



Federal Congressional Delegation Meeting

1. 9:30 A.M. 04-12-2022 NOTICE - REPRESENTATIVE DAVID SCHWEIKERT

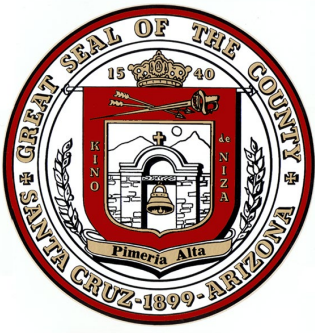
Documents:

[04-12-2022 NOTICE - REPRESENTATIVE DAVID SCHWEIKERT.PDF](#)

2. DOCUMENTATION

Documents:

[2022 FEDERAL CONGRESSIONAL DELEGATION MEETING TALKING POINTS SUMMARY AND BACK-UP POINTS.PDF](#)



Board of Supervisors

Santa Cruz County

MANUEL RUIZ
District 1

RUDY MOLERA
District 2

BRUCE BRACKER
District 3

PUBLIC NOTICE

Notice is hereby given, pursuant to A.R.S. § 38-431.02, that the Board of Supervisors of Santa Cruz County, State of Arizona will hold a **VIRTUAL MEETING** at **9:30 a.m.**, on **Tuesday, April 12, 2022**. This is not an Official Board Meeting and no official business will be conducted or any official action taken.

Notice is further given that one or more members of the Board of Supervisors may attend this meeting telephonically or by video conference.

Tuesday, April 12, 2022

9:30 a.m.

Federal Congressional Delegation Meeting
Representative David Schweikert

Zoom Webinar

<https://us02web.zoom.us/j/84047022850?pwd=Sm1YWfJ3WmtpbHE3RXBCSTYrNWdQdz09>

Passcode: 540600

Dial 669 900 6833

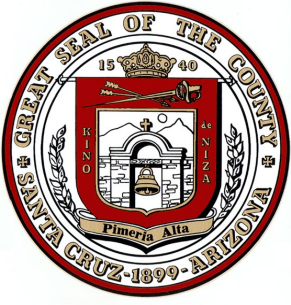
Webinar ID: 840 4702 2850

*Alma Schultz, Clerk
Board of Supervisors*

Posted: 04/11/2022 at 9:00 a.m. by LT

Alma Schultz

Alma Schultz, Clerk of the Board



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Santa Cruz County has many important needs within our rural, border community. This year we are focused on the items listed below and would appreciate your support in advancing solutions or your consideration in funding these items during the federal budget process.

DeConcini Port of Entry (POE) Infrastructure Funding – The DeConcini POE does not provide a safe and efficient working environment for CBP staff or the traveling public. The port has exceeded its life expectancy and can no longer meet the current demands as it functions as the principal land port of entry for passenger vehicles traveling into Arizona. On November 3, 2021, the General Services Administration (GSA) sent a letter to Senators Sinema and Kelly, indicating the intent to conduct the feasibility study in F/Y 2023 for the modernization of the POE. It is imperative that we work with GSA to make sure the study is undertaken so that the project can become eligible for construction funding in coming years.

International Outfall Interceptor – The State of Arizona and International Boundary Water Commission, IBWC, have settled their lawsuit. As such, \$38.79 million have been committed to reconditioning the pipeline, funding which includes \$34.2 million from USIBWC, \$2.59 million from the State of Arizona, and \$1 million each from Freeport McMoRan and EPA. Even with this funding, there remains a balance of \$10 million to pay for the slip lining of the entire length of pipeline. Additionally, even with the pending improvements, there remains the issue that drug smugglers continue to try to introduce drug bundles into the pipeline, a situation that has resulted in blockages of the system. An additional \$3 million, approximately, is needed to pay for the screen system that would stop any drug bundle that would be infiltrated into the IOI and monetary support is needed for maintenance of this system.

Transportation Infrastructure Funding – The modernization of SR-189 has been completed, helping ease the flow of traffic between the Mariposa Port of Entry and I-19. However, additional improvements estimated to be \$35-\$45 million are needed for urgent upgrades to the I-19 interchanges at Ruby Road and Rio Rico Drive along the frontage roads. The Arizona Department of Transportation completed the Design Concept Report for these improvements in 2018. These improvements are an integral part of the broader strategy to facilitate the flow of cargo and fresh produce that crosses the border at Nogales and is delivered to the warehouses and distribution centers in Rio Rico.

Innovative Inspection Technologies – We are requesting that the Nogales Ports of Entry be considered for a pilot program to test Non-Intrusive Inspection (NII) Technologies.



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Santa Cruz County Additional Information

DeConcini Port of Entry Infrastructure Funding:

- Urgent need to start process for the modernization of the DeConcini Port of Entry.
- DeConcini Port of Entry is not on CBP 5-year plan for Port Reconfiguration.
- Work with General Services Administration and Customs and Border Protection to start the feasibility study for the modernization of the port of entry.
- Port is outdated, encumbered, overburdened, and prone to floods during monsoon season.
- Creates an unsafe work environment for enforcement personnel and serves as a disincentive for pedestrian traffic.
- Due to loss in pedestrian traffic, several stores have gone out of business and storefronts are abandoned, creating an opportune time for federal government to acquire land for possible expansion of this critical port of entry.

International Outfall Interceptor (IOI):

- The State of Arizona and International Boundary Water Commission, IBWC, have settled their lawsuit.
- \$38.79 million have been committed to Cure-In-Place of the pipeline (USIBWC \$34.2 million, Arizona \$2.59 million, Freeport McMoRan and EPA \$1 million each).
 - The IOI Recondition Project has five (5) phases of construction, but current funding levels has only allowed phases 1-3 to be bid-out.
 - The groundbreaking ceremony for those initial phases of the project took place on January 28, 2022.
- The Cartels have dug tunnels to and under the IOI in their effort to smuggle drugs into the county/country. They then remove a portion of the IOI to retrieve their drugs. Two of these tunnels/breaches of the IOI were discovered in the past year. This activity poses a serious risk to our environment and our economy.
 - The federal government needs to put in place equipment that will destroy anything that is in the sewer system. This is standard equipment at many wastewater treatment plants.
 - Approximately \$3 million is needed to pay for the screen system that would stop any drug bundle that would be infiltrated into the IOI and monetary support is needed for maintenance.
- Important federal players are State Department, USIBWC/CILA, NADBank, EPA, Army Corps of Engineers, and CBP (Border Patrol particularly).
- Important state and local players are City of Nogales, Santa Cruz County and Santa Cruz County Flood Control District, AZDEMA, ADEQ.

Transportation Infrastructure Funding:

- Additional improvements required on Interstate 19 interchanges to support the modernization of SR-189
 - Ruby Road Traffic Interchange, \$11.2 Million (2018 Estimate)
 - East Frontage Road Improvement, \$6.4 Million (2018 Estimate)
 - Rio Rico Drive, West Frontage Road, \$8.6 Million (2018 Estimate)
- County Project Essential for Interstate 19 Operations
 - Ruby Road Bridge Over Potrero Creek, \$13.3 million (shovel ready project)
- County is working with ADOT and industry to find optimal designs and secure funding.
- Projects are currently in ADOT's Extended 10-Year plan for funding in F/Y 2026.
- Adjusting for cost increases in construction, it is estimated that the Interstate 19 interchange projects are in the range of \$35 to \$45 million.

Innovative Inspection Technologies:

- In a letter sent December 28, 2018, to then Customs and Border Protection Commissioner Kevin McAleenan, Nogales is requesting that the Mariposa port of entry be considered as the site for a pilot program to test Non-Intrusive Inspection (NII) technologies for 100% of the commercial trucks crossing.
- This technology would be deployed in the space between the border and the primary inspection booths. By the time the truck arrives at the inspection booth, the officer has seen images of the inside of the truck and is able to make more confident determination for the release of the truck or for referral to secondary inspection.
- This project would be funded with Merida Initiative funds and is being coordinated with both Customs and Border Protection and the US Department of State (through the US Consul General in Nogales, Sonora).
- Industry is fully in support of this initiative but wants to make sure that appropriate benchmarks are established prior to the deployment, particularly on the impact to wait-times at the border for trucks.