. Clough provided a brief update on recent workshop held on October 9, and responded to questions.

Chairman Hunter also responded to questions.

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

6. SAN YSIDRO INTERMODAL TRANSPORTATION CENTER STUDY (INFORMATION)

SANDAG and the City of San Diego, in collaboration with Caltrans, MTS, and the community, are conducting a study to identify a multimodal concept for the ultimate world-class Intermodal Transportation Center (ITC) in the vicinity of the San Ysidro POE and prepare a financial feasibility analysis to identify strategies for creation of the ITC. Staff provided an overview of the study scope and schedule.

Chair Minto introduced this item.

Elisa Arias, Principal Regional Planner (SANDAG), provided introductory remarks.
Rachel Kennedy, Senior Planner (SANDAG), presented the item and responded to questions.

Councilmember David Alvarez (City of San Diego); Deputy Mayor Rudy Ramirez (South County); Councilmember Ed Gallo (North County Inland); Councilmember Gary Felien (North County Coastal); Elsa Saxon (San Diego County Water Authority); and S.R. Al Lopez (County of Riverside) asked several questions and commented on this item.

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

7. VIRGINIA AVENUE INTERMODAL TRANSPORTATION CENTER CONCEPTS (DISCUSSION/POSSIBLE ACTION)

The GSA has plans to develop a new bi-directional pedestrian crossing facility at Virginia Avenue. SANDAG, in partnership with the City of San Diego, Caltrans, and the Metropolitan Transit System (MTS), is exploring alternative concepts for a new ITC that would be located at Virginia Avenue.

Chair Minto introduced this item and speaker.

Cindy Gompper-Graves, representing COBRO, provided a few comments on this item. Ms. Gomper-Graves thanked and congratulated Councilmember Alvarez (City of San Diego) for the recently approved Shamrock project at Virginia Avenue, and respectfully asked Executive Director Gary L. Gallegos (SANDAG) to explore for funding available to complete the Virginia Avenue ITC project.

Councilmember Rudy Ramirez (South County) and Councilmember David Alvarez (City of San Diego) commented on the item and asked several questions.

Vice Chair Greg Cox, Supervisor (County of San Diego), provided comments and supported Concept 1. He encouraged GSA to identify funding to complete this component of the project. Vice Chair Cox encouraged the SANDAG Board to work with GSA on an interim pedestrian crossing facility at Virginia Avenue.

Gary L. Gallegos, Executive Director (SANDAG), commented on this item and responded to questions. Mr. Gallegos provided information on the item and agreed that the comments and proposed recommendation by the Borders Committee would be submitted to the Board of Directors for consideration along with generating a staff report highlighting the item and discussion be presented at the November 16, 2012, Board of Directors meeting.

Jennifer Williamson, Senior Planner (SANDAG), presented the item and responded to questions.

Anthony Kleppe, GSA, responded to a series of questions on this item.

**Action:** Upon a motion by Supervisor Greg Cox (County of San Diego) and a second by Councilmember Al Ovrom, City of Coronado (South County), the Borders Committee unanimously recommended that the Board of Directors request GSA to consider building a temporary facility at Virginia Avenue to facilitate access for pedestrians and transit users,
and also to transmit Concept 1 of the Virginia Avenue ITC to GSA as the recommended option for the ITC, as included in Attachment 1, to be presented at the next Board of Directors meeting scheduled in November.

8. UPDATE ON GSA’S SAN YSIDRO PORT OF ENTRY RECONFIGURATION AND EXPANSION PROJECT (INFORMATION)

The San Ysidro POE is a federal multimodal inspection facility that provides service to pedestrians, passenger vehicles, buses, and freight rail. The GSA staff provided an update on the three construction phases.

Chair Minto introduced this item and welcomed the speaker.

Anthony Kleppe, GSA, presented this item and responded to questions.

Councilmember David Alvarez (City of San Diego) asked GSA what funding is available for Phase 1. Councilmember Alvarez requested that a temporary facility be part of the future pedestrian crossing.

Mayor Jim Janney, City of Imperial Beach (Board Vice Chair), and Cindy Gompper-Graves (COBRO) asked various funding allocation questions and commented on POE drawings on the item.

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

9. UPCOMING MEETINGS (INFORMATION)

The next meeting of the Borders Committee is scheduled for Friday, November 16, 2012, at 12:30 p.m.

10. ADJOURNMENT

Chair Minto adjourned the meeting at 2:37 p.m.

Attachment: Attendance Sheet
### CONFIRMED ATTENDANCE

**BORDERS COMMITTEE MEETING**  
**OCTOBER 26, 2012**  
**12:30 p.m. to 2:30 p.m.**

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IMPERIAL COUNTY CONTACTS GUIDE

The Imperial County Contacts Guide is modeled after the Binational Contacts Guide, first published in March 2007. It contains a list of federal, state, local, and non-governmental agency contacts in Imperial County. The Imperial County Contacts Guide is anticipated to be updated annually. A copy of the 2012 Imperial County Contacts Guide is attached for information and available upon request to Ron Saenz at the contact information listed below.

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

Attachment: 1. Imperial County Contacts Guide

Key Staff Contact: Ron Saenz, (619) 699-1922, Ronald.Saenz@sandag.org
IMPERIAL COUNTY CONTACTS GUIDE

ANDRADE PORT OF ENTRY
Type: Federal Planning Area(s): Homeland Security

The Andrade Port of Entry (POE) is located at the southern terminus of State Route 186 at the international border. It is a small two-acre site constructed in 1970. It has two primary inspection lanes, four pedestrian lanes, one for occasional commercial crossings, and a main building and residence for the U.S. Customs and Border Protection. On an average day, approximately 1,000 privately-owned vehicles and 2,300 pedestrians enter the United States through this POE.

BRAWLEY CHAMBER OF COMMERCE
Type: Business Planning Area(s): Economic Development

The Brawley Chamber of Commerce promotes and champions business growth and vitality for those who live, visit, and work in the community. The Chamber focuses on five core competencies - creating a strong local economy, promoting the community, providing networking opportunities, representing the interest of business with government, and political action.

CALEXICO EAST PORT OF ENTRY
Type: Federal Planning Area(s): Homeland Security

The east crossing was built in 1996 in an effort to divert traffic from the busy Calexico West POE in downtown Calexico, California. Since that time, all truck traffic entering the United States from Mexicali is inspected at Calexico East. The facility is constructed of tent-like canopies and includes a bridge that crosses the All American Canal. It is a full range of cargo processing functions. On an average day approximately 900 trucks, over 7,500 privately-owned vehicles, and 300 pedestrians enter the United States through this POE.

CALEXICO WEST PORT OF ENTRY
Type: Federal Planning Area(s): Homeland Security

This POE is a pedestrian and vehicle inspection facility constructed in 1974. On an average day, more than 16,000 privately-owned vehicles and 20,000 pedestrians enter the United States through this POE.
### CALIFORNIA ASSOCIATION FOR LOCAL ECONOMIC DEVELOPMENT

**Acronym:** CALED  
**Web site:** [http://www.caled.org/action_imperial.shtml](http://www.caled.org/action_imperial.shtml)  
**Type:** Business  
**Planning Area(s):** Economic Development

The California Association for Local Economic Development (CALED) is the premier statewide professional economic development organization dedicated to advancing its members’ ability to achieve excellence in delivering economic development services to their communities and business clients. CALED’s membership consists of public and private organizations and individuals involved in economic development. It focuses on the business of creating and retaining jobs.

### CALIFORNIA HIGHWAY PATROL

**Acronym:** CHP  
**Web site:** [http://www.chp.ca.gov/depts_divs_offs/offices.html](http://www.chp.ca.gov/depts_divs_offs/offices.html)  
**Type:** State  
**Planning Area(s):** Public Safety

The mission of the California Highway Patrol is to provide the highest level of safety, service, and security to the people of California. This is accomplished through five departmental goals: Prevent Loss of Life, Injuries, and Property Damage; Maximize Service to the Public and Assistance to Allied Agencies; Manage Traffic and Emergency Incidents; Protect Public and State Assets; and Improve Departmental Efficiency.

### CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL

**Acronym:** DTSC  
**Web site:** [http://www.dtsc.ca.gov/](http://www.dtsc.ca.gov/)  
**Type:** State  
**Planning Area(s):** Environment

The mission of the Department of Toxic Substances Control (DTSC) is to protect California's people and environment from harmful effects of toxic substances through the restoration of contaminated resources, enforcement, regulation, and pollution prevention. The DTSC also inspects hazardous waste cargo at the Calexico East POE.

### CALIFORNIA DEPARTMENT OF TRANSPORTATION DISTRICT 11

**Acronym:** Caltrans  
**Web site:** [http://www.dot.ca.gov/dist11/](http://www.dot.ca.gov/dist11/)  
**Type:** State  
**Planning Area(s):** Transportation

Caltrans manages more than 50,000 miles of California's highway and freeway lanes, provides inter-city rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans carries out its mission of improving mobility across California with six primary programs: Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration, and the Equipment Service Center.
### CALIFORNIA DEPARTMENT OF FISH AND GAME

**Acronym:** DFG  
**Web site:** [http://www.dfg.ca.gov/lands/wa/region6/imperial.html](http://www.dfg.ca.gov/lands/wa/region6/imperial.html)  
**Type:** State  
**Planning Area(s):** Environment

The Department of Fish and Game maintains native fish, wildlife, plant species, and natural communities for their intrinsic and ecological value and their benefits to people. This includes habitat protection and maintenance in a sufficient amount and quality to ensure the survival of all species and natural communities. The department is also responsible for the diversified use of fish and wildlife including recreational, commercial, scientific, and educational uses.

### CALIFORNIA MANUFACTURING TECHNOLOGY CONSULTING

**Acronym:** CMTC  
**Web site:** [http://www.cmtc.com/](http://www.cmtc.com/)  
**Type:** Business  
**Planning Area(s):** Economic Development

The California Manufacturing Technology Consulting (CMTC) is affiliated with the National Institute of Standards and Technology (NIST) and is part of the Hollings Manufacturing Extension Partnership (MEP) Program. The MEP Program contains 60 centers across the U.S. to serve the manufacturing community. Quarterly surveys ensure full accountability and a performance scorecard of certified value for customers.

### CALIFORNIA STATE ASSEMBLY BEN HUESO – DISTRICT 80

**Acronym:**  
**Web site:** [http://asmdc.org/members/a80/](http://asmdc.org/members/a80/)  
**Type:** State Assembly  
**Planning Area(s):** Jobs/Housing, Transportation, Energy/Water Supply, Environment, Economic Development, Homeland Security

The district currently consists of all of Imperial County and 18.19 percent of Riverside County (including Blythe, Cabazon, Cathedral City, Coachella, Desert Hot Springs, East Blythe, Indio, La Quinta, Mecca, Palm Springs, and Thousand Palms).

### CALIFORNIA STATE SENATOR MIKE MORELL – DISTRICT 40

**Acronym:**  
**Web site:** [http://sd40.senate.ca.gov/](http://sd40.senate.ca.gov/)  
**Type:** State Senate  
**Planning Area(s):** Jobs/Housing, Transportation, Energy/Water Supply, Environment, Economic Development, Homeland Security

California's 40th State Senate District is one of 40 Senate Districts, it includes portions of San Diego and Riverside Counties and all of Imperial County.

### CITY OF BRAWLEY

**Acronym:**  
**Type:** Local  
**Planning Area(s):** Land Use and Transportation

Brawley is located 13 miles (21 km) north of El Centro. According to the 2010 U.S. Census, the population was approximately 24,953, up from 22,052 at the 2000 census. The city has a significant cattle and feed industry, and hosts the annual Cattle Call Rodeo. Year-round agriculture is an important economic activity in Brawley.
CITY OF CALEXICO

Type: Local Planning Area(s): Land Use and Transportation

Calexico is located in Imperial County, California. According to the 2010 U.S. Census, the population was approximately 38,572, up from 27,109 at the 2000 census. Calexico is about 122 miles (196 km) east of San Diego and 62 miles (100 km) west of Yuma, Arizona. The name “Calexico” is a portmanteau of California and Mexico, which, like that of its adjacent sister city of Mexicali, emphasizes its identity as a border city.

CITY OF CALIPATRIA

Type: Local Planning Area(s): Land Use and Transportation

Calipatria is located 23 miles (37 km) north of El Centro. It is part of the El Centro Metropolitan Area. According to the 2010 U.S. Census, the population was approximately 7,710, up from 7,289 at the 2000 census. The community is located along State Route 111.

CITY OF EL CENTRO

Acronym: Web site: http://www.cityofelcentro.org/
Type: Local Planning Area(s): Land Use and Transportation

El Centro is a city in, and county seat of Imperial County, the largest city in the Imperial Valley, east anchor of the Southern California Border Region, and the core urban area and principal city of the El Centro metropolitan area which encompasses all of Imperial County. El Centro is also the largest American city to lie entirely below sea level (- 50 feet). The city, located in the far southeastern corner of California, is conveniently near the major Southern California cities of San Diego and Los Angeles to its west as well as Phoenix and Tucson to its east. According to the 2010 U.S. Census, the population was approximately 42,598, up from 37,835 at the 2000 census.

CITY OF HOLTVILLE

Acronym: Web site: http://www.holtville.ca.gov/
Type: Local Planning Area(s): Land Use and Transportation

Holtville, or Holton as it was first called, is located 10.5 miles (17 km) east of El Centro. According to the 2010 U.S. Census, the population was approximately 5,939, up from 5,612 at the 2000 census. The newly constructed State Route 7 connects Holtville with the factories and industrial areas of Mexicali, Baja California, Mexico.
### CITY OF IMPERIAL

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<th>Acronym:</th>
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Imperial is located 4 miles (6.4 km) north of El Centro. According to the 2010 U.S. Census, the population was approximately 14,758, up from 11,754 at the 2000 census. It is part of the El Centro metropolitan area. The City of Imperial is a bustling center in the Imperial Valley due to its central location in the valley and proximity to Mexico. This makes Imperial an ideal location for industry and business services.

### CITY OF WESTMORLAND

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<td><a href="http://www.cityofwestmorland.net/">http://www.cityofwestmorland.net/</a></td>
<td>Land Use and Transportation</td>
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</table>

Westmorland is located 8.5 miles (14 km) southwest of Calipatria. According to the 2010 U.S. Census, the population was approximately 2,225, up from 2,131 at the 2000 census. It is part of the “El Centro Metropolitan Area.”

### COCOPAH INDIAN TRIBE

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In 1964, the Cocopah Indian Tribe founded its first Constitution and formed a five-person Tribal Council. The leader of the Cocopah Tribe is called a chairwoman or chairman. Currently, Chairwoman Sherry Cordova leads the tribal council, which also includes a vice-chairman and three council members.

### COLORADO RIVER WATER CONSERVATION DISTRICT

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The Colorado River Water Conservation District (CRWCD) is the principal water policy and planning agency for the Colorado River Basin within the State of Colorado. CRWCD is responsible for the conservation, use, protection, and development of Colorado's apportionment of the Colorado River, and provides legal, technical, and political representation regarding Colorado River issues for its constituents.

### COUNTY OF IMPERIAL

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<td><a href="http://www.co.imperial.ca.us/">http://www.co.imperial.ca.us/</a></td>
<td>Land Use and Transportation</td>
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The County of Imperial is a county located in the Imperial Valley, in the far southeast of the State of California, bordering both Arizona and Mexico. It is part of the El Centro Metropolitan Area, which encompasses all of Imperial County. The population as of 2010 was 174,528, up from 142,361 people at the 2000 census. The county seat is the City of El Centro. Established in 1907, it was the last county to be established in California. Imperial County is also part of the Southern California border region, also referred to as San Diego-Imperial, and is considered one of the most economically diverse regions in the state.
### EXPORT-IMPORT BANK OF THE UNITED STATES

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<tr>
<th>Acronym:</th>
<th>Ex-Im Bank</th>
<th>Web site:</th>
<th><a href="http://www.exim.gov/">http://www.exim.gov/</a></th>
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<tr>
<td>Type:</td>
<td>Business</td>
<td>Planning Area(s):</td>
<td>Economic Development</td>
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The Export-Import Bank of the United States (Ex-Im Bank) is the official export credit agency of the United States. Ex-Im Bank’s mission is to assist in financing the export of U.S. goods and services to international markets. Ex-Im Bank enables U.S. companies — large and small — to turn export opportunities into real sales that help to maintain and create U.S. jobs and contribute to a stronger national economy.

### IMPERIAL COUNTY AGRICULTURAL COMMISSIONERS OFFICE

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<tr>
<th>Acronym:</th>
<th>Web site:</th>
<th><a href="http://imperialcounty.net/ag/">http://imperialcounty.net/ag/</a></th>
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<td>Type:</td>
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<td>Planning Area(s): Economic Development</td>
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The Imperial County Agricultural Commissioner Office is charged with enforcing the laws of the California Food and Agricultural Code. These laws and the regulations of the California Code of Regulations address the many aspects and complexities of agricultural production in California.

### IMPERIAL COUNTY AIRPORT

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<th>Acronym:</th>
<th>Web site:</th>
<th><a href="http://www.co.imperial.ca.us/Airport/Airport.htm">http://www.co.imperial.ca.us/Airport/Airport.htm</a></th>
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<td>Type:</td>
<td>Local</td>
<td>Planning Area(s): Transportation</td>
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Imperial County Airport is a county-owned public-use airport in Imperial County. Also known as Boley Field, it is mostly used for general aviation, but has scheduled passenger service from one commercial airline, subsidized by the Essential Air Service program. The airport is located about 1 mile (2 km) south of the central business district of Imperial, California, partially in the City of Imperial and partially in an unincorporated area of Imperial County. It serves nearby communities of the El Centro Metropolitan Area.

### IMPERIAL COUNTY FARM BUREAU

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<th>Acronym:</th>
<th>Web site:</th>
<th><a href="http://www.icfb.net/">http://www.icfb.net/</a></th>
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<td>Type:</td>
<td>Local</td>
<td>Planning Area(s): Economic Development</td>
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Imperial County Farm Bureau (ICFB) is a non-governmental, non-profit, voluntary membership organization whose purpose is to protect and promote agricultural interests in Imperial County as well as the state and nation, through public relations, education and advocacy, in order to support the economic advancement of agriculture balanced with appropriate management of natural resources. It is governed by a Board of Directors that meet monthly to discuss issues that are facing the agriculture community and to develop policies and recommendations at the local level.
The Imperial County Planning & Development Services Department (ICPDS) has a number of responsibilities. These include the long-range planning handled by the Land Use Planning Division and Code Enforcement handled by the Building Inspection Division, all of which are supported by an administrative and accounting staff.

The Imperial County Transportation Commission (ICTC) was established under Senate Bill 607 (SB 607 - Ducheny) in 2009. As a County Transportation Commission, ICTC member agencies are enabled to exercise basic initiative and leadership in the transportation planning and programming process. ICTC body guides the development of the Regional Transportation Plan for the Imperial region and its Regional, State, and Federal transportation improvement programs (TIPs) and their updates, the planning, programming and administration of regional transit services; and, encourage active citizen participation in the development and implementation of various transportation-related plans and programs.

The main goal of the Workforce Development Board (WDB) is to provide training and employment services that address the needs of local businesses, job seekers and workers. By working with community organizations and leaders, the Board is able to identify trends and opportunities in the labor market and align workforce development activities accordingly. The Board is focused on creating a well-trained and sustainable workforce for existing and future industries in the Imperial Valley.

The Imperial Irrigation District (IID) is a fiscally responsible public agency whose mission it is to provide reliable, efficient, and affordably priced water and energy service to the communities it serves. IID has two core businesses and one overarching mission - to keep the lights on and the water flowing. These two basic functions of IID, both having to do with meeting its customers' essential needs, require extensive planning, teamwork, and above all, consistency.
### IMPERIAL VALLEY COMMUNITY FOUNDATION

**Acronym:** IVCF  
**Web site:** [http://www.ivcommunityfoundation.org/](http://www.ivcommunityfoundation.org/)  
**Type:** NPO  
**Planning Area(s):** Philanthropy

The Imperial Valley Community Foundation (IVCF) is Imperial Valley’s leading philanthropic organization and facilitator of charitable giving and community needs. They encourage, support, and facilitate meaningful dialogue on issues affecting each of Imperial Valley’s communities, and work with philanthropists to develop creative solutions to meet critical community needs.

### IMPERIAL VALLEY ECONOMIC DEVELOPMENT CORPORATION

**Acronym:** IVEDC  
**Web site:** [http://www.ivedc.com/](http://www.ivedc.com/)  
**Type:** Business  
**Planning Area(s):** Economic Development

The Imperial Valley Economic Development Corporation (IVEDC) is a partnership of private enterprise and local government that is united by the common vision of expanding and diversifying the economy of Imperial County. Its Investors include a host of public and private organizations that benefit from the growth of the region’s economy.

### IMPERIAL VALLEY ENTERPRISE ZONE

**Acronym:** IVEZ  
**Web site:** [http://www.ivez.com/](http://www.ivez.com/)  
**Type:** Local  
**Planning Area(s):** Economic Development

The Imperial Valley Enterprise Zone (IVEZ) is a specific geographic area located within parts of the City of Brawley and portions of the unincorporated area of Imperial County, targeted for economic revitalization and where any for-profit entity (S-corps, partnerships LLC™s, etc.) can get California State tax credits.

### IMPERIAL VALLEY JOINT CHAMBERS OF COMMERCE

**Acronym:** IVJCC  
**Web site:** [http://www.ivjointchambers.org/](http://www.ivjointchambers.org/)  
**Type:** NPO  
**Planning Area(s):** Economic Development

The Joint Chambers of Commerce (IVJCC) is a non-profit organization comprised of members from the Brawley, Calexico, Calipatria, El Centro, Holtville, Imperial, and Westmorland Chambers of Commerce whose focus is business development, the promotion of tourism, and legislative advocacy.

### IMPERIAL VALLEY VEGETABLE GROWERS ASSOCIATION

**Acronym:** IVVGA  
**Web site:** [www.ivvga.com](http://www.ivvga.com)  
**Type:** NPO  
**Planning Area(s):** Economic Development

The Imperial Valley Vegetable Growers Association (IVVGA) is a non-profit, member driven organization dedicated to maintaining and improving the viability of the produce industry. It is an association that works for Imperial Valley vegetable growers and the Imperial Valley.
QUECHAN TRIBE
Acronym: Web site: http://itcaonline.com/?page_id=1173
Type: Tribe Planning Area(s): Tribal Government

The Quechan are a Native American tribe who live on the Fort Yuma Indian Reservation on the lower Colorado River in Arizona and California, just north of the border with Mexico. Members are enrolled into the Quechan Tribe of the Fort Yuma Indian Reservation. According to the most recent data from the Tribal Enrollment Office, the Quechan population totals 2,475 members. The federally recognized Quechan tribe's main office is located in Fort Yuma, Arizona. Its operations and the majority of its reservation land are located in California. Currently, President Keeny Escalanti leads the tribal council, which also includes a vice-president and five council members.

CALI-BAJA MEGA-REGION
Acronym: N/A Web site: http://www.calibaja.org/megaregion.html
Type: Business Planning Area(s): Economic Development

San Diego Regional Economic Development Corporation (EDC) partnered with Imperial Valley EDC to ultimately market the two respective regions and Baja California as a “mega-region” - to compete in an increasingly global economy. The U.S. Department of Commerce awarded these two EDC’s a grant to develop this strategy, and it is the first of its kind awarded by the Federal Government.

SAN DIEGO AND IMPERIAL DISTRICT EXPORT COUNCIL
Type: Business Planning Area(s): Economic Development

The San Diego & Imperial District Export Council (DEC) is an organization designed to contribute leadership and international trade expertise to complement the U.S. Commercial Service's export promotion efforts through community outreach, counseling business on the exporting process, and conducting trade education. Using its unique relationship with the U.S. Department of Commerce, U.S. Commercial Service, the DEC supports export promotion through community outreach and works with local trade organizations to support international trade counseling and education.

IMPERIAL COUNTY AIR POLLUTION CONTROL DISTRICT
Acronym: ICAPCD Web site: http://imperialcounty.net/AirPollution/Default.htm
Type: Local Planning Area(s): Environment

The Imperial County Air Pollution Control District (ICAPCD) strives to protect the public from the harmful effects of air pollution, achieve and maintain air quality standards, foster community involvement, and develop and implement cost-effective programs meeting state and federal mandates, considering environmental and economic impacts.
SAN DIEGO COUNTY WATER AUTHORITY – IMPERIAL VALLEY

Type: Local  Planning Area(s): Energy/Water Supply

The San Diego County Water Authority (SDCWA) is a public agency serving the San Diego region as a wholesale supplier of water. The SDCWA works through its 23 member agencies to provide a safe, reliable water supply to support the region’s $142 billion economy and the quality of life of 3 million residents. The SDCWA has an office in Imperial Valley.

SAN DIEGO STATE UNIVERSITY IMPERIAL VALLEY CAMPUS

Acronym: SDSU-IV  Web site: http://www.ivcampus.sdsu.edu/
Type: Academia  Planning Area(s):

The San Diego State University Imperial Valley Campus (SDSU-IV) is a branch campus of SDSU serving the desert area of southeastern California. It is accredited as an integral division of SDSU and operates under the same academic calendar. Established in 1959 by an act of the State legislature, the campus has two locations in the Imperial Valley: Calexico and Brawley.

STATE WATER RESOURCES CONTROL BOARD

Acronym: SWRCB  Web site: http://www.swrcb.ca.gov/
Type: Local  Planning Area(s): Water/Supply

The State Water Resources Control Board (SWRCB) has jurisdiction throughout California. Created by the State Legislature in 1967 to protect water quality by setting statewide policy, coordinating and supporting the Regional Water Board efforts, and reviewing petitions that contest Regional Board actions. There are nine regional water quality control boards that exercise rulemaking and regulatory activities by basins. This organization is a result of the landmark Porter-Cologne Act. Region 9 -- San Diego Regional Water Quality Control Board: San Diego, Imperial, Riverside counties.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Acronym: SCAG  Web site: http://www.scag.ca.gov/
Type: State  Planning Area(s):

Over the past four decades, the Southern California Association of Governments (SCAG) has evolved as the largest of nearly 700 councils of government in the United States, functioning as the Metropolitan Planning Organization for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial, and 191 cities. The region encompasses a population exceeding 18 million persons in an area of more than 38,000 square miles. SCAG undertakes a variety of planning and policy initiatives to encourage a more sustainable Southern California now and in the future.
TEAMCALIFORNIA
Type: NPO Planning Area(s):

TeamCalifornia is a private, non-profit California membership-based corporation that brings together economic development organizations from across the state to market their communities for business investment and job creation in California. TeamCalifornia’s members are important advocates and resources for business development in California; they know how to expedite projects and are invaluable sources of information for site location assistance anywhere in the state.

UNIVERSITY OF CALIFORNIA DIVISION OF AGRICULTURE AND NATURAL RESOURCES
Acronym: UC ANR Web site: http://ceimperial.ucanr.edu/
Type: Academia Planning Area(s): Education

The University of California's Division of Agriculture and Natural Resources (UC ANR) is the bridge between local issues and the power of UC Research. ANR's advisors, specialists, and faculty bring practical, science-based answers to Californians. Through the UC ANR, the University of California Cooperative Extension funds the Imperial County CalFresh Nutrition Education Program. The Program provides the community with nutrition, education, and physical exercise for the entire family.

U.S. CONGRESSMAN JUAN VARGAS - 51ST DISTRICT
Acronym: Web site: tbd

California's 51 Congressional District includes all of Imperial County and the extreme southern portions of San Diego County that run across the U.S.-Mexico border. Cities in the district include National City, Chula Vista, and El Centro.

U.S. DEPARTMENT OF THE INTERIOR - BUREAU OF LAND MANAGEMENT
Type: U.S. Federal Planning Area(s): Environment

The Bureau of Land Management (BLM) is an agency within the U.S. Department of the Interior, which administers 261 million surface acres of America's public lands, located primarily in 12 western states. The BLM sustains the health, diversity, and productivity of the public lands for the use and enjoyment of present and future generations.
U.S. ENVIRONMENTAL PROTECTION AGENCY REGION 9
Type: Federal       Planning Area(s): Environment

The mission of the U.S. Environmental Protection Agency (EPA) is to protect human health and the environment.

U.S. FISH AND WILDLIFE SERVICE
Type: Federal       Planning Area(s): Environment

The mission of the U.S. Fish and Wildlife Service (FWS) is to work with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people.

U.S. GENERAL SERVICES ADMINISTRATION
Type: U.S. Federal  Planning Area(s): Transportation, Environment, Economic Development, Homeland Security

The U.S. General Services Administration (GSA) helps federal agencies to better serve the public by offering, at best value, superior workplaces, expert solutions, acquisition services, and management policies.

U.S. DEPARTMENT OF AGRICULTURE - RURAL DEVELOPMENT
Type: Federal       Planning Area(s): Economic Development

The U.S. Department of Agriculture Rural Development (USDA RD) works to support locally led regional efforts across the nation so that rural places can use the region’s assets to collaborate, increase productivity, and create a more vibrant future. USDA is currently working with over 50 such regions through its Great Regions effort and other programs, and is working collaboratively to support the regional work of other federal agencies through the Partnership for Sustainable Communities.
REPORT FROM THE CONSUL GENERAL OF MEXICO - MEXICO’S NEW LAW OF PUBLIC-PRIVATE PARTNERSHIPS

Introduction

The Consul General of Mexico in San Diego, Hon. Remedios Gomez-Arnau, contributes to the Borders Committee dialogue by providing periodic reports on binational activities within the purview of the Committee. This report highlights Mexico’s new Law of Public-Private Partnerships and its Internal Rules of Procedure.

Discussion

On January 17, 2012, the new Law of Public-Private Partnerships went into effect in Mexico, including provisions to establish partnerships between the government and the private sector to build, maintain, and operate infrastructure as well as to provide public services such as concessions, permits, or authorizations, and to allow the modification of contracts throughout the span of the project and the settlement of disputes. The new law condenses provisions that were previously dispersed.

On November 2, 2012, President Felipe Calderón signed the Internal Rules of Procedure of the Law of Public and Private Partnerships (Attachment 1). Overall, the goal of Mexico’s new Law and the Internal Rules of Procedure is to provide greater security and certainty to both public and private stakeholders, while allowing proper management in the sharing of risk between the public and private investment, and easing many restrictions involving domestic and foreign private investment.

Attachment: 1. Office of the President Announcement: President Calderón Signs Rules of Procedure for Public – Private Partnerships in Mexico

Key Staff Contact: Hector Vanegas, (619) 699-1972, Hector.Vanegas@sandag.org
PRESIDENT FELIPE CALDERÓN SIGNS RULES OF PROCEDURE FOR PUBLIC-PRIVATE PARTNERSHIPS

02 Nov 2012 | Nota Informativa
Los Pinos, November 02 2012.
CGCS-165

Mexican President Felipe Calderón signed the Internal Rules of Procedure of the Law of Public and Private Partnerships prior to its publication in the Official Gazette.

These rules of procedure are designed to regulate the Public Private Partnerships in which the state engages with the private and social sectors so that, through the infrastructure they provide totally or partially, services for the public sector or end user.

It also stipulates that the participation of departments and states in Public and Private Projects may use Federal budgetary resources, from the National Infrastructure Fund or other non-budgetary federal public resources or non-cash contributions (licenses, permits, concessions, property).

The Rules of Procedure will also be applicable for the Public-Private Partnerships engaged in by the states, municipalities and public entities of both, provided these projects are undertaken using a majority of Federal Resources.

The projects undertaken using public private partnership schemes should expressly mention the fact that they are a project within this scheme, in order to differentiate them from other public hiring procedures.

The Rules of Procedure stipulate that viable projects in which the department or interested entity may participate with Federal budgetary resources must be submitted to the Secretariat of Finance and Public Credit for review, budgetary evaluation and eventually authorization.

It also states that social witnesses will be obligatory in projects whose initial amount of investment is equal to or higher than the equivalent to four hundred million investment units and will be designated by the Secretariat of Civil Service.

It is important to note that all the information on the Public and Private Partnership projects in which offices and entities participate will be available on CompraNet and the Single Developers’ Register, as established in the new Rules of Procedure.

In order to promote applied scientific research and technological innovation as well as productive investment projects, which involve scientific research, technological development and the promotion of academic activities, the Rules of Procedure make it possible to engage in Public-Private Partnerships without the obligation to create additional infrastructure for private individuals.

In short, the Rules of Procedure will be used to encourage the participation of private enterprise and establish a clear policy that will make it possible to combine efforts by the public sector with those of the social and private sector in order to meet the needs of the collectivity and to provide more safety and legal certainty for both the State and private individuals, since they will have prior knowledge of the conditions for the tendering and adjudication process of Public Private Partnerships, the implementation of works and service provision.
PUBLIC-PRIVATE PARTNERSHIPS FOR IMPROVEMENTS OR
CONSTRUCTION OF NEW BORDER INFRASTRUCTURE

Introduction

Crossborder travel and trade have increased significantly since the implementation of the North American Free Trade Agreement. There is a pressing need to improve our region’s border crossing capacity in order to accommodate regional and international economic integration that is overwhelmed by ever more people and goods through border infrastructure that was sized for a much smaller and significantly less security-conscious economy. The need for this improved border capacity and efficiency comes at a time when traditional federal funds are increasingly scarce. In recognition of these challenges, at the May 25, 2012, Borders Committee meeting, representatives from the County of Imperial and the City of Calexico presented a public-private partnership strategy developed to pursue funding for the Calexico West Port of Entry (POE) expansion project. The Borders Committee members representing Imperial County also requested the Borders Committee explore supporting the implementation of public-private partnerships for all border projects.

Discussion

Federal agencies, including the U.S General Services Administration (GSA), have proposed modernization and expansion of the international land POE in the San Diego region that would include new pedestrian facilities, new and enhanced north and southbound inspection areas for commercial and passenger vehicles, and more functional secondary inspection stations, among other amenities, that are required to effectively secure the border while facilitating the increasing trade and travel between the United States and Mexico.

The San Diego region has three international land POEs: San Ysidro, Otay Mesa, and Tecate, and a fourth is planned at Otay Mesa East. The San Ysidro POE is the world’s busiest international border crossing, while the Otay Mesa POE is the main commercial gateway for trade between California and Mexico. There are potential projects for the enhancement of all these facilities, but these projects all face significant funding challenges.

While current improvement projects at many of the POEs are experiencing delays due to lack of funding, the San Diego region is taking the lead in planning and financing a new POE facility at Otay Mesa East, which will be accessed by State Route 11 (SR 11). Senate Bill 1486 (Ducheny, 2008) enables SANDAG to forge an innovative financing strategy and to issue bonds as part of that strategy to build SR 11 as a toll road connecting to the new Otay Mesa East POE.
As another innovative financing strategy, the Imperial County Board of Supervisors and the Calexico City Council have explored and supported a proposal to use a public-private partnership to finance and build the new facilities of the Calexico West POE in accordance with GSA plans and specifications. In September 2012, the California Senate and Assembly passed Senate Joint Resolution No. 16 declaring joint support for this concept (Attachment 1).

The San Diego and Imperial County regions are proactively looking at ways to plan and finance the crossborder infrastructure that ensures the continued vitality of our binational economies. Attachment 2 is a draft resolution that SANDAG could consider; it would recommend that various U.S. agencies, in particular, the Department of Homeland Security and GSA, consider joint efforts with local governments and private industry to finance and build improvements or new land POEs, supporting public-private partnerships, such as proposed for the Imperial County border region.

The Borders Committee is asked to discuss the draft resolution. Future action would depend on direction received at the November 16, 2012, Borders Committee meeting.

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

Attachments: 1. Resolutions of the Senate and Assembly of the State of California, the County of Imperial and the City of Calexico in Support of a Public-Private Partnership to Achieve a More Timely Construction of the New Calexico West Port of Entry

2. Draft Resolution for SANDAG to Recommend the Various Agencies of the United States, Specifically, the Department of Homeland Security and the General Services Administration, to Consider Joint Efforts with Local Governments and Private Industry to Finance and Build Improvements or New Land Ports of Entry

Key Staff Contact: Hector Vanegas, (619) 699-1972, Hector.Vanegas@sandag.org
Senate Joint Resolution No. 16

RESOLUTION CHAPTER 124

Senate Joint Resolution No. 16—Relative to the Calexico West Port of Entry.

[Filed with Secretary of State September 10, 2012.]

LEGISLATIVE COUNSEL'S DIGEST

SJR 16, Vargas. Calexico West Port of Entry.
This measure would state that the Legislature declares its support for a private-public partnership to renovate and expand the Calexico West Port of Entry. This measure would also urge Congress to enact guiding legislation to authorize private-public partnerships such as the one proposed for the expansion of the Calexico West Port of Entry.

WHEREAS, The Calexico West Port of Entry is located in downtown Calexico and currently consists of approximately 102,040 square feet of improvements; and

WHEREAS, Federal agencies have considered the need to renovate and expand this facility for many years, having evaluated and planned to move portions of the border entry process approximately three blocks west and expand its operation for pedestrians, automobiles, and, to a lesser extent, some commercial vehicles; and

WHEREAS, Planning began in 2005, and millions of dollars have been spent planning the new facility. However, due to the current fiscal situation facing the federal government, as well as local governments nationwide and especially in California, public financing sources are difficult to identify, and it appears that the financing and construction of this much-needed project may be delayed, not only this year, but perhaps for many years; and

WHEREAS, The delay in the construction creates national security issues and long waiting times for travelers both entering and exiting the United States to and from Mexico. The long waiting times cause health and safety concerns for all travelers, especially during the extreme heat of summer. The delay also exacerbates environmental issues and economic inefficiencies from the use of the existing facility, which is decades old. It is estimated that the costs of the inefficiencies are well in excess of $500,000,000 per year to the region; and

WHEREAS, Imperial County and the region have extremely high levels of unemployment, estimated to be at least 25 percent. These communities are still affected by the losses caused by the 2010 Easter earthquake. The renovation project is estimated to cost $320,000,000 and take 24 months to complete. The project will create approximately 6,000 jobs, mostly from regional sources; and
WHEREAS, Many federal agencies, including those within the umbrella of the United States Department of Homeland Security, have procured infrastructure and other capital improvements through the utilization of private capital markets for financing and construction activities. Discussions are currently being held to potentially formulate a proposal of a joint venture with private parties to finance, construct, and lease the proposed renovation and expansion of the Calexico West Port of Entry. The arrangements are contingent upon Congress providing guiding legislation to implement the plan; and

WHEREAS, A private-public partnership is necessary to renovate and expand the Calexico West Port of Entry in a more timely manner, create jobs in Imperial County and the surrounding region, and provide for the economic and environmental benefits of the proposed project; now, therefore, be it

Resolved by the Senate and the Assembly of the State of California, jointly, That the Legislature declares its support for a private-public partnership to renovate and expand the Calexico West Port of Entry; and be it further

Resolved, The Legislature urges the Congress of the United States to enact guiding legislation to authorize private-public partnerships such as the one proposed for the expansion of the Calexico West Port of Entry; and be it further

Resolved, That the Secretary of the Senate transmit copies of this resolution to each Senator and Representative from California in the Congress of the United States and to the author for appropriate distribution.
RESOLUTION OF THE BOARD OF SUPERVISORS OF IMPERIAL COUNTY RECOMMENDING
THE VARIOUS AGENCIES OF THE UNITED STATES, SPECIFICALLY, THE OFFICE OF
HOMELAND SECURITY AND THE GENERAL SERVICES ADMINISTRATION TO CONSIDER
JOINT EFFORTS OF LOCAL GOVERNMENTS AND PRIVATE INDUSTRY TO FINANCE AND
BUILD THE PROPOSED RENOVATION AND EXPANSION OF THE PORT OF ENTRY, CALEXICO
WEST, LOCATED IN DOWNTOWN CALEXICO

Resolution No. 2011-072

WHEREAS, the Port of Entry, Calexico West, is located in the downtown area of the City of Calexico and
currently consists of approximately 102,040 sq. ft. of improvements; and

WHEREAS, federal agencies have considered the need to renovate and expand this facility for many years,
having evaluated and planned to move portions of the border entry process approximately three blocks west and
expand its operation for pedestrians, automobiles, and to a lesser extent, some commercial vehicles; and

WHEREAS, planning began in 2005, and millions of dollars have been spent planning the new facilities;
however, due to the current fiscal situation facing the federal government and its agencies, as well as most local
governments nationwide and especially in California, public financing sources are difficult to identify and it
appears that the financing and construction of this much needed project may be delayed, not only this year, but
perhaps for many years; and

WHEREAS, the delay in the construction of these facilities creates national security issues, causes delays of
travelers both entering and exiting the United States to and from Mexico, and exacerbates environmental issues
and economic inefficiencies from the use of the existing facilities which are decades old. It is estimated that the
costs of such inefficiencies are well in excess of $500 million per year to the region;

WHEREAS, the long waiting times to enter the United States from Mexico cause concerns for health and safety
for all travelers, especially during the periods of extreme heat of summer. The region and affected communities
are currently experiencing very burdensome levels of unemployment, estimated to be at least twenty five percent.
Much of the region is still affected by the losses experienced with the earthquake of Easter Sunday 2010. The
renovation project, which is estimated to cost approximately $325 million and take approximately 24 months to
complete will provide approximately 6,000 jobs, mostly from regional sources; and

WHEREAS, many federal agencies including those within the umbrella of the Agency of Homeland Security have
procured infrastructure and other capital improvements through the utilization of private capital markets for
financing and construction activities. Discussions are currently being held to potentially formulate a proposal of a
joint venture with private parties to finance, construct and lease the proposed new Port of Entry, Calexico West,
facilities. Such arrangements are contingent upon Congress providing guiding legislation to implement such plan;
and

WHEREAS, the County of Imperial supports the potential of such efforts as a means of providing the new Port
of Entry, Calexico West, improvements in a more timely manner, the creation of jobs in the region, and all of the
economic and environmental benefits which accrue from a private public partnership; and

NOW, THEREFORE BE IT RESOLVED, that the Board of Supervisors of the Imperial County does hereby
declare its support of a private/public partnership to achieve a more timely construction of the improvements with
the new Port of Entry, Calexico West.

PASSED AND ADOPTED, by the Board of Supervisors, County of Imperial, State of California, this 13th day of
September, 2011 by an affirmative roll call vote.

Jesus J. Terrazas, Chairman
Imperial County Board of Supervisors
RESOLUTION NO. 2012-44


WHEREAS, the Port of Entry, Calexico West ("POE"), is located in the downtown area of the City of Calexico and currently consists of approximately 101,040 sq. ft. of improvements; and

WHEREAS, federal agencies have considered the need to renovate and expand this facility for many years, having evaluated and planned to move portions of the border entry process approximately three blocks west and expand its operation for pedestrians, automobiles, and to a lesser extent, some commercial vehicles; and

WHEREAS, planning began in 2005, and millions of dollars have been spent planning the new facilities at the POE; however, due to the current fiscal situation facing the federal government and its agencies, as well as most local governments nationwide and especially in California, public financing sources are difficult to identify and it appears that the financing and construction of this much needed project may be delayed, not only this year, but perhaps for many years; and

WHEREAS, the delay in the construction of these facilities at the POE creates national security issues, causes delays of travelers both entering and exiting the United States to and from Mexico, and exacerbates environmental issues and economic inefficiencies from the use of the existing facilities which are decades old. It is estimated that the costs of such inefficiencies are well in excess of $500 million per year to the region; and

WHEREAS, the long waiting times to enter the United States from Mexico cause concerns for health and safety for all travelers, especially during the periods of extreme heat of summer. The region and affected communities are currently experiencing very burdensome levels of unemployment, estimated to be at least twenty five percent. Much of the region is still affected by the losses experienced with the earthquake of Easter Sunday 2010. The renovation project at the POE, which is estimated to cost approximately $325 million and take approximately 24 months to complete will provide approximately 6,000 jobs, mostly from regional sources; and

WHEREAS, the City of Calexico believes that the number one priority is for the Federal Government to fund this POE expansion project and proceed with it expeditiously and the City of Calexico is dedicated to using every means possible to encourage and insist that the Federal Government carry out this much needed project; and
WHEREAS, as an alternative measure when federal funding is not readily available, many federal agencies including those within the umbrella of the Agency of Homeland Security have procured infrastructure and other capital improvements through the utilization of private capital markets for financing and construction activities. Discussions are currently being held to potentially formulate a proposal of a joint venture with private parties to finance, construct and lease the proposed new Port of Entry, Calexico West, facilities. Such arrangements are contingent upon Congress providing guiding legislation to implement such plan, and

WHEREAS, the City of Calexico and the County of Imperial support the potential of such efforts as a means of providing the new Port of Entry, Calexico West, improvements in a more timely manner, the creation of jobs in the region, and all of the economic and environmental benefits which accrue from a private/public partnership, and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Calexico that after careful consideration, the City Council does hereby declare (1) its support for implementing all means possible to encourage the Federal Government to provide funding for this POE expansion project and (2) as an additional measure, the City Council supports the use of a private/public partnership to achieve a more timely construction of the improvements with the new Port of Entry, Calexico West.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Calexico at its regular meeting held on the 14th day of March 2012.

DANIEL ROMERO, MAYOR

ATTEST:

Lourdes Cordova, City Clerk

APPROVED AS TO FORM:

Jennifer Lyon, City Attorney
I, Lourdes Cordova, City Clerk of the City of Calexico, do hereby certify that the above foregoing Resolution No. 2012-44 was duly passed and adopted by the City Council of the City of Calexico on this 14th day of March 2012, by the following vote-to-wit:

AYES: Romero, Hurtado, Hodge, Moreno, Castro
NOES: None
ABSENT: None
ABSTAIN: None

Lourdes Cordova, City Clerk
RESOLUTION RECOMMENDING THE VARIOUS AGENCIES OF THE UNITED STATES, SPECIFICALLY, THE DEPARTMENT OF HOMELAND SECURITY AND THE GENERAL SERVICES ADMINISTRATION, TO CONSIDER JOINT EFFORTS WITH LOCAL GOVERNMENTS AND PRIVATE INDUSTRY TO FINANCE AND BUILD IMPROVEMENTS OR NEW LAND PORTS OF ENTRY

WHEREAS, the San Diego Association of Governments (SANDAG) is a regional body whose Board of Directors represents the eighteen cities and the county in the San Diego region; and

WHEREAS, the San Diego region is located on the international border with the Republic of Mexico, sharing three land ports of entry with the Mexican State of Baja California (San Ysidro-Puerta México, Otay Mesa – Mesa de Otay, and Tecate-Tecate); and

WHEREAS, the San Diego region is taking the lead in planning and financing a new port of entry at Otay Mesa East, forging an innovative financial strategy that includes issuing bonds as part of a financial strategy to build a toll access road; and

WHEREAS, the San Diego region and the Tijuana, Tecate and Playas de Rosarito Metropolitan Zone form the largest crossborder metropolis along the United States – Mexico border; and

WHEREAS, the San Diego region and the Tijuana, Tecate, and Playas de Rosarito Metropolitan Zone have developed not only strong economic, cultural, and social and familiar ties, but one of the most intense crossborder multi-modal confl uences in the world; and

WHEREAS, the countries of the United States, Canada, and Mexico signed the North American Free Trade Agreement (NAFTA) in 1993 to foster trade between the three countries, and improve global competitiveness; and

WHEREAS, the U.S.-Mexico trade has more than quintupled since the implementation of NAFTA, totaling $500 billion in bilateral trade in 2011; and

WHEREAS, Mexico is second only to Canada as a source of tourism in the United States, representing nearly 14 million annual Mexican visitors to the U.S. and spend millions of dollars on U.S. goods and services every single day; and

WHEREAS, the San Ysidro – Puerta Mexico Land Port of Entry is the busiest port of entry between the United States and Mexico, and is undergoing a major reconfiguration and expansion project; and

WHEREAS, the Otay Mesa – Mesa de Otay Land Port of Entry has plans for the expansion and modernization of the passenger and commercial inspection facilities; and
WHEREAS, the need for improved border capacity and efficiency comes at a time when traditional federal funds are increasingly scarce; and

WHEREAS, that due to insufficient funds public-private partnerships are increasingly becoming a model for constructing new and improving existing border infrastructure; and

WHEREAS, new land port of entry or improvement projects are of federal jurisdiction, with significant influence over local communities; and

WHEREAS, the relationship and collaboration between federal and local agencies is important and essential for the development of border infrastructure projects and security; and

WHEREAS, SANDAG adopted Resolution 2002-15 urging the federal and state governments to help mitigate the economic impacts on the border region resulting from increased border wait times; NOW THEREFORE

BE IT RESOLVED that the San Diego Association of Governments hereby requests the various agencies of the United States, specifically, the Department of Homeland Security and the General Services Administration consider joining efforts of local governments and private industry to finance and build improvements or new land ports of entry, supporting public-private partnerships, as proposed for the Imperial County border region.

PASSED AND ADOPTED this [Insert Day] of [Insert Month & Year].

________________________________________           ATTEST: ________________________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
SAN DIEGO REGIONAL ECONOMIC DEVELOPMENT CORPORATION (EDC)  
AND IMPERIAL VALLEY EDC’S CALI BAJA BINATIONAL  
MEGA-REGION INITIATIVE  

Introduction  
The San Diego Regional Economic Development Corporation (EDC) and the Imperial Valley EDC have been jointly developing the Cali Baja Binational 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  
San Diego County is one of the leading high-technology hubs in the world. An educated workforce, world-class academic and applied research centers, access to venture capital, and well-developed life sciences, cleantech, defense, and software clusters make the region's intellectual capital and diverse economy a competitive advantage. While its neighbor to the east, Imperial County, is a hub for renewable energy, agribusiness, and international trade and logistics industries.

In addition, Baja California is host to a sophisticated manufacturing base, extensive higher education system, large labor pool, and competitively priced workforce. It also has a steady supply of engineers, and established medical device, automotive, aerospace, and logistics clusters.

Recognizing the strengths of these binational regions the Cali Baja Binational Mega-Region Initiative was established. The initiative's long-term economic development strategy is partnering San Diego County, Imperial County, and Baja California for global competition. Its initial 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.

Since then, the Cali Baja Binational Mega-Region Initiative has been working on coalescing its organization by signing the Marketing “Rules of Engagement” Memorandum of Understanding in June 2011. This expanded partnership includes the Tijuana EDC, Economic Promotion Commission of Ensenada, Economic Promotion Commission of Tecate, and Industrial Development Commission of Mexicali. A Mega-Region marketing team also was organized and is working on several efforts including a commitment to participate in marketing and trade shows, and updating the Cali Baja Web site.
In addition, to further support these efforts, $48,000 from a group of binational stakeholders was used for the initial development of an asset map. This map is currently being developed to show data on four industry sectors considered strategic for the region’s future growth: clean tech, applied biotech, advanced manufacturing, and logistics. The aim is to include agribusiness in the near future. A presentation demonstrating the functions of this map will be provided during the meeting.

**Next Steps**

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

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

Key Staff Contact: Ron Saenz, (619) 699-1922, Ronald.Saenz@sandag.org
GOODS MOVEMENT BORDER CROSSING STUDY AND ANALYSIS

Introduction

SANDAG’s Economic Impacts of Border Wait Times at the San Diego-Baja California Border Region was recognized by the Imperial Valley Association of Governments (now the Imperial County Transportation Commission (ICTC)) and California Department of Transportation District 11 (Caltrans) as an instrumental planning tool that could be replicated for the Imperial Valley-Mexicali border region. In 2007, these two agencies commissioned a similar study to assess the economic impact of border wait times at the Calexico West, Calexico East, and Andrade Ports of Entry. A report was presented at SANDAG in 2008 regarding these results. Last year Caltrans and ICTC commissioned a study update along with additional modifications to this study, which was completed this fall. A presentation will provide an overview of the study and its key findings. The Executive Summary of the report is attached and the full report will be posted on the ICTC website (http://www.imperialctc.org/commission/).

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

Attachment: 1. Goods Movement Border Crossing Study and Analysis: Executive Summary

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

With today’s global economy and time-based competition, the role of freight transportation has become more critical than ever as the link between manufacturers, distributors, and consumers. Therefore, planning agencies across the Country are faced with the difficult task of planning, pro-actively, for adequate transportation infrastructure and freight facilities that enhance goods movement in their region. This is particularly challenging for border regions for which limited information on true origin-destination patterns and end-to-end travel times is available. In addition, such planning should not only seek to reduce current congestion delay, improve travel time reliability or safety, but also anticipate potential shifts of commodity flows and traffic across modes, routes, and ports of entry. Successful infrastructure planning, therefore, hinges on accurate and reliable multi-mode freight data, gathered and validated through consensus among various transportation and community organizations.

The primary purpose of this project was to gather and synthesize information on goods movement across the U.S.-Mexico border in Imperial County, in order to assist SCAG in its assessment of current infrastructure needs and in its general planning efforts. For that purpose, Origin – Destination (O/D) surveys and measurement of wait times at the border were collected in the two main Ports of Entry (POEs) of Imperial County: Calexico (downtown) and Calexico East.

The study found that maquiladora¹ activity, fostered by the benefits of Foreign Trade Zones (FTZs) and improved logistics, is a key driver for the regional economy. Similar findings are reported in other binational areas (e.g., San Diego – Tijuana, Laredo – Nuevo Laredo) and can be mainly attributed to the trade liberalization resulting from the North American Free Trade Agreement (NAFTA), which spurred the mobilization of investment and resources into the border region, creating clusters of industries favored by the trade agreement.

In particular, this ‘clustering’ behavior was observed among firms in the city of Mexicali. The study found that firms establish themselves in industrial parks, and that these locations are important generators of border-crossing tips, representing an important share of the origins and destinations of international trade flows.

The study validated the high degree of integration between the States of California and Baja California. Data on goods transported through Imperial County’s POEs shows that the main origin for northbound flows is the city of Mexicali, whereas the main destinations are located in the State of California (particularly, in the SCAG region). Similarly, southbound flows originate primarily in California (and specifically, in the SCAG area) and are bound almost entirely for the city of Mexicali.

Furthermore, the study was able to provide a high-level characterization of the supply chain in the region. One of the important findings is that the structure of supply chains is different for large, multinational firms and regional ones. Large firms seem to have an integrated supply chain that reaches across both sides of the border while regional firms usually contract local companies to transport their goods.

¹ ‘Maquiladora’ is the term used in Mexico for manufacturing operations commonly established in a free trade zone (FTZ).
Additionally, drayage was found to be an important element in the transportation of northbound goods across the border. As a natural consequence, warehouses were identified as key locations in the supply chain of goods.

More interestingly, though, is the fact that border-crossing procedures differ based on the type of transportation company used. In particular, shipping companies in the study area make limited use of trusted-traveler programs (such as FAST), while trucking companies use these programs consistently. One possible explanation for this observed behavior is the share of border-crossing time in the total travel time of goods. In general, shipping companies reported a larger portion of long-haul trips compared to truck companies, thus reducing the importance of border-crossing time relative to total travel time.

In order to provide a complete assessment of the current conditions on border-crossing infrastructure in the area, the study measured performance and reliability indicators for commercial and passenger vehicle traffic in the two main POEs in Imperial County. A variety of methods of data collection were used to measure border-crossing travel time – including license plate matching (both using hand-recorded and photographic time stamp methods), anonymous Bluetooth signal recording, and GPS data collection. Each of these methods has strengths and weaknesses based on their capacity to collect data, installation requirements, operating requirements (including manual labor), mobility, capacity to distinguish different types of traffic and overall accuracy. No single method provides the best solution to measuring border crossing times, and their utilization depends primarily on the characteristics of the individual project.

Using the data collected, performance statistics were defined as those related to the crossing conditions that would be faced by the average user of the POE, including average border-crossing time, standard deviation of crossing times as well as minimum and maximum crossing times. Reliability statistics, on the other hand, were defined to characterize the entire set of possibilities observed in the sample, including the border-crossing time for the 10th and 90th percentile of the sample as well as the median (50th percentile) crossing time.

Regarding commercial vehicles that use the Calexico East POE, northbound traffic was found to have better performance and reliability indicators when compared to southbound traffic. Table ES-1 presents the indicators used in this comparison.

**Table ES-1. Summary Statistics for Commercial Vehicles, by Trip Direction**

<table>
<thead>
<tr>
<th>Adjusted Statistic</th>
<th>Northbound</th>
<th>Southbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean</td>
<td>0:48</td>
<td>0:55</td>
</tr>
<tr>
<td>Standard deviation</td>
<td>0:35</td>
<td>0:52</td>
</tr>
<tr>
<td>Minimum</td>
<td>0:06</td>
<td>0:02</td>
</tr>
<tr>
<td>Maximum</td>
<td>3:24</td>
<td>4:34</td>
</tr>
<tr>
<td>10th percentile</td>
<td>0:16</td>
<td>0:11</td>
</tr>
<tr>
<td>90th percentile</td>
<td>1:35</td>
<td>2:10</td>
</tr>
<tr>
<td>50th percentile</td>
<td>0:39</td>
<td>0:36</td>
</tr>
</tbody>
</table>

This particular finding was surprising, since along the U.S.-Mexico border the norm is to find northbound crossing times that exceed those of southbound traffic. One possible explanation for this result is related to the administrative changes made in Mexican office of Aduanas (customs) during the course of the
study, where several inspectors and other staff members were replaced, including the POE administrator for Calexico East.

Based on the border-crossing indicators presented in this study, the Calexico East POE has little to no competitive advantage over other commercial POEs in the region. Although a proper comparison between average border-crossing times for trucks between different POEs was not possible, a side-to-side comparison of average border-crossing times with other POEs in the U.S.-Mexico border showed that Calexico East ranks, for the most part, in the middle of the cohort.

When comparing aggregate border-crossing times for passenger vehicles, neither POE has a clear advantage over the other. However, further disaggregation of the data showed that for those users of SENTRI in the region, the Calexico (downtown) POE represents a better option since it features lower average crossing times and better reliability metrics. Despite this, the difference in crossing times between the two POEs (in the order of 3-4 minutes) is very unlikely to create an important number of SENTRI drivers to “switch” to the better-performing POE. The performance and reliability measures for both POEs are reported in Table ES-2.

**Table ES-2. Adjusted Summary Statistics for Passenger Vehicles, by POE and Trip Direction**

<table>
<thead>
<tr>
<th>Adjusted Statistic</th>
<th>Calexico (downtown)</th>
<th>Calexico East</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Northbound</td>
<td>Southbound</td>
</tr>
<tr>
<td>Mean</td>
<td>0:33</td>
<td>0:02</td>
</tr>
<tr>
<td>Standard deviation</td>
<td>0:17</td>
<td>0:03</td>
</tr>
<tr>
<td>Minimum</td>
<td>0:00</td>
<td>0:01</td>
</tr>
<tr>
<td>Maximum</td>
<td>1:28</td>
<td>0:34</td>
</tr>
<tr>
<td>10th percentile</td>
<td>0:08</td>
<td>0:01</td>
</tr>
<tr>
<td>90th percentile</td>
<td>0:54</td>
<td>0:05</td>
</tr>
<tr>
<td>50th percentile</td>
<td>0:31</td>
<td>0:02</td>
</tr>
<tr>
<td>Sample size</td>
<td>2,134</td>
<td>818</td>
</tr>
</tbody>
</table>

Furthermore, the observed border-crossing times at Calexico (downtown) and Calexico East POEs for both commercial and passenger vehicles were used to estimate the economic implications of border delays. It was found that the observed border-crossing times cause significant revenue and output losses in the region, though the majority of the output lost is recorded in the Mexican side of the border due to a lack of diversification and a high degree of dependence from the Imperial Valley economy. However, the majority of the employment losses are felt on the U.S. side of the border, since the large number of person-trips originating in Mexico that are forgone due to delays translates into less spending by Mexican nationals in retail stores located in Imperial Valley. The aggregate economic impact of border delays is presented in Table ES-3.

**Table ES-3. Economic Impacts of Commercial and Passenger Vehicle Delays at Calexico (downtown) and Calexico East**

<table>
<thead>
<tr>
<th>Impact Metric</th>
<th>California</th>
<th>Imperial County</th>
<th>Mexico</th>
<th>Baja California</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Output Losses, $million</td>
<td>-$620</td>
<td>-$384</td>
<td>-$755</td>
<td>-$629</td>
</tr>
<tr>
<td>Total Employment Losses, jobs</td>
<td>-4,844</td>
<td>-4,479</td>
<td>-4,552</td>
<td>-3,880</td>
</tr>
<tr>
<td>Total Tax Revenue Losses, $million</td>
<td>-$88</td>
<td>-$66</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
</table>
Faced with delays at the border that affect economic activity in Imperial County, stated preference surveys were conducted to capture shipping companies and truck drivers’ willingness-to-pay from hypothetical reductions in border-crossing time and improved reliability at the border. Results of the surveys differ by interviewee type (shippers and truck drivers) and by direction of flows but in general show a higher disposition by POE users to pay a fee on northbound movement of goods compared to paying a fee on southbound flows. This finding is in line with other studies in the border region.

Finally, to minimize the negative economic effects of delays at the border, the study recommends a set of policy options on both sides of the border to reduce border-crossing times. The options were derived based on the specific characteristics of the Imperial Valley POEs. In most cases, the options require cooperation among Federal, state and local agencies to be successfully implemented. The options focus on freight traffic (i.e., trucks) and can be divided into three broad categories: (i) optimize use of existing capacity, (ii) improve throughput, and, (iii) expand capacity. Each option is described separately.
INTRODUCTION / PROJECT OBJECTIVES

- Support regional planning efforts
- Assess current infrastructure needs in the California-Baja California border region
- Assess the mobility of commerce at the California-Baja California border region
- Develop freight planning strategies to address long term trade and transportation infrastructure needs
OVERVIEW OF THE STUDY AREA

- Three Major Cities in Imperial County (El Centro, Calexico, and Brawley)
- Mexicali is the capital and second largest city in the State of Baja California
- Three Ports-of-Entry in Imperial County (Calexico West-Mexicali I, Calexico East-Mexicali II, and Andrade-Los Algodones)

PROJECT OVERVIEW

- Task 1 - Overview of International Trade in the Region
  - Targeted Interviews

- Task 2 - Cross-Border Origin and Destination Survey
  - Truck Intercept
  - Manufacturing Companies

- Task 3 - Collection of International Border Travel Time and Delay Data
  - Wait Time – Passenger and Commercial

- Task 4 – Data Analysis and Final Study Report
**Task 1 - Targeted Interviews Summary**

- **Logistics and Supply Chain**
  - Small degree of interaction between large companies and local firms

- **Private Sector Processes**
  - Drayage is a common component of border-crossing goods transportation

- **International Border-Crossing Travel Time**
  - Unpredictable

- **Transportation Procedures**
  - FAST / C-TPAT

**Task 2 - Origin and Destination Survey Summary**

- **Data from Manufacturing Companies, Custom Brokers and Truck Drivers**

- **Shipment Data O/D Summary**
  - 847 shipments
  - 79% Destined to a City in California
  - 35% Destined to Calexico and Los Angeles areas
  - 63% Originated in a City in California
  - 52% Originated in Calexico and Los Angeles areas
  - Significance of Industrial Parks in Mexicali

- **Northbound Shipments - 24% reported using FAST Program**
### Task 2 – Origin and Destination Survey Summary

- Truck Intercept Survey Summary
  - 430 Trucks Interviewed
  - About 200 Trucks With Loaded Cargo
  - 75% Origin/Destination in Calexico area
  - Significance of Industrial Parks in Mexicali

- Northbound Truckers – about 60% reported using FAST Program

- Willingness to Pay (Congestion Pricing)
  - Northbound - about 50% Companies and Truck Drivers
  - Southbound - about 33% Companies and Truck Drivers

- Willing to pay up to $10 for a 2-Hour Reduction – Northbound

### Task 3 – International Border Crossing Time Measurement Summary

- Data Collection at Calexico (Downtown) and Calexico East POEs

- Separation by Regular, SENTRI and FAST Lanes

- License Plate Survey Method using PDA – Passenger vehicles

- Photographic Time Stamp Method – Commercial vehicles

- About 5,000 sample observations of Passenger vehicles

- About 2,700 sample observations of Commercial vehicles
Task 3 – International Border Crossing

Time Measurement Summary

- **Passenger Vehicles:**
  - 40 minutes average wait time – General Lanes
  - Less than 5 minutes average wait time – SENTRI Lane
  - Southbound – less than 5 minutes
- **Commercial Vehicles Northbound:**
  - 50 minutes average wait time – FAST Lanes
  - 1 Hour average wait time – General Lanes
- **Commercial Vehicles Southbound:**
  - 40 minutes average wait time – Empties
  - 1 Hour 10 Minutes average wait time – Loaded Trucks

- Calexico East ranks fourth in border crossing times
- Otay Mesa, El Paso, Nogales, Hidalgo and Laredo – Southern borders with similar issues
Other Methods of Data Collection

Time Stamp Method

- **Strengths:**
  - High Accuracy
  - Large Sample Possible

- **Weaknesses:**
  - Weather
  - Bureaucracy
  - Labor Cost
  - Safety Concerns

Bluetooth Sensors

- **Strengths:**
  - Large Sample
  - Weather Not a Concern
  - Reduces Privacy Concerns
  - Low Labor Cost

- **Weaknesses:**
  - Less Accurate
  - Discerning Vehicle Types
  - Equipment Issues
  - Purchasing Cost & Software
Other Methods of Data Collection

GPS Data Loggers

- **Strengths:**
  - High Accuracy in Wait Times
  - Detailed Data Collection
  - Autonomous Data
  - Weather Not a Concern
  - Low Purchasing Cost

- **Weaknesses:**
  - Specialized Labor & Software
  - Data Transfer
  - Privacy
  - Security Concerns

Economic Impacts of Border Delays

- California Border Impact Model (CALBIM)
- Significant revenue and output losses in the region
- Majority is recorded in the Mexican side of the border due to high degree of dependence from Imperial Valley Economy
- Employment losses are felt on the U.S side of the border
- Losses due to commercial and passenger vehicle delays:
  - $620 Million to State of California
  - $384 Million to Imperial County
  - $755 Million to Mexico
  - $629 Million to Baja California
Policy Recommendations

- Optimize use of existing system and infrastructure
  - Initiate appointment system
  - Explore variable and value pricing
  - Implement “Windows” of Priority
- Improve throughput
  - Exclusive lanes for low risk agricultural products
  - Expand trusted traveler program
  - Explore streamlined processing centers
- Increase capacity
  - Explore expansion of physical infrastructure
  - Increase staffing and operation

Next Steps

- Develop an understanding of the drivers of cargo in the region by studying the region’s warehouses/distribution centers in detail for true origin and destination
- Study the macroeconomic implications in the region due to increased maquiladora activity and expansion of free-trade zones
- Support and promote ICTC’s request with General Services Administration and U. S. Customs and Border Protection to promote expansion of port-of-entry in Imperial County
- Study included initial discussion about the potential for variable pricing. It is recommended to study this in detail before any major policy recommendations are made
- Opportunity to coordinate and jointly work with SANDAG to address the border crossing challenges
Thank You

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