



## Members

Crystal Crawford, Chair  
(Representing **North County Coastal**)  
Councilmember, Del Mar

Patricia McCoy, Vice Chair  
(Representing **South County**)  
Councilmember, Imperial Beach

Ed Gallo  
(Representing **North County Inland**)  
Councilmember, Escondido

Jill Greer  
(Representing **East County**)  
Councilmember, Lemon Grove

Ralph Inzunza  
Councilmember, City of San Diego

Dianne Jacob  
Supervisor, County of San Diego

Victor Carrillo  
(Representing **Imperial County**)  
Supervisor, Imperial County

## Alternates

David Powell  
(Representing **North County Coastal**)  
Councilmember, Solana Beach

Phil Monroe  
(Representing **South County**)  
Councilmember, Coronado

Judy Ritter  
(Representing **North County Inland**)  
Councilmember, Vista

Hal Ryan  
(Representing **East County**)  
Councilmember, Santee

*Vacant*  
City of San Diego

Pam Slater  
Supervisor, County of San Diego

Larry Grogan  
(Representing **Imperial County**)  
Councilmember, City of El Centro

## Ex-Officio Members

Thomas Buckley  
Councilmember, County of Riverside

Vacant, County of Orange

Rodolfo Figueroa  
Consul General, Consulate General of  
Mexico in San Diego

James Bond  
San Diego County Water Authority

Pedro Orso-Delgado  
District Director, Caltrans

Gary L. Gallegos  
Executive Director, SANDAG

# BORDERS COMMITTEE AGENDA

Friday, December 12, 2003  
12:30 p.m. – 3:30 p.m.  
SANDAG, 7<sup>th</sup> Floor Conference Room  
401 B Street, Suite 800  
San Diego, CA 92101

## AGENDA HIGHLIGHTS

- **LAS CALIFORNIAS BINATIONAL CONSERVATION INITIATIVE**
- **SURVEY AND ANALYSIS OF TRADE AND GOODS MOVEMENT BETWEEN CALIFORNIA AND BAJA CALIFORNIA, MEXICO (MAQUILADORA SURVEY)**
- **UPDATE ON IMPERIAL COUNTY ISSUES**

### 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.*

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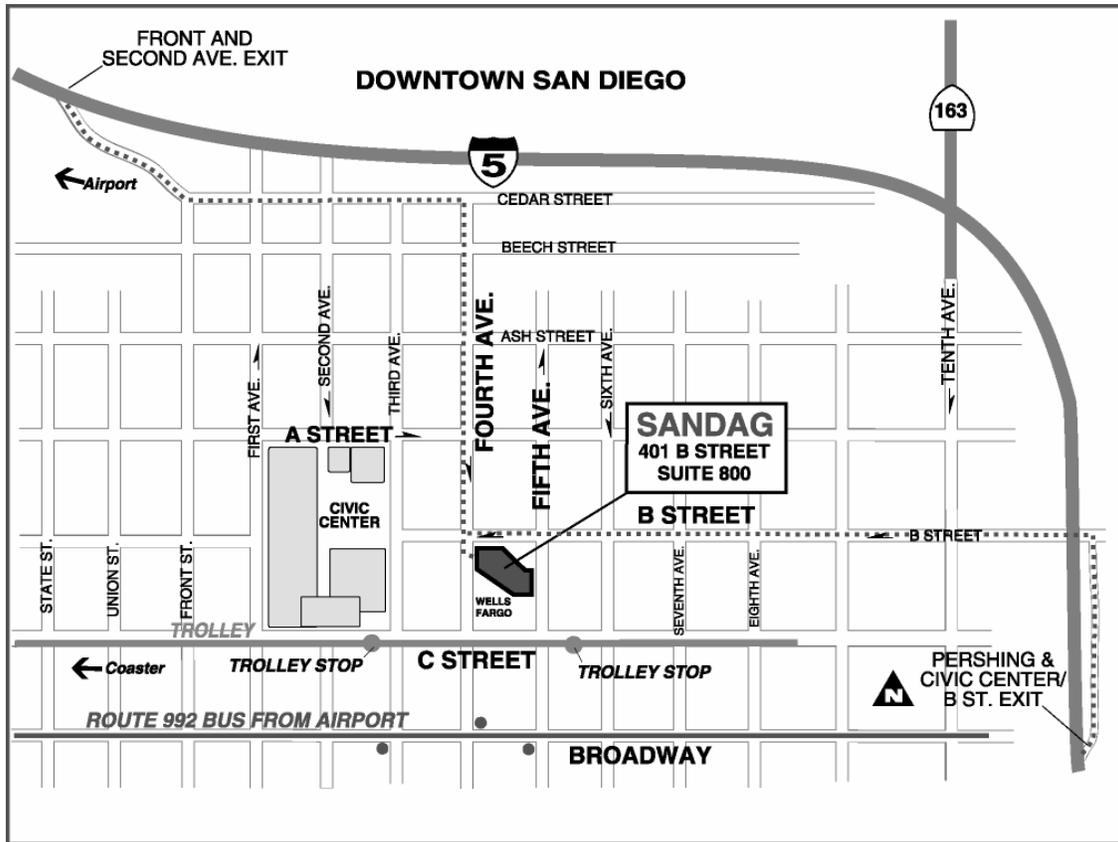
San Diego's Regional Planning Agency

Welcome to SANDAG! Members of the public may speak to the Borders Committee on any item at the time the Committee is considering the item. Please complete a Speaker's Slip which is located in the rear of the room and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications. Speakers are limited to three minutes. The Borders Committee may take action on any item appearing on the agenda.

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# BORDERS COMMITTEE

Friday, December 12, 2003

ITEM #		ACTION
+ 1.	APPROVAL OF NOVEMBER 7, 2003 MEETING MINUTES	APPROVE
2.	PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS	
	Members of the public will have the opportunity to address the Borders Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each. This is also an opportunity for Borders Committee members to make comments or announcements.	

## CONSENT ITEMS (3 and 4)

The Borders Committee will review the consent agenda without further discussion unless an item is pulled by a Committee member or a member of the public for comment.

+ 3.	COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES (COBRO) SUMMARY AND ACTIONS	INFORMATION
+ 4.	I-15 INTERREGIONAL PARTNERSHIP POLICY COMMITTEE (I-15 IRP) SUMMARY AND ACTIONS	INFORMATION

## REPORTS

+ 5.	LAS CALIFORNIAS BINATIONAL CONSERVATION INITIATIVE (Richard Kiy and Anne McEnnany, International Community Foundation, ICF)	ACCEPT
	A presentation on the Binational Conservation Initiative was made to the Committee at its November 7, 2003 meeting. A motion was made to revisit this item and for staff to draft a list of recommendations for Board of Directors' consideration in January 2004.	
+ 6.	SURVEY AND ANALYSIS OF TRADE AND GOODS MOVEMENT BETWEEN CALIFORNIA AND BAJA CALIFORNIA, MEXICO (MAQUILADORA SURVEY) (Hector Vanegas, SANDAG; Geoffrey Bogart, SAIC)	ACCEPT
	The Committee will review a survey conducted by SAIC, on behalf of Caltrans, to look at border conditions from a commercial user perspective. COBRO reviewed the study at its November 4, 2003 meeting and accepted its recommendations with additional comments. The Committee should discuss and review the Survey for additional comments to be forwarded to Caltrans.	

ITEM #		ACTION
7.	<p data-bbox="284 233 1179 302"><b>UPDATE ON IMPERIAL COUNTY ISSUES (Supervisor Victor Carrillo, Imperial County)</b></p> <p data-bbox="284 331 1179 401">Supervisor Carrillo will provide an update to his earlier report on issues in Imperial County.</p>	INFORMATION
+ 8.	<p data-bbox="284 443 1179 512"><b>I-15 INTERREGIONAL PARTNERSHIP (I-15 IRP) (Councilmember Crystal Crawford, Chair)</b></p> <p data-bbox="284 541 1179 611">SANDAG staff will present an update report of the I-15 IRP in preparation of the January 2004 meeting in Temecula.</p>	DISCUSSION
+ 9.	<p data-bbox="284 653 1179 758"><b>REPORT ON THE UNITED STATES VISITOR AND IMMIGRANT STATUS INDICATOR TECHNOLOGY (US VISIT) MEETING OF NOVEMBER 17, 2003 (John McNeece, San Diego Regional Chamber of Commerce)</b></p> <p data-bbox="284 787 1179 926">Mr. McNeece will give the Committee an overview of the recent visit to San Diego by Jim Williams, program director. Mr. Williams briefed elected officials and stakeholders on the status of the US VISIT program and its effect on the local community.</p>	INFORMATION
+ 10.	<p data-bbox="284 968 1179 1108"><b>REPORT ON THE DISCUSSION OF THE CONCEPT OF EQUITABLE DEVELOPMENT (Councilmember Crystal Crawford, Chair; Councilmember Phil Monroe, South County; Councilmember Thomas Buckley, Lake Elsinore)</b></p> <p data-bbox="284 1138 1179 1199">The Committee will receive a report on the discussions of the Subcommittee regarding the concept of Equitable Development.</p>	DISCUSSION
11.	<p data-bbox="284 1241 1179 1310"><b>BORDER ENERGY ISSUES GROUP (Councilmember Crystal Crawford, Chair)</b></p> <p data-bbox="284 1339 1179 1436">This Group was formed as a result of a recommendation from SANDAG's 2002 Summer Conference. A Status report will be presented to the Committee.</p>	INFORMATION

**ITEM #****ACTION****12. NEXT MEETING DATE AND LOCATION**

The next meeting of the Borders Committee will be held on Friday, January 16, 2003, from 1:30 p.m. to 3:30 p.m. at the Temecula City Hall in Riverside County.

SANDAG's Borders Committee will meet with representatives from southwestern Riverside County for an I-15 Interregional Partnership (IRP) discussion on the strategies to address the issue of job/housing accessibility between the two regions.

The 2004 Calendar of meetings of the SANDAG Board and Policy Advisory Committees is included at the end of this agenda package.

**13. ADJOURNMENT**

+ Next to an agenda item indicates an attachment

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San Diego Association of Governments

# BORDERS COMMITTEE

December 12, 2003

AGENDA ITEM NO.: **1**

**Action Requested: APPROVE**

## APPROVAL OF NOVEMBER 7, 2003 MEETING MINUTES

The meeting of the San Diego Association of Governments Borders Committee was called to order by Chair Crystal Crawford (North County Coastal). Other members in attendance were Ed Gallo (North County Inland); Ralph Inzunza (City of San Diego); Victor Carrillo (Imperial County); and alternates David Powell (North County Coastal); Phil Monroe (South County); Judy Ritter (North County Inland); and Pam Slater (County of San Diego). Ex-Officio members in attendance were Thomas Buckley (Riverside County); James Bond (San Diego County Water Authority); Bill Figge (Caltrans); Javier Diaz de Leon (Consulate General of Mexico); and Elsa Saxod (COBRO).

Chair Crawford welcomed everyone to the meeting. Self introductions were made.

### CONSENT ITEMS (1 and 2)

1. ACTIONS FROM AUGUST 15, 2003 BORDERS COMMITTEE MEETING (INFORMATION)
2. COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES (COBRO) SUMMARY OF SEPTEMBER 2, 2003 MEETING AND ACTIONS

Action: The Borders Committee approved the consent agenda items.

3. PUBLIC COMMENTS AND COMMUNICATIONS

Elsa Saxod, COBRO, informed the Committee that the Department of Homeland Security has announced the extended hours of operation for the SENTRI Lanes at the San Ysidro Port of Entry and the Otay Mesa Port of Entry, beginning November 16, 2003. The extended hours for San Ysidro will be from 5:00 a.m. until 12:00 midnight, all days of the week. The extended hours for Otay Mesa will be 5:00 a.m. until 8:00 p.m., all days of the week.

Ms. Saxod also announced that at its November 4, 2003 meeting, the COBRO accepted the recommendations from the Survey and Analysis of Trade and Goods Movement between California and Baja California, Mexico (Maquiladora Survey) developed by Science Applications International Corporation (SAIC) for SANDAG and Caltrans. In addition to the Maquiladora Survey's recommendations, four other recommendations were added by the COBRO to reflect its views. These recommendations will be formally presented as an action item at the December 12<sup>th</sup> Borders Committee meeting.

Ms. Caridad Sanchez, Congresswoman Susan Davis' office, invited the Borders Committee members to attend the upcoming U.S. VISIT Program's Update for Elected Officials. This

update will be held November 17, 2003 from 1:00 p.m. to 2:00 p.m. in the SANDAG Board Room.

Ms. Sanchez also reported that, immediately following the Update for Elected Officials meeting, there will be a U.S. VISIT Program Forum meeting for border stakeholders, from 3:00 p.m. to 4:30 p.m., also in the SANDAG Board Room.

Mr. Javier Diaz de Leon, Consulate General of Mexico, reported that a bilateral agreement was recently signed in the city of Tijuana between the U.S. Environmental Protection Agency (EPA) and Mexico's Procuraduria Federal de Proteccion Abiental (PROFEPA) concerning hazardous materials response and cooperation at the border.

Councilmember Ralph Inzunza updated the Committee on the ongoing search for possible locations for expansion of the San Diego airport. Mr. Inzunza stated that it is apparent that large numbers of people will oppose the airport moving into their locality, no matter which area is suggested.

## **REPORTS**

### **4. COBRO RECOMMENDATIONS FROM SANDAG'S ANNUAL BINATIONAL SUMMER CONFERENCE**

Chair Crawford invited Elsa Saxod, COBRO Chair, to share the recommendations from the SANDAG's 2003 Summer Conference with the Borders Committee.

The COBRO Chair presented the following recommendations to the Borders Committee:

1. Promote the San Diego border region to appropriate authorities such as the Department of Homeland Security (DHS), the U.S. Senate, and the House of Representatives among others, as the ideal test-site for new homeland security technology along the U.S. southwestern border.
2. Request periodic written reports from DHS on technology related implementations and other security issues.

A further recommendation was made to the Consul General of Mexico, in his capacity of advisory liaison to the SANDAG Board of Directors, to promote the Summer Conference recommendations with the appropriate authorities in Mexico.

The Committee accepted these recommendations without any changes.

Comments on the recommendations were as follows:

1. Javier Diaz de Leon noted that these recommendations have already been submitted to the Mexican Ministry of Foreign Affairs. He stated that Mexico shares the same goals as the San Diego region in relation to border issues.
2. Victor Carrillo stated that decisions are sometimes made by U.S. and Mexican governments without first fully taking into consideration issues with the border.
3. With regard to border issues and usage, the right message is not getting out to the public. Certain local media parties have not presented responsible or positive depictions of the border and its issues. This perspective has been detrimental to the public's view of border operations. During further discussion, it was suggested that Borders Committee members continue to think about ways in which SANDAG may be able to help improve the border's image.
4. It would be good to reach out in some manner to the media to ensure a more positive border portrayal.
5. More studies should be done on how we live and work at the border and what businesses are using the border facilities in transporting their goods.
6. Staff was directed to review where COBRO recommendations concur with the draft RCP.

Action: The recommendations of COBRO were accepted by the Borders Committee and will be forwarded to the SANDAG Board of Directors for approval.

5. BORDER ENERGY ISSUES GROUP (BEIG)

The update on the Border Energy Issues Group was tabled until the December 12, 2003 meeting of the Borders Committee.

6. REVISED BORDERS CHAPTER OF THE REGIONAL COMPREHENSIVE PLAN (RCP)

Hector Vanegas of SANDAG presented the latest working draft of the Borders Chapter of the Regional Comprehensive Plan (RCP). He updated the Committee on the status of the draft RCP, which will be presented to the full Board of Directors in December.

Committee comments and discussions included:

1. There needs to be a study to show how the cost of time lost waiting at the border justifies the expense of border facilities expansion. Documentation is needed to show cost of delays. Staff was directed to look into this issue and find whether such documentation exists.
2. Care should be taken toward tracking the status of issues in the plan, especially those not yet approved. There are many "moving targets" that need to be watched.

3. A comment was made concerning action item #12 of the Transportation section of the Borders Chapter of the RCP, concerning the proposed formation of a working group made up of representatives from SANDAG, Caltrans, the County of San Diego, and the various tribal governments. There are numerous tribal councils, each a sovereign body. Sovereignty is a major concern, as there is no single tribal official to represent all the groups.
4. It was said that in some cases, state-enforced time constraints required haste in the actions of many of the tribal governments and casinos. It is possible that if they had had more time, tribal governments may have evolved more cohesively with one another.
5. One issue that Californians are going to have to confront is that we may need to legalize casinos due to the impact of transient occupancy (TOT) tax losses.
6. Concerning binational water rights, the laws are clear but regional water authorities do not always agree with these laws. Water has been, and will always be, one of the most contentious infrastructure issues.
7. The desalinization of water could have a positive impact on regions, and we need to continue to explore cost-efficient methods.
8. It was stated that last year Lake Elsinore became the first body-contact lake in California to have its water reclaimed for public consumption.
9. Staff was directed to look into enhancing and strengthening the sections on water policies in the Border Chapter of the RCP.
10. Staff was directed to create a closing paragraph to end the Borders Chapter of the RCP.
11. Staff received several compliments on the excellent work performed to date in producing the Borders Chapter of the RCP.

Action: The committee accepted the Borders Chapter for its inclusion in the Regional Comprehensive Plan, which will be presented to the SANDAG's Board of Directors this December.

## 7. EQUITABLE DEVELOPMENT

Chair Crawford turned the meeting over to Thomas Buckley (Riverside County) who presented his concept for equitable development. Mr. Buckley asked the Committee to consider the concept when working on future projects. Mr. Buckley stated that in his proposed formula an ad hoc committee could be formed by representatives of the impacted jurisdictions to produce a memorandum of understanding detailing equitable development for projects.

Committee comments and discussions included:

1. This concept would be an excellent approach to keep infrastructures integrated.
2. It is a complex concept in terms of equivalency units; hard to determine what they are.
3. A full-blown EIR does this in a less effective, less “human” way. This concept is better.
4. This concept could be incorporated into the Borders Chapter of the RCP.
5. This process might be better applied as an appendix to the Borders Chapter, as it is currently too controversial and will take time to develop the details.
6. Staff was directed to continue pursuing this concept.
7. Phil Monroe, Thomas Buckley and Gary Gallegos should meet to flesh out further ideas.

Action: The Committee approved a motion to allow Chair Crawford and Phil Monroe to further work with Thomas Buckley in pursuing the equitable development concept with staff.

#### 8. PRESENTATION ON LAS CALIFORNIAS BINATIONAL CONSERVATION INITIATIVE

Chair Crawford introduced Anne McEnany, International Community Foundation, who gave the Committee an overview of her organization. Ms. McEnany then presented a new study in need of funding which will identify, design, and develop binational conservation areas to protect flora and fauna along the U.S.-Mexico border.

Ms. McEnany’s presentation illustrated that the California/Baja California border lies within the California Floristic Province, which has been identified as one of 25 Global Biodiversity Hotspots. The goals of this organization and its partners are as follows:

1. Create a Study Area specifically looking at the five border corridors in terms of endangered species, watershed planning, land use and innovative cross-border tools.
2. Preserve the best and most intact examples of coastal sage scrub and chaparral.
3. Link to existing protected areas on the US side, including archaeological and cultural sites that currently have no legal status.
4. Promote federal, state, and local collaboration on land use, endangered species, and watershed conservation issues.

Committee comments and discussions included:

1. It was an excellent presentation. It brought up the issues of habitat collaboration which have been in need of revisiting.

2. The Committee should try to incorporate some of this information into the Borders Chapter of the RCP.
3. The Committee should fully support this study and effort; it is an excellent example of what the Committee was formed to do.
4. There should be conversation with technical staff regarding providing an extension of SANDAG's mapping service resources.
5. Staff was directed to add this to the December meeting as an action item for the Borders Committee.
6. Congressman Filner should be approached regarding funding.

Action: The Committee approved a motion to prepare a list of recommendations to be presented at the next Borders Committee meeting on December 12, 2003 for SANDAG's Board of Directors support.

9. NEXT MEETING DATE AND LOCATION

The Committee's next meeting will take place on Friday, December 12, 2003, from 12:30 p.m. to 2:30 p.m. in SANDAG's 7<sup>th</sup> floor conference room. The I-15 Interregional Partnership will meet Friday, January 16, 2004, in Temecula, County of Riverside.

Chair Crawford adjourned the meeting at 3:40 p.m.

San Diego Association of Governments

# COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES

December 12, 2003

COBRO AGENDA ITEM NO.: **3**

## INFORMATION

COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES SUMMARY OF NOVEMBER 4, 2003.

The November 4, 2003, COBRO meeting was called to order by Chair Elsa Saxod

### **1. WELCOME AND INTRODUCTIONS**

The Chair welcomed the COBRO members and guests to the meeting and thanked everyone for attending. Self-introductions were conducted.

### **2. MEETING SUMMARY OF OCTOBER 7, 2003**

The meeting summary for August 5, 2003, was accepted with minor revisions.

### **3. PUBLIC COMMENTS AND COMMUNICATION**

There were no public comments at this time.

### **4. CHAIR AND COBRO MEMBERS REPORT**

The Chair thanked COBRO member Paul Ganster, Institute for Regional Studies of the Californias, and COBRO Vice-chair Alejandra Mier y Teran, Otay Mesa Chamber of Commerce, for presiding over the September and October COBRO meetings respectively, in her absence.

The Chair also publicly acknowledged the support offered by the cities of Tijuana and Mexicali during the recent fire disasters in San Diego County in terms of equipment and firefighter teams.

The Chair commented on the recent signing of the Binational Hazardous Materials Prevention and Emergency Response Plan among the County of San Diego, the City of San Diego, and the City of Tijuana. The event took place at the Tijuana City Hall on October 24, 2003 and was attended by representatives of the County and both cities, as well as representatives from the U.S. Environmental Protection Agency and Mexico's environmental agency, Profepa, among others.

Gustavo Perez, City of Chula Vista, commented on the recent efforts by Governor-elect Schwarzenegger's transition team to save the Governor's Office of California-Mexico Affairs in San Diego and the Office of the Governor- California Trade & Commerce Agency in Mexico City. This effort is in response to recent State budget cuts and is being headed by transition team member Carlos Olimendi. The Chair encouraged members of the COBRO to send letters supporting this

effort. Paul Ganster, Institute for Regional Studies, commented that another significant effort that should be supported is the Commission of the Californias.

Paul Ganster, Institute for Regional Studies, informed the Group that the certificate program in Transborder Governance and Public Administration offered jointly by San Diego State University (SDSU) and the Autonomous University of Baja California (UABC) would start on Friday, November 7, 2003.

Alejandra Mier y Teran, Otay Mesa Chamber of Commerce, informed the Committee about the recent pilot program upon which the Customs of Border and Bureau Protection (CBP) and Mexico's Customs Agency have agreed. The pilot program will extend the U.S.-Mexico commercial northbound border operations through the month of November. Both agencies have agreed to this joint effort to provide extra travel time to commercial truck drivers crossing the border and to see what impact it has on traffic at the commercial port of entry. The trial schedule is from 7:00 a.m. to 7:00 p.m. on weekdays and from 9:00 a.m. to 3:00 p.m. on Saturday's.

The Chair commented that the SANDAG Borders Committee would be presented with the COBRO Summer Conference recommendations on Friday, November 7, 2003 and asked whether any further additions to the recommendations should be included. The Committee accepted the recommendations with no further revisions.

The Chair asked the Committee for volunteers to form a sub-committee to help organize the 2004 SANDAG Binational Summer Conference. The Chair requested that recommendations be made to the Committee by the January, 2004 meeting. Angelika Villagrana and Viviana Ibañez, San Diego Chamber of Commerce; Paul Ganster, Institute for Regional Studies; and Lydia Antonio, Consulate General of Mexico volunteered for the effort. Notification of the first meeting will be sent to all members of the Committee.

## **5. MAQUILADORA SURVEY**

Geoffrey Bogart, Science Application International Technology, SAIC, reviewed the presentation made to the group during the October 7, 2003 meeting in Tijuana on *The Survey and Analysis of Trade and Goods Movement between California and Baja California* (Maquiladora Survey). The study focused on looking at border conditions from a user perspective, more specifically, the commercial user, while taking into consideration the following issues: shipping, congestion, hours of operation, infrastructure, and types of vehicles.

The study recommends support for the following actions:

- Road infrastructure improvements,
- Dedicated lanes for expedited process,
- Increased inspection agency staffing, resource management, and use of technology,
- Longer and more flexible operating hours,
- Binational, interagency cooperation, and
- Documentation of the cost of delays.

The Committee agreed to support the recommendations contained in the study and to immediately bring it to the Borders Committee for consideration. It also suggested that the following actions also be included as part of those recommendations:

- To stress that SR-905 is one of the priorities for the region;
- To recognize that southbound trucking is more than a local issue and needs to be funded accordingly;
- To extend the current Customs trial period of extended hours at the Otay Mesa Port of Entry from one month to three months; and
- To establish competitive wait times of no longer than one hour in both north and southbound directions.

## **6. ENVIRONMENTAL MANAGEMENT IN THE MEXICAN CHEMICAL SECTOR**

Veronica Medina-Ross, PhD, shared the findings of her research on chemical companies operating in Mexico City and the State of Mexico. She stated that her research had four main objectives:

- To assess which factors have been motivating chemical companies to implement voluntary environmental management initiatives;
- To examine the obstacles that have been hindering this process;
- To evaluate the role of relevant stakeholders; and
- To explore the implications of these initiatives on future environmental management in Mexico.

Findings from her research included:

- That environmental regulations have been key drivers for voluntary environmental initiative implementation in Mexico;
- That regulatory framework presents deficiencies; and
- That the greatest limitation is the absence of efficient monitoring and verification mechanisms.

She concluded by stating that voluntary environmental initiatives should be implemented within a policy mix framework; that they should be considered as alternatives to environmental regulations; and that they provide opportunities for the improvement of environmental management and performance.

## **7. ADJOURNMENT AND NEXT MEETING DATE, AND LOCATION**

The Committee's next meeting is scheduled for Tuesday December 2, 2003 from 3:00 p.m. to 4:30 p.m. in SANDAG's 7<sup>th</sup> floor conference room.

THE ATTENDANCE LIST IS AVAILABLE UPON REQUEST.

# BORDERS COMMITTEE

December 12, 2003

AGENDA ITEM NO.: **4**

**Action Requested: INFORMATION**

## **I-15 INTERREGIONAL PARTNERSHIP POLICY COMMITTEE MEETING DISCUSSION AND ACTIONS**

**Meeting of Friday September 19, 2003**

The September 19 meeting of the I-15 Interregional Partnership (IRP) Policy Committee was called to order at 12:30 p.m. in the Mitchell Room at Escondido City Hall. Committee Members in attendance were Co-chair Crystal Crawford (North San Diego County Coastal/City of Del Mar), Co-chair Jeff Comerchero (City of Temecula), Ed Gallo (North San Diego County Inland/City of Escondido) and Jack Van Haaster (City of Murrieta). Alternate members in attendance were Victor Carrillo (Imperial County Supervisor), Phil Monroe (City of Coronado), David Powell (City of Solana Beach), and Judy Ritter (City of Vista). Staff members Sam Kelley (Border Patrol), Maurice Eaton (Caltrans District 11), Rick Bishop and Kevin Viera (WRCOG), as well as Bob Leiter, Susan Baldwin, Jeff Martin, George Franck, Mike McLaughlin, and Danny Serrano from SANDAG also attended this meeting.

### **1. Welcome and Introductions**

Co-Chair Crystal Crawford welcomed Policy Committee members and guests. Policy Committee members and others attending the meeting introduced themselves.

### **2. I-15 IRP Policy Committee Discussion and Actions – June 20, 2003**

The draft meeting summary for the June meeting was approved without change.

### **3. Public Comments and Communications**

The next joint SCAG-SANDAG meeting is scheduled for early October. Staff working on the various interregional partnerships funded by the California Department of Housing and Community Development will meet at SANDAG on Monday, September 22, 2003. The state-funded IRPs meet several times a year to share information about their programs, research and ideas.

The California Planner's Roundtable (CPR), a volunteer professional planning research organization, is preparing a publication regarding state wide jobs/housing balance issues. Susan DeSantis, a consultant to WRCOG, is in charge of this project. The Roundtable will also sponsor a session on jobs/housing balance issues at the statewide American Planning Association (APA) conference in October.

#### **4. Long Range Housing Strategies**

Following discussion, the Policy Committee approved the three recommended long-range Housing Strategies for future evaluation. Staff introduced each of the strategies and asked for comments from the Policy Committee. Comments on the individual strategies are noted below.

##### **H1 Provide a Range of Housing Affordability and Housing Types in All Communities**

- It is important to expand the supply of moderate income housing through the IRP housing strategies. Councilmember Gallo noted that Escondido's Proposition S restricts increases in density without voter approval. Strategy H1 proposes the use of tax incentives to assist developers in providing below-market-cost housing.
- Strategy H1 might use community facility districts (CFDs) more creatively to absorb some of developer's costs by passing them on to homeowners.
- It is recommended that Marney Cox attend the next Policy Committee meeting to discuss SANDAG's fiscal reform proposal in greater detail. Committee members wanted to better understand SANDAG's proposal and why earlier fiscal reform proposals have failed. Any recommended fiscal reforms should consider the differing demand for housing and jobs in San Diego and Riverside Counties. To acknowledge these differences, different tax structures may be needed in the different counties. Any proposal should protect local taxes. (Strategy element H1(f))
- Unless we educate the public about the benefits of infill housing and mixed use development, changes in fiscal policy will not be supported. (Strategy element H1d)
- SANDAG needs to be more descriptive about the types of transportation projects it will fund (Strategy element H1(g))
- This Strategy element H1(h) should maintain the voluntary right of property owners to rezone their land from residential use to commercial use.

##### **H2 Revitalize Older Residential Neighborhoods**

- Revitalization of neighborhoods and infrastructure will increase the value of homes, displacing some residents. The Strategy should identify ways of ensuring mixed income housing. The I-15 IRP Technical Working Group is working on housing supply issues.
- Escondido and National City have had success with revitalization; Downtown San Diego's Little Italy is a good example of what leadership, timing and revitalization can achieve.
- Revitalization will replace older housing including mobile home residential uses. Trailer parks and underutilized commercial properties are prime candidates for revitalization.
- Consider redevelopment agencies as implementing parties for this Strategy.

##### **H3 Provide Incentives for the Construction of Moderate Cost Family Housing Near Employment Centers**

- This strategy should include incentives for the construction of moderate housing everywhere, not just construction near employment centers.

- By quantifying sub-regional growth projections, this strategy can identify the location of moderate cost housing needed to create a balance. This is an important regional agenda.
- The Strategy should discuss why some businesses are considering relocating to southwestern Riverside's economic clusters and what can be done to facilitate this trend. Staff should engage different economic development corporations to evaluate the economic accomplishments of each sub-regional area.
- The IRP, in cooperation with the economic development corporations, should market the entire region (including both counties and Mexico) in this increasingly global economy.

## **5. Project Status/Strategy Evaluation**

Staff reported that the Policy Committee has approved 22 strategies – eight of which have already been implemented. The next Policy Committee meeting will focus on the further evaluation of the 14 long range strategies; staff also will present an initial strategy implementation monitoring plan.

At the Policy Committee meeting on March 19, 2004 the implementation plan and the monitoring plan will be reviewed as part of the draft final report. An updated Existing Conditions report will be presented as well.

The Final Report will be presented at the meeting of June 18, 2004.

Staff also is working on an outreach plan. The goal is to build consensus by making sure all the implementing agencies and jurisdictions have a chance to provide comments on the draft report and strategies.

## **6. Regional Comprehensive Plan Update**

Staff provided an outline and an update on the Borders Chapter of the Regional Comprehensive Plan for the San Diego region. The Borders Chapter was presented to the Borders Committee and approved last August, 2003. In addition to addressing issues related to our county and international borders, the chapter also addresses tribal issues.

## **7. Next Meeting Date and Location**

The meeting was adjourned at 3:30 p.m. The next meeting of the I-15 IRP Policy Committee is scheduled for Friday, December 12, 2003, at 1:30 p.m. at Temecula City Hall, but may be rescheduled to January due to meeting conflicts. (The meeting was rescheduled to Friday, January 16, 2004.)

# BORDERS COMMITTEE

December 12, 2003

AGENDA ITEM NO.: **5**

**Action Requested: ACCEPT**

## LAS CALIFORNIAS BINATIONAL CONSERVATION INITIATIVE

### **Introduction**

At the November 7, 2003 Borders meeting, the Borders Committee received a report from Ms. Anne McEnany of the International Community Foundation on "Las Californias Binational Conservation Initiative". During that meeting, the Committee supported the objectives of this project and requested that staff identify actions congruent with the Borders Chapter of the draft Regional Comprehensive Plan (RCP) for further consideration. Staff has identified one item for immediate action and several items which could be considered for incorporation into the FY/2005 Overall Work Program.

### **Action**

It is staff's recommendation that the Borders Committee recommends to the Board of Directors that SANDAG should:

1. Promote congressional support and designate a study area for the shared watersheds and binational wildlife corridors in the California-Baja California border region.

### **Discussion**

As requested, Staff has identified the following action items:

1. Support the development of the following action items for potential inclusion in the FY/2005 OWP.
2. Support a collaborative process in the California Floristic Province between federal, state, county, and city government agencies; non-profit organizations; and private landowners that mirror similar collaborative processes in the Sonora-Arizona Desert, and the Big Bend-El Carmen in Texas.
3. Allow staff to identify locations along the California-Mexico Border, where there are shared watersheds and binational wildlife corridors that could benefit from innovative cross-border tools and collaborative planning.
4. Encourage municipal and state governments in Mexico to engage in binational land-use planning as they update their plans.

5. Direct staff to assess SANDAG's Geographic Information System (GIS) maps and data including watershed locations, topography, vegetation types, archeological and cultural sites, land uses, endangered species types and locations, and other data needed to support a cross-border watershed and binational wildlife corridor planning program.
6. Continue to share data with Mexican government agencies and non-profit organizations that can contribute data sources and research to these collaborative efforts.

# BORDERS COMMITTEE

December 12, 2003

AGENDA ITEM NO.: **6**

**Action Requested: ACCEPT**

SURVEY AND ANALYSIS OF TRADE AND GOODS MOVEMENT BETWEEN CALIFORNIA AND BAJA CALIFORNIA, MEXICO (MAQUILADORA SURVEY)

## **Introduction**

Caltrans funded the Survey and Analysis of Trade and Goods Movement between California and Baja California, Mexico, with the goal of developing strategies to reduce commercial traffic congestion at the California-Mexico border and to make the most efficient use of border infrastructure. The study included a survey of the *maquiladora* plants and other firms that generate significant cross-border truck traffic entering the San Diego region as well as other agencies such as freight forwarders, and brokers. This project also surveyed trucks at the Otay Mesa-Mesa de Otay, Tecate-Tecate and Calexico-Mexicali ports of entry to determine the destination of trade and goods entering the U.S. from Mexico, updating a survey last done in 1996.

The Committee on Binational Regional Opportunities (COBRO) discussed this study at its October and November 2003 meetings, and agreed to support the study recommendation and bring it to the Borders Committee.

## **RECOMMENDATION**

Staff recommends that the Committee accept this report as information and requests that the following additional comments be submitted to Caltrans:

- To stress that SR-905 is one of the priorities for the region;
- To recognize that southbound trucking is more than a local issue and needs to be funded accordingly;
- To extend the current Customs trial period of extended hours at the Otay Mesa Port of Entry from one month to three months; and
- To establish competitive wait times of no longer than one hour in both north and southbound directions.

## **Discussion**

The Survey and Analysis of Trade and Goods Movement between California and Baja California, Mexico (Attachment 1 - Maquiladora Survey) conducted by Science Application International Technology (SAIC) on behalf of Caltrans, recommends the following actions:

- Road infrastructure improvements
- Dedicated lanes for expedited processes
- Increased inspection agency staffing, resource management, and use of technology
- Longer and more flexible operating hours
- Binational, interagency cooperation
- Documentation of Cost of Delays

Attachment

**SURVEY AND ANALYSIS OF TRADE AND  
GOODS MOVEMENT BETWEEN  
CALIFORNIA  
AND BAJA CALIFORNIA, MEXICO**

Prepared For:



**San Diego Association of Governments  
401B Street, Suite 800  
San Diego, CA 92101  
(619) 595-5300**

**FINAL REPORT  
JUNE 2003**

Prepared By:



**Science Applications International Corporation  
4242 Campus Point Court  
San Diego, CA 92121  
(858) 826-9307**

SANDAG Project Number: 0220900

## EXECUTIVE SUMMARY

The California/Baja California international border is one of the most dynamic regions in the world. Tens of thousands of people cross the border each day to go to school, shop or go to work. Thousands of trucks pass daily through the commercial crossings at Tecate, Otay Mesa, and Calexico headed for points across the nation. California's border crossings with Baja California have become among the most traveled and the most congested of those along the U.S./Mexico border.

Since the terrorist acts of September 11, 2001, the country's ports of entry (POEs) have come under increasing scrutiny as to their ability to protect the nation from the illegal entry of people and contraband, particularly those posing terrorist threats. These new circumstances have made the traditional act of balancing trade flow with adequate inspection even more challenging.

Over the years, a number of government agencies, non-profit organizations and academic institutions have studied the California/Mexico border in an attempt to document delays and border inefficiencies. This information plays a part in seeking solutions to border problems.

The Survey and Analysis of Trade and Goods Movement Between California and Baja California, Mexico, sponsored by the California Department of Transportation (Caltrans), was undertaken to shed new light on the commercial border crossing issues of the region and to collect valuable information not previously available. This unprecedented project was designed to assess cross-border shipping patterns among the key private sector stakeholders in binational commerce: maquiladoras (assembly only); maquiladoras (manufacturers); customs brokers; non-agricultural shippers (definitive importers); agricultural shippers (produce importers/exporters); and transportation companies. The goal of the study was to survey these sectors to determine their experience and concerns regarding border-crossing delays at Otay Mesa, Calexico, and Tecate, and to develop a reliable source of data to be used in supporting recommendations for improvements to border transportation infrastructure or federal inspection procedures. It was hoped that the data collected might help decision makers develop workable incentives or measures that would encourage shippers to alter the times that they ship, hence reducing congestion.

In August 2002, Science Applications International Corporation (SAIC) was selected to perform the study. The SAIC Project Team was composed of cross-border experts in the areas of import-export, economics/statistics, transportation and cross-border planning. From October 2002 to December 2002, 120 companies distributed among the six categories listed above were interviewed in the cities of Tijuana/San Diego, Tecate, Mexicali, and Ensenada. A three-person team completed the surveys with a combination of contacts made in person, by fax, and by phone. Companies who shipped a minimum of five times per week were considered relevant for the purposes of the study.

The 27-question survey instrument was composed of three key sections: inbound shipments; outbound shipments; and a management section designed to capture general comments and concerns regarding border crossing delays and infrastructure improvements. "Inbound" and "outbound" shipments refer to shipments to and from a given facility. While in many cases, these terms can be interchangeable with "northbound" and "southbound," this is not always the case. The survey was therefore structured as inbound and outbound to facilitate responses.

The survey was designed to measure data such as types of products shipped, frequency of shipments, the border crossing most frequently used, and the types of vehicles used to transport products.

The survey results constitute the bulk of this report. The findings are presented in the form of graphs and charts, supported in many cases by text. For the most part, summaries are provided only for the questions that received sufficient responses to be meaningful. Among the key findings from the inbound and outbound segments of the survey are:

- The majority of the goods crossing the border that are received inbound to facilities in Mexico are shipped by trailer, as opposed to containers or other types;
- Of the groups surveyed, customs brokers handle the largest volume of daily inbound shipments (almost 80 per day on average);
- 34 percent of outbound shipments head to destinations in Southern California, which is the top destination for these shipments; and
- Customs brokers handle the greatest number of outbound shipments per day (over 50).

Regarding the general management section of the survey, some interesting observations can be made:

- The majority of companies ship at times dictated by the schedules of their customers or their own production schedule, rather than for minimization of travel time or port congestion;
- The majority of respondents (63%) have learned to operate satisfactorily with the current hours of operation at all three commercial ports between California and Baja California;
- Most companies surveyed stated that it takes an average of two to three hours to cross the border at the port of entry most frequently used; and that anything beyond one hour is considered an “excessive wait;”
- Infrastructure improvements are needed to facilitate border crossing, particularly at the Otay Mesa Port of Entry; and
- Nearly two-thirds of all respondents said that they would not make any changes in the way they operate if delays continue or worsen. However, 45% of the respondents grouped as “shippers” indicated they would change their operational procedures if delays continue or worsen. The top three responses for addressing further delays were: (1) Change hours of operation; (2) Switch to a different border crossing; (3) Change shipping schedules.

## **Recommendations**

Based on the analysis conducted of all survey elements, combined with direct observations and experiences of the study team members, the following recommendations can be made:

Performance Monitoring. Most border inspection agencies measure traffic volume, entries processed, inspections performed, and inspection results. Few measure processing times and associated waiting times for drivers and cargo. Strategic goals of the Border and Transportation Security Directorate include improving border security, while at the same time facilitating the unimpeded and reliable flow of commerce and people through the ports of entry. Without appropriate performance measures, agencies have no way of knowing how well they are moving safe and legal vehicles, drivers, and cargo and are unable to identify opportunities for improvement. Currently available technologies can be used to implement performance measures for traffic flows without compromising either proprietary data (for shippers) or sensitive law enforcement information (for inspection agencies). ***Inspection agencies and transportation agencies should develop and implement effective performance measures and standards for these measures, as well as monitor and report results on a regular basis.*** These performance measures should include:

- Total time to cross the border from the time the vehicle enters the first processing queue on one side of the border until it is released on the other side of the border (stratified by type of process – e.g., Border Release Advanced Screening and Selectivity [BRASS], formal, agricultural, informal, empty truck, HAZMAT) so that border agencies and shippers monitor processing time performance and transportation agencies can identify where delays are occurring and allocate resources appropriately to make needed improvements.
- Numbers of vehicles processed by location, type of process, and hour of day so that both shippers and inspection agencies know when processing volumes are greatest and inspection agencies can tailor hours of operation to accommodate changing demand patterns. At the same time, this will enable shippers, brokers and transportation companies to modify their shipping schedules to take advantage of less congested crossing times.
- Number of primary gates operating by hour of day and day of week so that agencies and shippers have a better understanding of how border crossing times are affected by the way agencies allocate staff resources.

Performance measures reported to shippers and other private sector entities should not include any information about inspection times, inspection rates, inspection selection criteria, inspection methods, or levels of compliance. All of this information is considered law enforcement sensitive and should be treated accordingly.

Road Infrastructure Improvements. Studies have been conducted to investigate the specific needs for road improvements on both sides of the border, with particular emphasis on highways and roads leading to the border crossings. Road improvements are particularly needed at Otay Mesa (both sides of the border) due to the high and growing volume of commercial cargo traffic and the high value cargo crossing the border at that location. The challenge for government authorities on both sides of the border will be to secure the necessary funding to make improvements. Coupled with enhancements to operating policies, ***a more balanced investment in road infrastructure could improve the cross border flow of commercial cargo.***

*Dedicated Lanes for Expedited Processes.* In most ports of entry, inspection agencies have established dedicated primary gates for empty trucks and for entries participating in an expedited processing program (e.g., BRASS). Through BRASS and similar programs, the former U.S. Customs developed and implemented means for expediting movement of low risk cargo into the U.S. with minimum delay. However, in most cases, the lanes leading to primary gates where expedited processing occurs are not controlled nor is there any way to separate empty trucks that participate in the expedited system from the rest of the vehicles. Unfortunately, during periods of peak congestion, the vehicles that participate in an expedited processing program experience significant waiting because of the long lines prior to primary processing. ***Whenever possible, local, state, and federal agencies should find ways to provide dedicated lanes of sufficient length to allow empty and expedited processing cargo to move quickly to the dedicated primary processing gates without waiting behind formal and informal entries that will need more time at primary and in the cargo compound.*** Implementation of this process may require significant traffic management using either technology or personnel (but not necessarily inspectors) to ensure that drivers remain in designated lanes. In addition, the expedited processing programs should be expanded to increase the number of firms enrolled.

*Increased Inspection Agency Staffing and Resource Management, Including the Use of Technology.* With current concerns about homeland security, inspection agency personnel have an enormous responsibility to protect the U.S. from terrorists that would bring weapons of mass destruction (WMD) into the U.S. hidden in trucks, shipping containers, or cargo entering the U.S. through seaports, airports, and land border crossings. Because of this situation, state and federal inspection agency personnel are stretched to their limits inspecting more trucks and cargo. Inspection agencies have done a remarkable job fulfilling these responsibilities. In some cases, this increased inspection activity reduces staff available for regular cargo processing activities. ***Inspection agencies need adequate personnel to staff as many primary gates as necessary to keep trucks and cargo moving efficiently across the border and to process entries (document review, research, and inspection) inside the cargo compounds on both sides of the border.***

Along with this increase in staffing, agency managers need better tools to manage resources so that they know how best to allocate available personnel to optimize their use in primary gate processing and cargo inspection activities to ensure effective cargo review and inspection and efficient flow of vehicles and cargo to, into, and through the compound. Tools do exist to track real time workload movement, such as PASS (Primary Access Security System) developed in El Paso, which through the use of pass cards, enables inspectors to monitor the overall status of the compound. ***Real-time resource allocation tools should be developed to allow a more efficient allocation of inspectors and technology where they are needed most as dictated by workload requirements.***

*Longer and More Flexible Operating Hours.* While most (63%) of brokers, shippers, and transportation companies have adapted to current operating hours, 37% expressed a desire for either different or longer operating hours. Of the 37%, 13% want 24/7 operations so that they can reduce their border crossing delays by taking advantage of less congested periods. ***Inspection agencies and other entities involved in border crossing processes (financial institutions, brokers, and***

*shippers) should consider expanding hours of operation or modifying time of day restrictions on the types of vehicles and entries allowed into cargo compounds to provide greater flexibility to shippers and transportation companies* that must move cargo across the border. These time of day restrictions are on a port-by-port basis and are determined by port directors in consultation with others. Restrictions depend on resources, demand, facilities, etc., and are negotiated or determined based on overall needs and capabilities. In the case of Otay Mesa, for example, from 6:00 am to 7:00 am, only empty vehicles are processed. BRASS and informal/formal entries (as well as empties) are processed later throughout the day. Changes in operating hours will necessarily affect personnel and other resource requirements so this recommendation must be considered along with recommended increases in staffing and technology for inspection agencies.

*Bi-National, Interagency Cooperation.* At many border-crossing locations, Customs officials on both sides of the border have excellent working relationships and keep each other informed of events or activities that will affect border-crossing traffic. For example, Customs officials from both sides of the border at Otay Mesa meet monthly to address issues. However, this coordination and cooperation is largely *ad hoc* and depends on relationships among agency managers. ***Border management can be improved if this interaction were institutionalized so that border agencies had greater information about approaching traffic and planned events that may affect traffic flow.*** This can be accomplished through technology (e.g., shared traffic data, television cameras), routine communications, and other techniques designed to keep agencies informed and allow them to coordinate activities. This coordination activity should be extended to state and federal agencies on both sides of the border.

*Cost of Delay.* The primary problem encountered at the border is the amount of time needed to cross the border. While the most common response to the survey question of what delay would be considered excessive was one hour, the mean time required to complete all of the transactions necessary to cross the border, including traffic delays at or near the border and waiting times at the port of entry was approximately two hours. One can therefore conclude that respondents consider current processing times to be excessive. While most companies surveyed were unable to provide details on the financial impacts that border delays have on their bottom line, the delays at the border clearly do have financial costs because, in addition to delaying cargo movement, they tie up vehicles and drivers, both of which are costly resources to shippers and transportation providers. ***Regional entities with interests in economic development and productivity should identify the economic impacts and costs of delay to justify investments that reduce or eliminate delays to shippers and promote efficient use of physical infrastructure and agency resources.***

# BORDERS COMMITTEE

December 12, 2003

AGENDA ITEM NO.: **8**

**Action Requested: DISCUSSION**

## I-15 INTERREGIONAL PARTNERSHIP UPDATE

### **Introduction**

The purpose of this report is to update the Borders Committee on the status of the I-15 Interregional Partnership (I-15 IRP). Work on the I-15 Interregional Partnership is currently funded through a grant from the California Department of Housing and Community Development. The partnership, which includes the San Diego Association of Governments (SANDAG), the Western Riverside Council of Governments (WRCOG) and the Southern California Council of Governments (SCAG), was charged with addressing the jobs/housing imbalance between the San Diego region and the southwestern Riverside area. A similar partnership exists between WRCOG and the Orange County Council of Governments (OCCOG) to address the same issue along the SR-91 corridor.

The I-15 IRP is advised by the I-15 IRP Technical Working Group and the I-15 IRP Policy Committee. The membership of the Technical Working Group (TWG) includes COG staff, local jurisdiction staff from the two counties, transit agencies, transportation agencies, and business organizations such as the Building Industry Association and several economic development agencies. The membership of the Policy Committee (PC) includes SANDAG's Borders Committee (elected officials who represent the City of San Diego, the County of San Diego, the five subregions of the region, and several advisory members including representatives from Riverside County and Imperial County). The PC is chaired by Hon. Crystal Crawford (Del Mar) and Hon. Jeff Comerchero (Temecula). The TWG meets monthly and the PC meets quarterly.

### **Discussion**

After completing an Existing Conditions report last year, the TWG and PC have been reviewing a number of long-range strategies to address the issue jobs/housing accessibility between the two regions. These strategies fall into three categories: economic development strategies (primarily aimed at the southwestern Riverside region), housing strategies (primarily aimed at the San Diego region); and transportation strategies. The TWG is in the process on evaluating and refining the strategies that will be presented to the Policy Committee on Friday, January 16, 2004 in Temecula. The goal of this meeting is to finalize the recommended strategies so that implementation and monitoring plans can be developed and brought back to the I-15 IRP Policy Committee in March 2004 as part of the Draft Final Project Report. The Final Project Report is scheduled for completion and PC approval in June 2004.

The Borders Committee should review and discuss the proposed strategies in preparation for the January meeting with the full Policy Committee (Attachment 1). Discussion notes from the September 19, 2003 I-15 IRP Policy Committee meeting are included in Item 3 of this agenda package.

**I-15 INTERREGIONAL PARTNERSHIP  
LONG-RANGE STRATEGIES**

Reflects the Changes Discussed at the 11/13/03 TWG Meeting

<b>Strategy</b>	<b>Support for IRP Objectives</b>	<b>Primary Agency(ies)</b>	<b>IRP Action</b>
<b>ECONOMIC DEVELOPMENT</b>			
ED5 – Employment Cluster Job Promotion (New)	High	Eco. Dev. Agencies/ WRCOG/SANDAG	Pursue
<b>TRANSPORTATION</b>			
T2 – Transit Shuttle Services	Moderate	Transit Operators	Support
T3 – Rights-of-Way Preservation	Moderate	Local Jurisdictions	Monitor/Support
T6 – Expand Alternative Transp. Facilities (HSR/HOT Lanes)	High	CALTRANS/Cal. High Speed Rail Authority	Pursue
<b>HOUSING</b>			
H1 – Provide a range of Housing	Moderate	Local Jurisdictions	Monitor/Support
H3 – Moderate Cost Housing Incentives	High	Local Jurisdictions Eco. Dev. Agencies /	Pursue
H4 – Moderate Cost Housing Requirement	High	Local Jurisdictions	Monitor/Support
H5 – Fiscal Reform	High	State	Monitor/Support

**SHORT RANGE TRANSPORTATION STRATEGIES  
APPROVED BY IRP POLICY COMMITTEE IN FEBRUARY 2003**

- SR1 – Interregional Coordination of Vanpool and Carpool Programs
- SR2 – Expand Park-and-Ride Lots and Improve Rideshare Information Signage
- SR3 – Joint Outreach and Marketing for Transit, Vanpool, and Ridesharing Programs
- SR4 – Implement Interregional Public Transit Commuter Services
- SR5 – Collaboration among Transit Providers
- SR6 – Advocate for Employer-Subsidized Transit Passes
- SR7 – Encourage the Adoption of Alternative Work Schedules
- SR8 – Encourage Tele-work

**SHORT-RANGE STRATEGIES FORMERLY LISTED AS LONG-RANGE**

- SR9 – Greater Econ. Dev. Agency Collaboration in SW Riverside County (Formerly ED1)
- SR10 – Jobs/Housing Balance Program Advocacy (Formerly JH1)
- SR11 – Community Outreach (Formerly JH2)

**STRATEGIES TO BE INCORPORATED INTO OTHER STRATEGIES**

ED2 - Create I-15 Job Web Site – incorporated into ED1

ED3 - Map Broadband Service Area – Incorporated into ED1

T1 - High Speed Rail Passenger Service - To be consolidated into T6.

T5 - HOV System - To be consolidated into T6.

JH3 - Coordinated Funding Group –Potential funding should be identified in all Strategies.

**STRATEGIES NOT RECOMMENDED FOR FURTHER CONSIDERATION**

ED4 –Back-Office Operations in southwest Riverside Co.	Moderate	Eco. Dev. Agencies	Not Pursue
T4 – Parking Require- ment Reduction	Low	Local Jurisdictions	Not Pursue
H2 – Revitalize Older Neighborhoods	Low	Redevel. Agencies	Not Pursue

# BORDERS COMMITTEE

December 12, 2003

AGENDA ITEM NO.: **9**

**Action Requested: INFORMATION**

REPORT ON THE UNITED STATES VISITOR AND IMMIGRANT STATUS INDICATOR TECHNOLOGY (US VISIT) MEETING OF NOVEMBER 17, 2003

## **Introduction**

In 1996, the United States Congress passed a law to develop an automated entry and exit control system to collect records of arrival and departure from every foreign visitor entering and leaving the United States, known as the Illegal Immigration Reform and Immigrant Responsibility Act of 1996 (IIRIRA), Section 110. In 2000, Congress amended Section 110 with the Immigration and Naturalization Service Data Management Improvement Act (DMIA) and required:

- The implementation of an integrated entry-exit data system that would use available data to record alien arrivals and departures in an electronic format, without establishing additional documentary requirements;
- Implement the entry-exit data systems at airports and seaports no later than December 31, 2003;
- Implement the entry-exit data system at the 50 highest traffic land border Ports of Entry no later than December 31, 2004; and
- Implement the entry-exit data system at all remaining Ports of Entry no later than December 31, 2005.

## **Discussion**

After the tragic events of September 11, 2001, Congress passed the USA PATRIOT Act (Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act of 2001, Public Law 107-56), which calls for an expedited process in the implementation of a comprehensive entry-exit system.

In 2003, the United States Visitor and Immigration Status Indicator Technology (US VISIT) office was established as part of a Department of Homeland Security (DHS) program to: enhance the security of U.S. citizens and visitors; expedite legitimate travel and trade; ensure the integrity of the immigration system; and safeguard the personal privacy of people visiting the United States.

On Monday November 17, 2003, Jim Williams, Director of the US VISIT program, visited San Diego to address concerns associated with the implementation at the region's air, sea, and land ports of entry. Mr. Williams addressed staffs of state and federal elected officials and border stakeholders in two separate sessions during the day. The program for airports and seaports will be implemented by January 5, 2004 for entry, and the end of 2004 for exit. In addition, he mentioned that:

#### Airports and Seaports:

- Consulates and embassies around the world already are collecting biographic and biometric data as they issue visas.
- Biometric identifiers will use two finger-scans and a digital photograph to verify identity and update travel records.
- By December 31, 2003, entry capabilities will be in place in 115 airports and 14 seaports. Processing of biometric data will begin on January 5, 2004 in order not to impact holiday traffic.
- By December 31, 2003, exit capabilities will be piloted in a small number of airports and one major seaport.
- The pilot will involve the placement of kiosks at various locations in the airport.
- By October 2004, all 211 visa-issuing posts will be collecting biometric data.

#### Land Ports of Entry (POE):

- Capabilities will be put in place at the 50 busiest land POE by the end of 2004. It will include all three local POE. By this time, US VISIT needs to meet the minimum requirements of the law.
- The remaining land ports will be operational by the end of 2005.
- The public and private sectors are being engaged to help DHS develop the best overall solution for US VISIT, to help meet the two main objectives of enhancing national security, while facilitating legitimate travel and trade.

Mr. Williams mentioned that US VISIT is working on a radio-frequency (RF) technology which would scan "chips" on visas to expedite the crossing. Only visa holders will be affected. (Out of approximately 350 million crossers annually, only 4 to 4.5 million crossers are visa holders.) Addressing participants' concerns, Mr. Williams said that some visitors such as residents of border communities who possess border crossing cards may be exempt. He also stated that his office understood the need for an expedited process and that an economic, cultural, and social interconnectivity exists between the San Diego and Baja California. He further mentioned that a priority for the development of this program was to protect trade between the United States and Mexico, and also among the local border communities.

Mr. Williams recognized the lack of available information from his office and offered to provide updates through his staff. He also mentioned that he would seek the help of local stakeholders as the development of the program continues to move forward.

# BORDERS COMMITTEE

December 12, 2003

AGENDA ITEM NO.: **10**

**Action Requested: DISCUSSION**

## REPORT ON DISCUSSION OF THE CONCEPT OF EQUITABLE DEVELOPMENT

### Introduction

For the past several months, the Borders Committee has been discussing a concept of "Equitable Development" put forward by Councilmember Thomas Buckley of Lake Elsinore, County of Riverside. It refers to the creation of an interjurisdictional mechanism for dealing with the mitigation of impacts of major infrastructure projects on contiguous planning regions. The issue centers on the fact that as the region grows, major infrastructure projects will continue to become more complex and the likelihood of any given project benefiting one jurisdiction, while impacting on another is increasing. The Borders Committee, in an effort to examine inter-regional planning issues in a proactive, positive manner, is exploring alternative mechanisms for addressing this issue from a comprehensive perspective.

At the November 7, 2003 Border Committee meeting Councilmember Buckley and Mike McLaughlin of SANDAG led a discussion of the concept based on a paper prepared by Thomas Buckley. In principle, the Committee was in agreement that some type of mechanism would be beneficial. However, the Committee considered that before pursuing it further, the concept should be discussed with SANDAG's Executive Staff.

Committee members Crystal Crawford, Thomas Buckley, and Phil Monroe met with SANDAG Executive Director Gary Gallegos and staff on December 1, 2003 at the SANDAG offices to further discuss this concept.

### Discussion

Committee members presented the concept of Equitable Development to Gary Gallegos. In principle, it was agreed that the concept was worth pursuing. However, the subcommittee was urged to examine already existing mechanisms such as the "Compact" which is included in the draft Regional Comprehensive Plan. A Compact is an agreement between public agencies for the joint development of (or the resolution of a conflict over) an interjurisdictional project or program. A major concern is that: 1) for any mechanism to be successful, it would need to be voluntary; 2) introducing "compensatory" offers into complex interjurisdictional projects (e.g. the Imperial Valley/San Diego water transfer) could hinder, rather than expedite, negotiations; and 3) it would be advisable to begin with a case study to develop a policy model.

As part of the creation or an adoption of an existing mechanism, for dealing with interjurisdictional projects, the subcommittee suggested that: a) the Borders Committee could provide the forum for the discussion between relevant jurisdictions, as well as a venue for education regarding the issues;

b) this venue would provide an opportunity for the jurisdiction undertaking the project to better understand the needs of the impacted jurisdiction; and c) the jurisdiction undertaking the project should be encouraged to consider possible trade-offs to mitigate potential impacts on the other jurisdiction(s). The Committee members emphasized the importance of continuing the discussion of this concept and taking a positive, proactive approach to resolving potentially contentious issues. It was agreed that, given the advanced stage of the draft Regional Comprehensive Plan (RCP), that the concept of Equitable Development should not be incorporated in the RCP at this time.

The Borders Committee should consider some optional approaches to advance this concept, to include but not necessarily be limited to:

- 1) Examine the idea of utilizing the "Compacts" mechanism already in the draft Regional Comprehensive Plan and adopt it for use by the Borders Committee.
- 2) Explore the possibility of pursuing Memorandums of Understanding (MOUs) among neighboring counties interested in evaluating the feasibility of this concept in the short term.

After these, and any other, options have been discussed, staff recommends that potential test cases be identified for the assessing of a suitable framework for implementing this mechanism.