Members
Serge Dedina, Chair
Mayor, City of Imperial Beach
(Representing South County)

Paul McNamara
Mayor, City of Escondido
(Representing North County Inland)

Vivian Moreno
Councilmember, City of San Diego

Greg Cox
Supervisor, County of San Diego

Ronn Hall
Councilmember, City of Santee
(Representing East County)

Ellie Haviland
Mayor, City of Del Mar
(Representing North County Coastal)

Jesus Eduardo Escobar
(Representing Imperial County)

Alternates
Bill Sandke
Councilmember, City of Coronado
(Representing South County)

Olga Diaz
Councilmember, City of Escondido
(Representing North County Inland)

Mark Kersey
Councilmember, City of San Diego

Dianne Jacob
Chair, County of San Diego

Jerry Jones
Councilmember, City of Lemon Grove
(Representing East County)

Christopher Rodriguez
Councilmember, City of Oceanside
(Representing North County Coastal)

Luis Plancarte
Supervisor
(Representing Imperial County)

Advisory Members
Cory Binns / Ann Fox
Caltrans District 11

Marcela Celorio / Gaspar Orozco
Consulate General of Mexico

Jim Ferryman / Jim Dahl
(Representing Orange County)

Crystal Ruiz / Yxstian Gutierrez
(Rrepresenting Riverside County COGs)

Elsa Saxod / Gary Croucher
San Diego County Water Authority

Edwin “Thorpe” Romero / Cody Martinez
Southern California Tribal Chairmen’s Association

Naresh Amatya / David C. Salgado
Southern California Association of Governments

Hasan Ikhrata
Executive Director, SANDAG

Borders Committee Agenda
Friday, February 22, 2019
12:30 to 2:30 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

Agenda Highlights

• 2018 Commute Behavior Survey

• Update on Intraregional Tribal Transportation Strategy

• Imperial County Transportation Project Updates

Please silence all electronic devices during the meeting

You can listen to the Borders Committee meeting by visiting our website at sandag.org

Mission Statement
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transit; and provides information on a broad range of topics pertinent to the region’s quality of life.

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 · Fax (619) 699-1905 · sandag.org
Welcome to SANDAG. Members of the public may speak to the Borders Committee (Committee) on any item at the time the Committee is considering the item. Please complete a Request to Comment form located in the lobby. 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 Committee may take action on any item appearing on the agenda.

Both agenda and non-agenda comments should be sent to the Clerk of the Committee via clerk@sandag.org. Please include the meeting date, agenda item, your name, and your organization. Any comments, handouts, presentations, or other materials from the public intended for distribution at the meeting should be received by the Clerk no later than 5 p.m. two working days prior to the meeting. All public comments and materials received by the deadline become part of the official public record and will be provided to the members for their review at the meeting.

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Borders Committee  
Friday, February 22, 2019

Item No. | Recommendation
--- | ---
+1. Approval of Meeting Minutes | Approve
The Borders Committee is asked to review and approve the minutes from its January 25, 2019, meeting.

2. Public Comments/Communications/Member Comments
Members of the public shall have the opportunity to address the Borders Committee on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a Request to Comment form and giving it to the Clerk prior to speaking. Public speakers should notify the Clerk 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.

Chair’s Report

3. San Diego Forward: The 2019–2050 Regional Plan
Staff will present an update on San Diego Forward: The 2019–2050 Regional Plan.

Reports

+4. 2018 Commute Behavior Survey (Krystal Ayala) | Information
Staff will present results from the 2018 Commute Behavior Survey, which surveyed more than 4,000 commuters in San Diego and Western Riverside counties to better understand commute choices and level of interest in different modes of transportation.

+5. Update on Intraregional Tribal Transportation Strategy (Jane Clough; Chairman Edwin “Thorpe” Romero, Southern California Tribal Chairmen’s Association) | Information
Staff will present an update on implementation of the Intraregional Tribal Transportation Strategy.

+6. Imperial County Transportation Project Updates (Mark Baza, Imperial County Transportation Commission) | Information
Mark Baza, Imperial County Transportation Commission, will present an overview of various transportation projects underway in Imperial County.

+7. 14th Annual Delegation to Mexico City (Kenia Zamarripa, San Diego Regional Chamber of Commerce) | Information
Kenia Zamarripa, San Diego Regional Chamber of Commerce, will present details regarding the annual Binational Delegation to Mexico City, which is taking place from March 31, 2019, to April 3, 2019.
8. Continued Public Comments
If the five-speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

9. Upcoming Meetings Information
The next Borders Committee meeting is scheduled for Friday, March 22, 2019, at 12:30 p.m.

10. Adjournment

+ next to an item indicates an attachment
January 25, 2019, Borders Committee Meeting Minutes

Chair Serge Dedina (South County) called the meeting of the Borders Committee to order at 12:30 p.m.

1. Approval of Meeting Minutes (Approve)

Action: Upon a motion by Councilmember Ron Hall (East County) and a second by Supervisor Jesus Eduardo Escobar (Imperial County), the Borders Committee approved the minutes from its November 16, 2019, meeting. Yes: Chair Dedina, Councilmember Vivian Moreno (City of San Diego), Supervisor Greg Cox (County of San Diego), Supervisor Escobar, and Chairman Edwin “Thorpe” Romero (Southern California Tribal Chairmen’s Association). No: None. Abstain: None. Absent: North County Coastal and North County Inland.

2. Public Comments/Communications/Member Comments

Chair Dedina welcomed new Borders Committee members and guests to the meeting.

Reports

3. South Bay Rapid and the New Otay Mesa Transit Center (Information)

Jennifer Williamson, Senior Regional Planner, presented an overview of the new South Bay Rapid transit service and Otay Mesa Transit Center.

Action: This item was presented for information.

4. State Route 11/Otay Mesa East Port of Entry Update (Information)

Mario Orso, Caltrans District 11, presented an update on the State Route 11/Otay Mesa East Port of Entry project, including the status of the Presidential Permit.

Action: This item was presented for information.

5. Understanding the United States–Mexico–Canada Agreement (Information)

Kenia Zamarripa, San Diego Regional Chamber of Commerce, presented an overview of the United States–Mexico–Canada Agreement, next steps in the ratification process, and thoughts from private and public sector stakeholders about potential impacts to the binational region.

Action: This item was presented for information.

6. Overview of Economic Development in Tijuana (Information)

Adriana Eguiá, Vesta Industrial Real Estate Vice President and DEITAC Board Member, presented an overview of economic development in Tijuana, Mexico, including existing strategies, key agency and stakeholder involvement, and local perspectives on the process.

Action: This item was presented for information.

7. Continued Public Comments

No additional comments were made.
8. Upcoming Meetings (Information)

The next Borders Committee meeting is scheduled for Friday, February 22, 2019, at 12:30 p.m.

9. Adjournment

Chair Dedina adjourned the meeting at 2:05 p.m.
Confirmed Attendance at SANDAG Borders Committee Meeting

January 25, 2019

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Name</th>
<th>Member/Alternate</th>
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<tr>
<td>South County</td>
<td>Serge Dedina, Chair</td>
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<td>Bill Sandke</td>
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<td>North County Inland</td>
<td>Vacant</td>
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<td>Mark Kersey</td>
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<td>Greg Cox</td>
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<td>Dianne Jacob</td>
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<td>Steve Goble</td>
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<td><strong>Advisory Members</strong></td>
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<td>Riverside County</td>
<td>Crystal Ruiz</td>
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<td>Yxstian Gutierrez</td>
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<td>Marcela Celorio</td>
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<td>Southern California Tribal</td>
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<td>San Diego County Water Authority</td>
<td>Gary Croucher</td>
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<td>Southern California Association of Governments</td>
<td>Naresh Amatya</td>
<td>Member</td>
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<td>David C. Salgado</td>
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<td>Orange County</td>
<td>Jim Ferryman</td>
<td>Member</td>
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<td>Jim Dahl</td>
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2018 Commute Behavior Survey

Overview
The 2018 Commute Behavior Survey is a stated preference survey intended to better understand motivations for commute choices and interest in alternative modes of transportation among San Diego and Western Riverside commuters. In 2018, the survey was expanded to evaluate the impact of shared mobility services and technology on commute travel choices.

Key Considerations
The 2018 Commute Behavior Survey was conducted in spring 2018 in partnership with the Riverside County Transportation Commission. Responses from more than 4,000 employees were collected via telephone and online. Surveys were available in English and Spanish. Key findings include:

- The average commuter reported traveling about 20 miles to work one way. Those who live in Western Riverside County and commute southbound into San Diego County reported traveling 52 miles to work one way, almost triple the distance of the average commuter.

- More than eight out of ten commuters reported driving alone to work and indicated that their travel choice decision is based on two primary factors: convenience and travel time.

- Eight out of ten commuters who currently drive alone to work expressed interest in using transit or some form of ridesharing (e.g., vanpool, carpool, on-demand rideshare) instead of driving. Western Riverside County residents who commute into San Diego County for work indicated their best alternative option for alternative transportation was carpooling and vanpooling, whereas the best alternative option for commuters who travel to Orange, San Bernardino, and Los Angeles counties was a train.

- The most influential factors in choosing transit and rideshare are competitive travel times and monetary incentives for not driving to work, respectively.

- Ninety-seven percent of commuters own a smart phone and often use it for transportation, including for traffic, navigation, hailing a rideshare service, and checking transit service routes and schedules.

Next Steps
Data collected through this survey will be used to inform transportation planning and pilot projects, refine marketing and outreach efforts, and as input to regional transportation modeling tools.

Ray Traynor, Director of Operations
Key Staff Contact: Krystal Ayala, (619) 699-1998, krystal.ayala@sandag.org
Attachment: 1. 2018 Commute Behavior Survey

Fiscal Impact:
The 2018 Commute Behavior Survey cost $198,768.13 and was funded by California State DMV Vehicle Registration Fee funds and Caltrans planning grant funds in partnership with the San Diego and Western Riverside Interregional Park & Ride Strategy.

Schedule/Scope Impact:
The Commute Behavior Survey is conducted every four years and is used to inform Transportation Demand Management programming and transportation modeling efforts.
Agenda Item 4 — Attachment 1:

2018 Commute Behavior Survey

The full document in electronic format can be downloaded at sandag.org/2018CommuteSurvey.

A reference copy will be available at the meeting. For a printed copy, please contact the Public Information Office at (619) 699-1950 or pio@sandag.org.
**Update on Intraregional Tribal Transportation Strategy**

**Overview**

San Diego Forward: The 2015 Regional Plan focuses transportation investments in the most densely populated urbanized areas of the western third of the region, where the majority of the population lives and works. At the same time, the transportation system must support the needs of federally recognized tribal nations whose reservations are in the sparsely populated eastern rural areas of the region.

As an early action of the 2015 Regional Plan, SANDAG and the Southern California Tribal Chairmen’s Association (SCTCA) developed an Intraregional Tribal Transportation Strategy (ITTS) through a grant from Caltrans. Completed in January 2018, the ITTS identified key multimodal transportation projects and programs to improve tribal mobility while meeting regional, state, and federal goals. The ITTS serves as a guide for supporting tribal multimodal needs within the region and will inform the update of the 2015 Regional Plan (Attachment 1).

**Key Considerations**

The ITTS involved a collaborative effort between the SCTCA and SANDAG, with the Interagency Technical Working Group on Tribal Transportation Issues serving as the Project Advisory Group to analyze existing conditions in tribal corridors, identify projects/programs of tribal concern, establish criteria focused on tribal priorities, and develop planning-level cost estimates, potential partners, and funding opportunities.

The ITTS includes four key strategic actions (Attachment 2):

a) support partnerships/collaboration;

b) coordinate collaborative planning;

c) share data supporting tribal transportation; and

d) create opportunities to fund priority tribal transportation projects and programs.

Attachment 3 tracks the four main strategic actions and the detailed actions recommended.

**Funding Opportunities**

An interactive tool was developed to facilitate regional partnerships on projects for funding opportunities. The tool allows for easy sorting of the 126 projects identified as part of the ITTS Project Inventory so that a user can easily enter a query to find projects that may align with potential funding opportunities, partnerships, or cost goals.

The Working Group held a Corridor Workshop to identify potential projects in the ITTS Project Inventory in the Northern and Southern Tribal Corridors that the stakeholders mutually agreed could be pursued (Attachment 4). They will review these projects, update their status, and determine a few that can be pursued collaboratively.
Several funding opportunities were identified and pursued throughout the year. The Federal Lands Access Program wanted to identify tribal lands adjacent to federal lands in the region to include in their coordinated effort in California. The Highway Safety Improvement Program had a tribal set-aside for Cycle 9, and several tribes competed successfully for those funds, including Barona, San Pasqual, and Viejas (Attachment 5). Several tribes applied for Caltrans Planning Grants in the Sustainable Communities and Adaptation categories. Senate Bill 1 (Beall, 2017) funding presents opportunities to discuss further projects identified in the ITTS that could be eligible for funding through the State Highway Operation and Protection Program.

**Next Steps**

In addition, a process for updates to and sharing of the project inventory database will be developed. The ITTS will be included in the draft Regional Plan document as a technical appendix. SANDAG will continue to partner with the SCTCA to identify partnership opportunities for the funding and delivery of projects.

*Charles “Muggs” Stoll, Director of Land Use and Transportation Planning*

Key Staff Contact: Jane Clough, Ph.D., (619) 699-1909, jane.clough@sandag.org

Attachments:
1. Fact Sheet – Intraregional Tribal Transportation Strategy
2. ITTS Strategic Actions (excerpt)
3. ITTS Strategic Actions Tracking Matrix
4. Sublist of Projects from Northern/Southern Corridor
5. HSIP Cycle 9 – SD Tribal Results
INTRAREGIONAL TRIBAL TRANSPORTATION STRATEGY

FACT SHEET

TRIBAL NATIONS

The U.S. Constitution and treaties recognize Native American Tribes as separate and independent political communities within the territorial boundaries of the United States.

SANDAG

FEDERALLY-RECOGNIZED TRIBAL NATIONS IN SAN DIEGO

Barona Band of Mission Indians
Campo Band of Mission Indians
Ewiiaapaayp Band of Kumeyaay Indians
Iipay Nation of Santa Ysabel
Inaja-Cosmit Band of Mission Indians
Jamul Indian Village of California
La Jolla Band of Luiseño Indians
La Posta Band of the Kumeyaay Nation
Los Coyotes Band of Cahuilla/Cupeño Indians
Manzanita Band of the Kumeyaay Nation
Mesa Grande Band of Mission Indians
Pala Band of Mission Indians
Pauma Band of Luiseño Indians
Rincon Band of Luiseño Indians
San Pasqual Band of Diegueño Indians
Sycuan Band of the Kumeyaay Nation
Viejas Band of Kumeyaay Indians

Over the past ten years SANDAG and the Southern California Tribal Chairmen's Association (SCTCA) have developed a government-to-government framework to engage in planning dialogue and action at the regional level. The success of this model has demonstrated that, when working collaboratively, public agencies and tribal governments can create a mechanism for timely, meaningful, and effective involvement of tribal governments in the regional and transportation planning process.

San Diego Forward: The Regional Plan focuses transportation investments in the most urbanized areas, where there is existing and planned transportation infrastructure. At the same time, the transportation system must also support the needs of federally recognized tribal nations whose reservations are located in the sparsely populated eastern rural areas of the region. To most effectively identify and serve the transportation needs of the tribal communities, the 18 tribal nations* in the region have sought an opportunity to evaluate their mobility issues collectively in a regional context and determine collective priorities for further analysis. Using the SANDAG Borders framework, the objective of this project is to develop an Intraregional Tribal Transportation Strategy with the tribal nations and other agencies that influence tribal transportation in the region.

Funding

SANDAG, in partnership with the SCTCA, successfully competed for a Caltrans Strategic Partnership Planning grant to support this effort. The funding allows SANDAG and the SCTCA to work together to develop a strategy that identifies key multimodal projects that will improve tribal mobility while meeting regional, state, and federal goals. The strategy includes identifying: projects, criteria, cost estimates, potential partners, and funding opportunities.

(Continued on reverse)
The Interagency Technical Working Group on Tribal Transportation Issues discusses the next steps of the Tribal Transportation Strategy in a Spring 2016 meeting.

The interactive tool allows a user to generate a refined project list from the database based on Project Funding Sources, Project Objectives, and Project Overlap.

The results of the Intraregional Tribal Transportation Strategy Survey can now be easily mapped and clustered to help inform the strategy.

**Status**

The project was initiated in January 2016. The Interagency Technical Working Group on Tribal Transportation Issues serves as the Project Advisory Group. During the spring and summer of 2016, in-depth tribal transportation needs surveys were completed with 17 tribes through one-on-one interviews.

An interactive tool was developed to facilitate the clustering of projects with potential regional partners and funding opportunities. The tool allows for easy sorting of the 127 identified projects, each with approximately 45 data fields including cost estimates, potential funding sources, and project readiness. With the tool, a user can easily enter a query to find projects that may align with potential funding opportunities, partnerships, or cost goals. The ability to cluster and rapidly sort through projects will facilitate the organization of the Intraregional Tribal Transportation Strategy.

The Working Group developed a set of strategic actions to pursue the implementation of the identified projects. Completed in January of 2018, the Intraregional Tribal Transportation Strategy was approved by the SCTCA and the SANDAG Board of Directors for submittal to Caltrans. The document serves as a guide and resource to address tribal multimodal transportation needs in the region. The results will inform the Regional Plan.

The final document is available at [sandag.org/ITTS](http://sandag.org/ITTS).
**Strategy #1: Support partnerships/collaboration**

Align and coordinate efforts of tribes, federal agencies, the state, SANDAG, County of San Diego, and others to implement priority tribal issues/projects through the Working Group.

Focuses:

1. Serve as an interagency forum for collaboration on tribal transportation issues
2. Facilitate dialogue with agencies external to the region to ensure that tribal transportation issues are considered in a timely/meaningful manner
3. Collaborate with jurisdictional decision-makers to evaluate project opportunities and priorities
4. Pursue and monitor legislation that supports tribal transportation in the region
5. Annually review the Working Group’s charter and update as needed to facilitate implementation of the Strategy
6. Periodically review progress made toward implementation of the strategies and actions

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<thead>
<tr>
<th>Short-term and ongoing actions</th>
<th>Lead agency</th>
<th>Responsible party</th>
<th>Other agencies</th>
<th>Action timeline</th>
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<tr>
<td>Maintain regular meetings of the Working Group – Regular meetings will help the spread of actionable information to tribal leaders, such as funding opportunities and lessons learned from the project delivery process, and allow for coordination of partnering efforts.</td>
<td>SANDAG, individual tribal governments</td>
<td>Individual tribal governments</td>
<td>Caltrans, BIA, County, MTS, NCTD</td>
<td>Quarterly</td>
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<tr>
<td>Pursue periodic meetings with jurisdictional decision-makers – The Working Group should request periodic meetings with decision-makers of potential jurisdictional partners. These meetings would allow the tribes to communicate tribal priorities, identify overlapping regional goals, and build trust and understanding with decision-makers.</td>
<td>Working Group</td>
<td>Working Group</td>
<td>SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA</td>
<td>Varies</td>
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<tr>
<td>Highlight information in the Biannual Monitoring Report – Successes, priorities, action items, and discussion of projects that are of importance to the tribes can be highlighted in the Biannual Monitoring Report.</td>
<td>SANDAG</td>
<td>Working Group, corridor task forces, SCTCA</td>
<td>Caltrans, County of San Diego, BIA, FHWA</td>
<td>Every two years</td>
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</tbody>
</table>
Strategy #2: Coordinate collaborative planning

Coordinate information on transportation plans/programs that affect tribal nations to ensure compatibility and identify synergies.

Focuses:

1. Annually review federal, state, regional, and county plans to ensure consideration of tribal concerns
2. Liaison with other agencies to identify collaborative opportunities
3. Share/coordinate information on transportation projects in the project screening tool with other agencies
4. Form corridor coalitions to prioritize projects and programs for implementation
5. Cooperatively identify tribal transportation projects with best opportunities for funding from the unconstrained list of projects in the Tribal Mobility Needs Assessment Survey

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<th>Short-term and ongoing actions</th>
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<th>Action timeline</th>
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<td><strong>Develop corridor task forces of the Working Group</strong> – Many of the tribes and tribal transportation needs are concentrated around specific regional arterials throughout the county. Because these arterials represent the cornerstones of the local transportation networks, it is recommended that task forces specific to each corridor are created to focus planning efforts on the unique needs of each corridor. As new funding and partnership opportunities arise, the task forces should use the project screening tool to identify projects that could be worth advancing. The corridor task forces can cooperatively annually review federal, state, regional, and county plans.</td>
<td>Volunteers from the Working Group</td>
<td>Working Group</td>
<td>Caltrans, County of San Diego, BIA, FHWA</td>
<td>Report out quarterly to the Tribal TWG</td>
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<td><strong>Develop near-term actions</strong> – The corridor task forces should discuss and identify projects that have a higher likelihood of finding funding and jurisdictional partners to focus on as “near-term action” projects. Longer-term priorities also should be identified and considered for “early action” status as funding and partnership opportunities change.</td>
<td>Volunteers from the Working Group</td>
<td>Working Group, corridor task forces</td>
<td>SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA</td>
<td>Annually</td>
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Strategy #3: Share data supporting tribal transportation (data = dollars)

Collect and disseminate data to support priority issues and implement projects.

Focuses:

1. Identify transportation-related data pertinent to implementation tribal transportation projects and programs
2. Share data with other agencies to determine areas of mutual benefit
3. Modify the SANDAG tribal webpage to facilitate use of the project screening tool and links to relevant transportation data sources
4. Update the Tribal Mobility Needs Inventory and relevant data sources as transportation needs change over time

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<th>Other agencies</th>
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<tr>
<td>Maintain the project screening tool – As Long-Range Transportation Plans (LRTPs) are updated and other transportation needs identified, the project screening tool should be updated to facilitate continual effectiveness and ensure the existence of a clearinghouse of tribal transportation need information.</td>
<td>SANDAG Working Group</td>
<td>Caltrans, County of San Diego</td>
<td>Every two years</td>
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<td>Make strategy updates – Periodic updates of the Strategy will keep it current and effective.</td>
<td>SANDAG SANDAG/SCTCA Working Group</td>
<td></td>
<td>Coincide with the update of the RTP</td>
<td></td>
</tr>
<tr>
<td>Incorporate completed Tribal LRTPs into the project screening tool – Each tribe should complete a current LRTP to formally document the needs of their communities. This is a requirement of the BIA to obtain federal funds and provides a starting point for future planning efforts.</td>
<td>SANDAG Individual tribal governments will update LRTPs</td>
<td>BIA, FHWA</td>
<td>Incorporate LRTP into the screening tool every two years (note: LRTPs typically are updated every five years)</td>
<td></td>
</tr>
</tbody>
</table>
Strategy # 4: Create opportunities to fund priority tribal transportation projects and programs

Create opportunities for pooling/leveraging transportation funding for mutually beneficial projects.

Focuses:

1. Pool resources to expand funding opportunities available to the San Diego region for tribal transportation projects and programs
2. Maintain and update funding opportunities on the SANDAG tribal webpage
3. Seek funding to provide technical assistance to tribes in order to support the development of tribal transportation plans and projects
4. Modify the SANDAG tribal webpage, sandag.org/index.asp?subclassid=105&fuseaction=home.subclasshome, to include links to relevant funding sources

<table>
<thead>
<tr>
<th>Short-term and ongoing actions</th>
<th>Lead agency</th>
<th>Responsible party</th>
<th>Other agencies</th>
<th>Action timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement partnership strategies – Once an early action project aligns with a funding and/or partnership opportunity, the agency processes in Section 2.4 should be followed.</td>
<td>Working Group corridor task forces</td>
<td>Working Group corridor task forces</td>
<td>Caltrans, County of San Diego, BIA, FHWA</td>
<td>Annually</td>
</tr>
<tr>
<td>Regularly attend SANDAG Policy Advisory Committees – The tribes should have regular attendance at SANDAG Policy Advisory Committees to advocate for issues that are meaningful to their communities and learn about efforts across the region.</td>
<td>Tribal representatives</td>
<td>Tribal representatives</td>
<td>SANDAG</td>
<td>Monthly</td>
</tr>
<tr>
<td>Update SANDAG web page to provide information on funding opportunities – Maintain and update funding opportunities on the SANDAG tribal web page.</td>
<td>SANDAG</td>
<td>SANDAG</td>
<td>Caltrans, BIA, FHWA</td>
<td>Quarterly</td>
</tr>
</tbody>
</table>
## Strategic Action #1: Support Partnerships and Collaboration

*Align and coordinate efforts of tribes, federal agencies, the state, SANDAG, County of San Diego, and others to implement priority tribal issues/projects through the Working Group.*

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead</th>
<th>Update/Comment/Accomplishment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Serve as an interagency forum for collaboration on tribal transportation issues</td>
<td>SANDAG/host tribe</td>
<td>2018 Working Group meetings held:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• January – Barona</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• March – Jamul</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• April – Pala (Tribal Summit)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• June – Viejas</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• October – Rincon</td>
</tr>
<tr>
<td>2. Facilitate dialogue with agencies external to the region to ensure that tribal transportation issues are considered in a timely/meaningful manner</td>
<td>Working Group</td>
<td>• FHWA – Federal lands met with Working Group</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Held joint meeting with Caltrans HQ – Planning leads for CTP 2040</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Tribal Co-Chair is now on the Caltrans Native America Advisory Committee</td>
</tr>
<tr>
<td>3. Collaborate with jurisdictional decision-makers to evaluate project opportunities and priorities</td>
<td>April – Tribal Summit</td>
<td>State legislators asked for a short list of feasible projects</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Pursue and monitor legislation that supports tribal transportation in the region</td>
<td>SCTCA/SANDAG/Working Group</td>
<td>SB 1 funding</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HSIP Cycle 9 – tribal set aside</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Barona, San Pasqual, and Viejas received funding</td>
</tr>
<tr>
<td>5. Annually review the Working Group’s charter and update as needed to facilitate implementation of the Strategy</td>
<td>Working Group</td>
<td></td>
</tr>
<tr>
<td>6. Periodically review progress made toward implementation of the strategies and actions</td>
<td>Working Group</td>
<td></td>
</tr>
</tbody>
</table>
**Strategic Action #2: Coordinate Collaboration Planning**

*Coordinate information on transportation plans/programs that affect tribal nations to ensure compatibility and identify synergies.*

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead</th>
<th>Update/Comment/Accomplishment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Annually review federal, state, regional, and county plans to ensure consideration of tribal concerns</td>
<td>Working Group</td>
<td></td>
</tr>
<tr>
<td>2. Liaison with other agencies to identify collaborative opportunities</td>
<td>Working Group</td>
<td>Pending meeting between SANDAG, County, and Caltrans staff to discuss priority projects and possible funding options</td>
</tr>
<tr>
<td>3. Share/coordinate information on transportation projects in the project screening tool with other agencies</td>
<td></td>
<td>Shared list of projects that are adjacent to federal lands with FHWA-federal lands staff</td>
</tr>
<tr>
<td>4. Form corridor coalitions to prioritize projects and programs for implementation</td>
<td>Working Group</td>
<td>1/31/18 – Held corridor workshop and identified projects in Northern/Southern corridors (table attached)</td>
</tr>
<tr>
<td>5. Cooperatively identify tribal transportation projects with best opportunities for funding from the unconstrained list of projects in the Tribal Mobility Needs Assessment Survey</td>
<td></td>
<td>Identified in Corridor Workshop</td>
</tr>
</tbody>
</table>

*Intraregional Tribal Transportation Strategy Tracker*
### Strategic Action #3: Share data supporting tribal transportation (data = dollars)
*Collect and disseminate data to support priority issues and implement projects.*

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead</th>
<th>Update/Comment/Accomplishment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Identify transportation-related data pertinent to implementation tribal transportation projects and programs</td>
<td></td>
<td>Apr – SWTR database now has a tribal overlay</td>
</tr>
<tr>
<td>2. Share data with other agencies to determine areas of mutual benefit</td>
<td></td>
<td>Subset of ITTS Project Inventory shared with Federal Lands FHWA for inclusion in California Collaborative Transportation Plan</td>
</tr>
<tr>
<td>3. Modify the SANDAG tribal webpage to facilitate use of the project screening tool and links to relevant transportation data sources</td>
<td>SANDAG</td>
<td>Working Group to determine what information is relevant and how they would like displayed.</td>
</tr>
<tr>
<td>4. Update the Tribal Mobility Needs Inventory and relevant data sources as transportation needs change over time</td>
<td>Tribal Governments</td>
<td>Incorporate LRTP into the screening tool every two years (note: LRTPs typically are updated every five years)</td>
</tr>
</tbody>
</table>
### Strategic Action #4: Create opportunities to fund priority tribal transportation projects and programs

Create opportunities for pooling/leveraging transportation funding for mutually beneficial projects.

<table>
<thead>
<tr>
<th>Action</th>
<th>Lead</th>
<th>Update/Comment/Accomplishment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Pool resources to expand funding opportunities available to the San Diego region for tribal transportation projects and programs</td>
<td>Working Group</td>
<td>June – HSIP Program Mgr – CT – shared with Working Group specifics on HSIP and tribal set aside. Barona, Viejas, and San Pasqual all applied and received funding Cycle 9</td>
</tr>
<tr>
<td>2. Maintain and update funding opportunities on the SANDAG tribal webpage</td>
<td></td>
<td>Pending direction from Working Group</td>
</tr>
<tr>
<td>3. Seek funding to provide technical assistance to tribes in order to support the development of tribal transportation plans and projects</td>
<td></td>
<td>Caltrans Planning Grants presented to Working Group; strategized possible eligible projects</td>
</tr>
<tr>
<td>4. Modify the SANDAG tribal webpage to include links to relevant funding sources</td>
<td>SANDAG</td>
<td>Pending direction from Working Group</td>
</tr>
</tbody>
</table>
TRIBAL TRANSPORTATION WORKING GROUP  
Corridor Discussions on ITTS Project List  
January 31, 2018

Northern Tribes

<table>
<thead>
<tr>
<th>ID</th>
<th>Tribe</th>
<th>Mode</th>
<th>Project Description</th>
<th>Miles</th>
<th>Total Cost</th>
<th>Plan?</th>
<th>Status/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>71</td>
<td>La Jolla</td>
<td>Roadway</td>
<td>Widen shoulders at Valley Center Road to Lake Wohlford to State Route 76 (SR 76)</td>
<td>5</td>
<td>$17.5 million</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>34a</td>
<td>Pala</td>
<td>Active</td>
<td>Add bike lane at Pala Mission Road/Temecula Road from Arouba to SR 76</td>
<td>3</td>
<td>$30 million</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>Pala</td>
<td>Roadway</td>
<td>Add turn lanes at SR 76/Magee Road/Pala Raceway</td>
<td></td>
<td>$1.5 million</td>
<td>County CIP</td>
<td>Mitigation project Pala w/Caltrans</td>
</tr>
</tbody>
</table>
| 108 | Pala    | Roadway | Straighten curves on SR 76 from Rice Canyon to Pala Reservation                     | 4     | $45 million      | No    | Adjust curve on the end  
|      |         |        | Do part of it Gregor Canyon probably but revisit?                                   |       |                  |       |                                                          |
| 109 | Pala    | Roadway | Intersection improvements at SR 76/Pala Mission Road                                 |       | $400k            | Regional Plan | Operational Improvement?                                |
| 38  | Pala    | Roadway | Paving a Lilac Road/Lilac Road extension from SR 76 to reservation boundary         | 2     | $8.5 million     | County GP | Safety  
|      |         |        | Potential SB 1 funding?  
|      |         |        | Emergency Access                                                                  |       |                  |       |                                                          |
| 60  | San Pasqual | Roadway | Turn lanes at Lake Wohlford Road from Valley Center Road to Valley Center Road/S-6 | 8     | $150 million     | County GP | Part of Network  
<p>|      |         |        | Potential for collaboration Potential AT grant                                     |       |                  |       |                                                          |
| 62b | San Pasqual | Roadway | Shoulder widening at Valley Center from Cole Grade Road to Lake Wohlford Road      | 2     | $15.3 million    | No    |                                                          |</p>
<table>
<thead>
<tr>
<th>ID</th>
<th>Tribe</th>
<th>Mode</th>
<th>Project Description</th>
<th>Miles</th>
<th>Total Cost</th>
<th>Plan?</th>
<th>Status/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>90</td>
<td>Jamul</td>
<td>Active</td>
<td>Add bike lane and sidewalks at Steele Canyon Road from SR 94 to Willow Glen Drive</td>
<td>1</td>
<td>$10 million</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>105</td>
<td>Jamul</td>
<td>Transit</td>
<td>New bus stop; service to gaming facility; express downtown</td>
<td></td>
<td>$150k</td>
<td>No</td>
<td>Complete/except for service</td>
</tr>
<tr>
<td>2a</td>
<td>Campo</td>
<td>Roadway</td>
<td>Improve drainage at Interstate 8 (I-8) along reservation boundary</td>
<td>3</td>
<td>$3 million</td>
<td>SHOPP</td>
<td>Under design</td>
</tr>
<tr>
<td>13</td>
<td>Barona</td>
<td>Roadway</td>
<td>Shoulder widening; repairs at Wildcat Canyon Road from Willow Road to San Vicente Road</td>
<td>12</td>
<td>$18 million</td>
<td>No?</td>
<td>Under design/pre-construction</td>
</tr>
<tr>
<td>15</td>
<td>Barona</td>
<td>Roadway</td>
<td>Signal at Willow Road and Ashwood Road</td>
<td></td>
<td>$770k</td>
<td>County CIP</td>
<td>Under design/pre-construction</td>
</tr>
<tr>
<td>5</td>
<td>Campo</td>
<td>Roadway</td>
<td>Signage and lighting at Church Road and State Route 80</td>
<td></td>
<td>$75k</td>
<td>No</td>
<td>Priority for tribe/safety issue</td>
</tr>
<tr>
<td>28</td>
<td>Viejas</td>
<td>Roadway</td>
<td>Reconstruction at Viejas Grande from Willows Road to Conejos Valley Road</td>
<td>3</td>
<td>$92 million</td>
<td>No</td>
<td>Need to elevate discussion with County for right of way-Viejas Re-evaluate cost estimate</td>
</tr>
<tr>
<td>25</td>
<td>Viejas</td>
<td>Roadway</td>
<td>Interchange Improvements at I-8/West Willows Road</td>
<td></td>
<td>$8.5 million</td>
<td>CDMS</td>
<td>Public discussion started</td>
</tr>
<tr>
<td>26</td>
<td>Viejas</td>
<td>Roadway</td>
<td>Interchange improvements at I-8/East Willows Road</td>
<td></td>
<td>$8.5 million</td>
<td>CDMS</td>
<td>Public discussion started</td>
</tr>
</tbody>
</table>
### Approved Project List for Highway Safety Improvement Program (HSIP) Cycle 9

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Location of Work</th>
<th>Description of Work</th>
<th>Project Cost</th>
<th>Federal Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barona Band of Mission Indians</td>
<td>The intersection of Ashwood Street/ Wildcat Canyon Road and Willow Road.</td>
<td>Install high visibility pedestrian crossings and advanced stop bars; install bike lane striping, edge-lines and centerlines; construct sidewalk and curb ramps; install pedestrian signal heads and safety lighting system.</td>
<td>$348,300</td>
<td>$248,706</td>
</tr>
<tr>
<td>San Pasqual Band of Mission Indians</td>
<td>Various locations throughout the San Pasqual Band of Mission Indians Reservation, within the County of San Diego.</td>
<td>Upgrade existing guardrail from wood posts to steel posts.</td>
<td>$351,200</td>
<td>$351,200</td>
</tr>
<tr>
<td>Viejas Band of Kumeyaay Indians</td>
<td>Entire length of Browns Road, Viejas Indian Reservation, San Diego County.</td>
<td>Install new signs, new dynamic/variable speed warning sign, new edge-lines, new centerlines and centerline and departure line rumble strips.</td>
<td>$73,900</td>
<td>$73,900</td>
</tr>
</tbody>
</table>

December 2018
Imperial County Transportation Project Updates

Overview
Together, San Diego County and Imperial County make up the U.S. component of what is referred to as the Cali Baja Megaregion, which continues to be a major hub for economic activity with regional, national, and international importance. Commercial ports of entry in the region processed a combined total of more than $59 billion in bilateral trade in 2017. Ongoing transportation projects occurring in Imperial County, especially those at existing Ports of Entry, are crucial for the binational economy and overall quality of life in the border region.

Key Considerations
Imperial County maintains a seat as an advisory member of the Board of Directors and a voting member of the Borders Committee. SANDAG leverages key interregional partnerships with agencies and stakeholders that represent neighboring counties and sovereign tribal nations and with counterpart agencies in Mexico. Ongoing partnerships with agencies in Imperial County, including Caltrans District 11, have been critical for ensuring that transportation-related improvements are primed for inclusion in grant funding applications that emphasize the collaborative nature of transportation project implementation. These types of joint efforts benefit the border community and help improve the experience for both personal and commercial border crossings through the region.

Attachment 1 includes brief descriptions and status updates for several key projects in Imperial County and Attachment 2 includes project maps for these and other projects currently underway throughout Imperial County.

Next Steps
The Borders Committee and stakeholders will be kept informed on progress, emerging challenges, and opportunities as part of these ongoing efforts.

Charles “Mugs” Stoll, Director of Land Use and Transportation Planning
Key Staff Contact: Zach Hernandez, (619) 699-6912, zachary.hernandez@sandag.org
Attachments: 1. Imperial County: Key Transportation Projects 2. Imperial County Project Maps
Imperial County: Key Transportation Projects

Below are brief descriptions and status updates for several key projects currently underway in Imperial County which will improve the experience for both personal and commercial border crossings.

Calexico Intermodal Transportation Center (ITC)

Description: A new Intermodal Transportation Center in the City of Calexico will serve as a regional mobility hub that will accommodate bus bays for Imperial Valley Transit in addition to the City of Calexico’s private transit operators, taxis and farm labor buses. ICTC received $494,000 in federal Congestion Mitigation and Air Quality Improvement funds to complete the environmental and design plans of the facility.

Status: Agency partners on the project (City of Calexico, Caltrans, and ICTC) are currently working on the environmental phase. Upcoming conceptual engineering work will define a preferred site location.

Calexico West Port of Entry Expansion

Description: Led by the U.S. General Services Administration (GSA), the project involves construction of new pedestrian and passenger vehicle inspection facilities, expanding the POE onto the site of the former commercial inspection facility to the west, whose operations moved to Calexico East in 1996. The project is being completed in two phases in order for the POE to remain open during construction. Phase I, which is now complete, introduced five southbound passenger vehicle lanes and a southbound bridge over the New River, ten northbound passenger vehicle inspection lanes with primary and secondary inspection canopies, booths and inspection equipment and a new headhouse. Phase II will include additional sitework, demolition of the existing port building, a new pedestrian processing facility, administrative offices, five southbound passenger vehicle inspection lanes with canopies and booths, and six additional northbound passenger vehicle inspection lanes.

Status: Phase I was completed and opened for service in 2018. Funding for Phase II of the project is currently being sought and is estimated at $275 million.

State Route 98 and Cesar Chavez Boulevard Widening

Description: As part of the Calexico West POE Expansion project, SR 98 and Cesar Chavez Blvd. are being widened and improved to better accommodate traffic flows within the City of Calexico as well as access to the POE. Once this roadway is widened to five lanes, all border related traffic will use SR 111, SR 98 and Cesar Chavez Blvd to access the expanded Calexico West POE.

Status: ICTC and Caltrans submitted a grant application for funding through Senate Bill (SB) 1 (Beall, 2017) and were awarded $671,000 to complement existing local and federal funds to complete the project. The total project cost is estimated at $7.5 million. The City of Calexico, which is leading the construction effort for the Cesar Chavez Blvd portion, began construction in August 2018 and is expected complete the project by June 2019. Caltrans has completed one of two segments of the SR 98 improvements with the second currently undergoing design and right-of-way acquisition.

Calexico West Port of Entry Traffic Circulation Plan

Description: Also, in relation to the Calexico West POE Expansion project, Caltrans was awarded a grant from the Federal Highway Administration’s State Planning & Research program to assist the City of Calexico and transportation stakeholders in developing traffic management strategies and alternatives to serve expected changes in traffic flow due to the opening of new facilities. SCAG, Caltrans and ICTC staff are working together on the Traffic Circulation Plan in partnership with the City of Calexico, U.S. Customs and Border Protection and GSA.

Status: Public outreach events were held concurrently with the opening of Phase I improvements to collect input. In November 2018, the consultant team conducted traffic counts and field observations to analyze the traffic after the opening of Phase I facilities. A draft Traffic Circulation Plan is under review by the project stakeholder group.
Calexico East Port of Entry Bridge Expansion

Description: The project will widen the existing bridge that spans over the All-American Canal at the Calexico East POE to accommodate additional northbound commercial truck lanes and northbound passenger vehicle lanes. The additional lanes will improve the flow of traffic and goods crossing the border and reduce wait times and congestion on the bridge. The project also includes improvements to the bicycle and pedestrian facilities at the border crossing.

Status: In December 2018, ICTC was awarded a $20 million discretionary grant under U.S. Department of Transportation’s Better Utilizing Investments to Leverage Development (BUILD) program to complete design and construction costs of the bridge widening. Caltrans currently is carrying out the environmental and design work in partnership with ICTC.

SB 1 Trade Corridor Enhancement Program (TCEP) – Advanced Technology Corridors

Description: The TCEP program, created by SB 1, provides funds for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along other corridors that have a high volume of freight movement. ICTC, in partnership with Caltrans and SANDAG, was awarded TCEP funds for Advanced Technology Corridors at the California-Mexico Ports of Entry. The project goal is to implement Intelligent Transportation System (ITS) strategies that will reduce border travel delays. Some of the ITS strategies will include Bluetooth and Wi-Fi readers to help monitor vehicle delays, as well as implement changeable message signs to inform border travelers of POE delays.

Status: Caltrans estimates completion of this project in early 2020. Implementation of Wi-Fi readers for Imperial County POEs is currently in the early planning and design stages.
IMPERIAL COUNTY
STATUS OF TRANSPORTATION PROJECTS

ENVIRONMENTAL
1. SR-186/I-8 Interchange Improvements
2. SR-7 All American Canal Bridge Widening

DESIGN
3. SR-McClelland Rd Intersection Improvements*
   Design Complete Fall 2019
4. SR-86/SR-111 Intersection Improvements*
   Design Complete Fall 2019
5. I-8/Impala Ave Intersection Improvements
   Design Complete Summer 2019
6. SR-96 Widening Phase 1C
   OsA Ave to Rockwood Ave
   Design Complete Summer 2019
7. SR-96 Pavement Rehabilitation
   Design Complete Spring 2020

CONSTRUCTION
8. SR-96 Pavement Rehabilitation
   Construction Complete Spring 2019
9. SR-96 Pavement Rehabilitation
   Construction Start Spring 2019
10. SR-111/SR-86 Pavement Rehabilitation
    Construction Start Spring 2019
11. Routes 8, 96, 98, 111, and 186 Bridges
    Construction Complete Spring 2019
12. I-8 Pavement Rehabilitation at Various Locations
    Construction Complete Fall 2019
13. I-8 Pavement Rehabilitation at Ogilby Rd to SR-186
    Construction Complete Spring 2019
14. SR-111 Calexico West - GSA POE Reconfiguration*
    Construction Complete Spring 2019

RELINQUISHMENT
15. SR-86 Relinquishment From SR-78 to SR-111
    San Mate Bill 788 Approved Fall 2013
16. SR-156 Relinquishment 500 Feet
    from Border to GSA*
    Complete Spring 2019

Project funded by Senate Bill 11

Abbreviations:
GSA: General Services Administration
POE: Port of Entry

* The California Department of Transportation (Caltrans) is a
partner in the study/projects, although not the lead agency.
PLANNING

A. Forrester Road Project Study Report
   PSR Beginning Fall 2017 (K Phase)

B. Imperial County Active Transportation Plan
   Fall 2017 - Spring 2019

C. Calexico Traffic Management Plan
   Spring 2018 - Spring 2019

D. Fresh Look at Border Delays at Ports of Entry
   2016 - 2019

E. Proposed Railroad Corridor
   Multi-Use Bikeway Plan

F. City of El Centro Land Use, Mobility
   and Environmental Justice Elements
Over the past year, issues surrounding trade, border security, the environment, and infrastructure improvements have put a spotlight on our border region. Now, with a new Presidential administration in Mexico, it is important that we share our region’s story of successful collaboration and reaffirm our commitment to the U.S.-Mexico relationship. We can’t do it alone. We need all the voices that make up our diverse and dynamic cross-border business community to make a strong, lasting impact. That message is most effective when we have a large, diverse representation of business and community leaders joining with us.

Be part of that effort and lend your voice during the 2019 Binational Delegation to Mexico City. As a delegate, you will have the opportunity to meet with key federal officials and organizations to discuss trade and investment opportunities while helping us cultivate political and business relationships.

Chamber Member Participation
$1,700 per person (until February 15)
$2,300 per person (February 16 - March 22)
$1,300 for spouse/guest from the same company

Non-Member Participation
$2,800 per person (until March 22)

Become a member and save $1,100 on your participation fee. Contact Membership for details: 619-544-1537, or BecomeAMember@sdchamber.org.

All Late Applications
$3,300 per person (March 23 - 27)

Registration includes all meals, meetings, and receptions.

Get full details and apply online at SDChamber.org/MX2019