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San Diego

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Caltrans

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Executive Director, SANDAG



BORDERS COMMITTEE BORDER TOUR

Monday, October 28, 2002

8 a.m. to 3:00 p.m.

SANDAG (a bus will be waiting)

401 B Street, Suite 800

San Diego, CA 92101-4231

TOUR HIGHLIGHTS

- **INTERNATIONAL BOUNDARY WATER COMMISSION PRESENTATION**
- **SAN YSIDRO PORT OF ENTRY**
- **MTDB MULTIMODAL TRANSIT CENTER**

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SPACE IS LIMITED

PLEASE CONFIRM BY OCTOBER 25, 2002

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). The preparation and implementation of SANDAG's Binational Planning and Interregional Planning Programs are included under its purview. It advises the SANDAG Board of Directors on major interregional planning policy-level matters. Recommendations of the Committee are forwarded to the Board of Directors for action.

San Diego Association of Governments
BORDERS COMMITTEE
BINATIONAL BORDER TOUR
Monday, October 28, 2002

Introduction

On Friday, September 20th the Borders Committee approved a motion to tour the San Diego border region on Monday, October 28th. The following stops and issues were suggested to be considered for the tour:

- US Border Patrol proposed triple fence
- The San Ysidro port of entry
- Otay Mesa commercial facility
- The Tijuana River Valley
- Southbound truck route
- SR-905 expansion
- International Railway
- San Ysidro Intermodal center
- Borderfield State Park
- Cross-border traffic

The Committee also suggested scheduling a one day tour of the Mexican side of the border, tentatively in December.

San Diego-Baja California Border Overview

The San Diego-Tijuana region is the largest metropolitan region along the U.S.-Mexico border, accounting for 34% of the entire border population. San Diego has the largest population along the U.S.- Mexican border, representing 44% of the total US border population, while Tijuana is home to 22% of the total Mexican border population.¹

These communities are connected by three land ports of entry at San Ysidro-Puerta Mexico, Otay Mesa-Mesa de Otay, and Tecate-Tecate. Of these, the San Ysidro-Puerta Mexico is the busiest port of entry in the western hemisphere, inspecting an average of 53,327 vehicles and pedestrians daily². The Otay Mesa-Mesa de Otay port of entry is the region's commercial port, which handles the second highest volume of trucks and the third highest dollar value of trade among all U.S.-Mexico land border crossings³. It is also the largest commercial crossing between California and-Baja California boundary. In FY 2001 this port of entry accounted for \$19.38 billion in U.S.-Mexico trade.⁴ The Tecate-Tecate port of entry handles less volume but due to its location, acts as a sister port with the Otay Mesa-Mesa de Otay for commercial operations.

While San Diego region's annual growth rate is about 1.2%, Northern Baja California is nearly 5%. Such massive growth of the region poses an undeniable challenge for cross border

¹ According to the U.S. Census Bureau (2000), total border population is 5, 549,032. Tijuana population is 1,210,820 according to the Institute for Regional Studies of the Californias, based upon information attained from INEGI.

² INS. San Diego Ports of Entry Traffic Report. August 2002

³ U.S. Department of Transportation

⁴ Bureau of Transportation Statistics

planning. Based upon SANDAG's Cross Border Travel Forecasting Model, cross border travel demand will double by the year 2020, from 123.6 thousand trips every day in 1995 to 270 thousand trips daily. San Diego and Tijuana-Tecate-Rosarito are among the urban areas farthest from the capitals of both countries, yet they form the most dynamic and complex region along the United States -Mexican border. All issues of the binational agenda are reflected here and their impacts are felt immediately.

On January 2002 the Committee on Binational Regional Opportunities (COBRO) held its Annual Summer Conference to discuss "Border Infrastructure Needs and Financing, Challenges and Opportunities". At that time, the members and audience agreed that the most relevant topics are transportation infrastructure, energy and water. However, it was also agreed that other priorities should be considered for better addressing a binational border vision, such as air quality, airports, ecological reserves, education, employment, health, housing, mass transit, national security, railroad, sea ports, solid and hazardous waste, street paving, telecommunications, and waste water.

Other important elements included in the binational agenda are migration and public safety, which are addressed by federal and local authorities through various cooperative agreements.

Interdependency exists between the San Diego region and the Northern Baja California region, in a social and cultural context as well as an economic context. The ability to move people and goods through the region in an efficient manner is of utmost importance for both Mexico and the United States. A high level of coordination, cooperation and communication is necessary among the agencies and leadership, of elected officials, inspection agencies, and planning organizations. This will result in a better understanding of the dynamics of cross border flows, response to national security measures, and management for efficient operations at the land ports of entry.