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Joint Meeting of the Borders Committee and the Committee on Binational Regional Opportunities

Friday, June 26, 2020

12:30 to 2:30 p.m.

****Teleconference Meeting****

Agenda Highlights

- **Comprehensive Multimodal Corridor Plans**
- **California–Baja California 2021 Border Master Plan**

MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:

The joint meeting of the Borders Committee and the Committee on Binational Regional Opportunities will be conducted virtually in accordance with Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak, Executive Order N-29-20, and the Guidance for Gatherings issued by the California Department of Public Health. Members will primarily participate in the meeting virtually, while practicing social distancing, from individual remote locations.

There are a few options for public participation:

- [Listen to the meeting audio stream through sandag.org](https://sandag.org)
- [Observe the joint meeting via GoToMeeting](#) (registration required)

To [register for the GoToMeeting webinar](#), follow the prompts to enter your name and email address. Members of the public who prefer not to share their names with SANDAG may use initials or a pseudonym; however, to receive a confirmation email, including a link to join the webinar, you will need to enter a valid email address.

On the morning of the meeting, click the "Join Webinar" link in the confirmation email. To avoid connection issues, [check your system requirements](#) in advance.

During the GoToMeeting webinar: To minimize/expand the webinar attendee panel, click on the orange arrow at the top right corner of your screen. Attendees will be in "listen only" mode. View [GoToMeeting FAQs](#) for additional information.

SANDAG is relying on commercial technology to broadcast the meeting via GoToWebinar. With the recent increase of virtual meetings, platforms such as Microsoft Teams, WebEx, GoToMeeting, and Zoom are working to scale their systems to meet the new demand. If we experience technical difficulty or you are unexpectedly disconnected from the broadcast, please close and re-open your browser and click the link to re-join the meeting. SANDAG staff will take all possible measures to ensure a publicly accessible experience. Please note that the meeting will continue to be broadcast audio-only via the "Listen to the meeting" link on sandag.org.

Public Comments: Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerk@sandag.org (please reference: "June 26, Joint Meeting of the Borders Committee and the Committee on Binational Regional Opportunities" in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. on Thursday, June 25, will be provided to members prior to the meeting. If you desire to provide a live verbal comment during the meeting, register for the GoToMeeting webinar as noted above, and join the meeting using the "Join Webinar" link provided in your confirmation email.

Commenters can use a computer microphone and speakers to listen and communicate or dial into the meeting with a telephone. Commenters must join the webinar portion of the session to obtain a personal audio PIN before attempting to call-in. You may use either the "Telephone" or "Mic & Speakers" audio option, although the "Telephone" option will require use of the PIN. When public comments for an item are called for, press the "raise your hand" button in the GoToWebinar control panel to be called on. You will then be called on by name and unmuted by the organizer and may provide comments for the allotted time. Do not self-mute – organizers will not be able to unmute you to provide comments. All comments received prior to the close of the meeting will be made part of the meeting record.



Welcome to SANDAG. Members of the public may speak to the Borders Committee and the Committee on Binational Regional Opportunities on any item at the time the Committee is considering the item. Public speakers are limited to three minutes or less per person. The Committees may only take action on any item appearing on the agenda.

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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.

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Special Joint Meeting of the Borders Committee and the Committee on Binational Regional Opportunities

Friday, June 26, 2020

Item No.		Action
1.	Public Comments/Communications/Member Comments Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Other public comments will be heard during the items under the heading "Reports."	
2.	Executive Director's Report <i>Hasan Ikhata, SANDAG</i> An update on key programs, projects, and agency initiatives, including San Diego Forward: The 2021 Regional Plan, the Airport Connectivity project, and the agency's response to COVID-19, will be presented.	Discussion
Reports		
+3.	Comprehensive Multimodal Corridor Plans <i>Richard Chavez, SANDAG</i> An overview of the Comprehensive Multimodal Corridor Plans program to refine and prioritize transportation solutions on five priority corridors using a policy-, data-, and collaboration-driven approach will be presented.	Information
4.	2020 Census Complete Count <i>Darlanne Hctor Mulmat, SANDAG</i> An overview of SANDAG activities related to the 2020 Census Complete Count will be presented.	Information
+5.	2019 California–Baja California Border Crossing and Trade Statistics Highlights <i>Zach Hernandez, SANDAG</i> A summary of highlighted statistics from the most recent annual border crossing and trade information relevant to the California–Baja California land ports of entry will be presented.	Information
+6.	California–Baja California 2021 Border Master Plan <i>José Márquez, Caltrans District 11</i> An overview of the California–Baja California 2021 Border Master Plan will be presented along with a description of stakeholder outreach initiatives.	Information
7.	Committee on Binational Regional Opportunities Updates <i>Chair Paul Ganster, San Diego State University – Institute for Regional Studies of the Californias</i> A border perspective on collaborative challenges and opportunities within the COVID-19 health crisis will be presented.	Information

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, July 24, 2020, at 12:30 p.m.

10. Adjournment

+ next to an item indicates an attachment

June 26, 2020

Comprehensive Multimodal Corridor Plans

Overview

On September 27, 2019, the Board of Directors took action to advance development of the 5 Big Moves by allocating \$40 million over the next five fiscal years to complete Comprehensive Multimodal Corridor Plans (CMCPs) for 12 corridors throughout the region.

CMCPs promote a planning process that utilizes a holistic and multimodal approach and strives to achieve a balanced transportation system. Comprehensive Multimodal Corridor Planning is undertaken to help inform the decision-making process and provide communities with an overall vision for the future of the corridor including guidance and coordination for future improvements necessary to meet corridor plan goals. This planning process is designed to establish consensus on the scope and priority of transportation solutions within each corridor area.

CMCPs must be completed to be eligible for Solutions for Congested Corridors Program funding, a competitive funding program created by Senate Bill 1. The CMCPs also will be used to compete for other local, state, and federal funds.

Action: **Information**

An overview of the Comprehensive Multimodal Corridor Plans program to refine and prioritize transportation solutions on five priority corridors using a policy-, data-, and collaboration-driven approach will be presented.

Fiscal Impact:

Funding for development of the Comprehensive Multimodal Corridor Plans is included in the Capital Improvement Program Nos. 1600501, 1600502, 1605201, 1607801, and 1680501 in the amended FY 2020 Program Budget.

Schedule/Scope Impact:

The next major milestone is the summer/fall 2020 presentation on preliminary results of data analysis for each of the five corridors.

Discussion

The September 27, 2019, Board action identified 5 of the 12 corridors as priority corridors with completion of the CMCPs by summer 2021. The five priority corridors include: (1) Central Mobility Hub and Connections; (2) State Route 52 (SR 52); (3) State Route 67 (SR 67); (4) SPRINTER/Palomar Airport Road/State Route 78; and (5) Purple Line/Interstate 805 (I-805)/ Blue Line/Interstate 5 (I-5) South. This listing includes recommended adjustments since last approved by the Board on September 27, 2019. Because the policy consideration priorities are anticipated to be different, the SR 52/SR 67 corridor is recommended to be split into two separate corridors. Because there is overlap in the geographical area and the policy considerations priorities are anticipated to be similar, it is recommended that the Purple Line/I-805 and Blue Line/I-5 South corridors be combined. These adjustments will facilitate a more efficient process for the completion of the five priority CMCPs.

A workshop was held with Caltrans District 11 to develop guidelines for the delivery of the CMCP program, teams have been established that include staff from the San Diego Association of Governments, Caltrans, and Cities/County, and project management plans have been developed for each CMCP.

Geographical Study Areas

The draft geographical study area for each corridor is shown in Attachment 1. The areas have been established to capture the prevalent travel sheds for each corridor.

Issues and Opportunities

An issues and opportunities statement has been prepared for each corridor and is shown in Attachment 2. These draft statements are a work in progress, will evolve over time, and are included in this report for discussion purposes.

Policy Considerations

Each corridor team is in the process of prioritizing the 12 policy considerations shown in Attachment 3. The priorities will be available beginning summer/fall 2020 for review and discussion. Policy considerations for transportation corridor studies established by the California Transportation Commission, Federal Transit Administration, and Federal Highway Administration can generally be grouped into 12 categories. These 12 policy considerations were presented to the Transportation Committee at its February 21, 2020, meeting. Based on comments received at that meeting, changes are shown in underline and strikeout.

Schedule and Next Steps

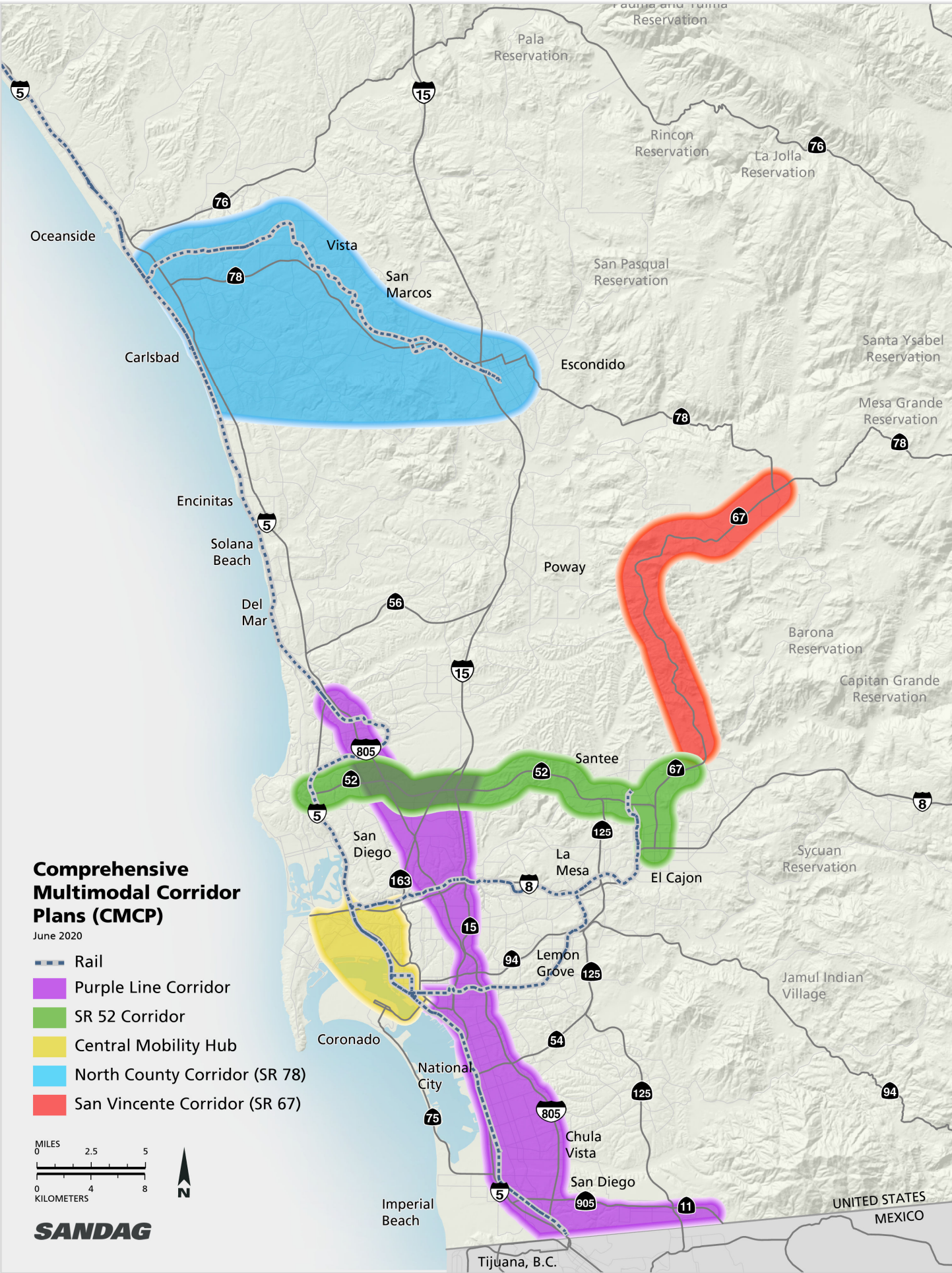
Stakeholder engagement and community outreach was originally scheduled for summer 2020. Stakeholder engagement will proceed but the COVID-19 pandemic has delayed the public outreach to fall 2020 or winter 2020/2021. However, even with the delay to public outreach, it is believed that the CMCPs can still be completed by summer 2021, in time for anticipated Senate Bill 1 funding opportunities. Beginning summer/fall 2020, a series of presentations will be scheduled to discuss data analysis findings, policy priorities, and the status of stakeholder engagement.

Coleen Clementson, Director of Regional Planning

Key Staff Contact: Richard Chavez, (619) 699-6989, richard.chavez@sandag.org

Attachments:

1. CMCP Geographical Areas
2. Comprehensive Multimodal Corridor Plan Issues and Opportunities Statements
3. Policy Considerations



Comprehensive Multimodal Corridor Plan (CMCP)

Issues and Opportunities Statements

Draft: May 22, 2020

The following are draft statements of the issues and opportunities for the priority Comprehensive Multimodal Corridor Plans (CMCPs). The issues and opportunity statements will evolve over time. The Transportation Committee is asked to review and comment. For a general depiction of the geographical area covered by each corridor study, see Attachment 1.

Central Mobility Hub and Connections Corridor

Currently the region lacks seamless, direct, and quality transit connections to access the San Diego International Airport (SDIA). With an anticipated increase of 16 million annual passengers to 40 million annual passengers by 2050, improved transit and roadway connections are needed. Coronado is home to one of the region's major military bases. With limited road and waterway access, Coronado experiences a high level of delay during peak periods. When traffic incidents occur on the Coronado Bridge or on the Silver Strand (State Route 75), access to and from Coronado is impacted. Interstate 5 (I-5) between Downtown San Diego and Interstate 8 provides access to SDIA, job centers in Downtown San Diego, and job centers further north. I-5 experiences delays in the northbound direction in the morning peak and southbound in the afternoon peak period. Opportunities exist for the creation of a Central Mobility Hub in the study area, providing high-speed, high-quality transit connections to destinations throughout the region. Future technologies may also provide opportunities for new transportation services and to better manage existing transportation infrastructure.

Purple Line (Purple Line/Blue Line Express/I-5 South/I-805) Corridor

There are high levels of congestion along the segment of I-5 between Downtown San Diego and San Ysidro and Interstate 805 (I-805), especially during the peak periods. Ten of the region's top fifty bottlenecks are located in the corridor. Within the study area, cross-border travel and goods movement are also subject to high-levels of delay. Along I-805, there are lengthy delays for commuters traveling to employment centers in University City and Sorrento Valley. There is a lack of high-speed transit, contiguous high-occupancy-vehicle and managed lanes (HOV/ML), and bikeways in the corridor. Local streets and arterials typically lack accommodation for bicycle and pedestrian movement, especially at freeway crossings. Intelligent Transportation Systems (ITS) applications has been pinpointed as an important need in the corridor with particular attention to goods movement and border activities.

Sea to Santee (SR 52) Corridor

There are high levels of congestion in the westbound direction during the morning peak and in the eastbound direction during the afternoon peak on SR 52. Maintaining a distinct community character while improving transportation efficiency and travel reliability are needed. There are also needs for a safe, well-maintained transportation system augmented with opportunities to reduce bottleneck delay, deploy technology to manage traffic demands, improve network integration with connectors to HOV/ML and Mobility Hubs, improve bike/pedestrian access, and develop reliable transit options.

San Vicente (SR 67) Corridor

Improving operational safety and emergency evacuation options are the principal needs for this corridor. Maintaining community character, trip reliability and efficiency, greenhouse gas emissions reduction strategies, protecting natural resources, and an equitable distribution of transportation improvements are also needed. Developing a multimodal transportation strategy that includes bicycle, pedestrian, and transit services and the application of ITS technologies provides opportunities to improve the transportation system.

North County Regional (SPRINTER/SR 78/Palomar Airport Road) Corridor

Population and employment growth in this corridor has led to an increase in travel demand and travel related delay. Efficient movement of people and goods is limited by an incomplete transportation network including missing freeway-to-freeway connectors at the I-5/SR 78 interchange, gaps in the Inland Rail Trail bikeway, low SPRINTER frequencies and travel speeds, gaps in the arterial system, and a lack of HOV/ML on SR 78. These factors have resulted in high levels of congestion on SR 78. There is also a need to optimize the existing transportation network with operational improvements, smart signals, and transportation system management techniques.

Policy Considerations

Policy considerations for the development of Comprehensive Multimodal Corridor Plans (CMCPs) are the overarching goals used to refine project scope and define the priority transportation solutions for each corridor. Per transportation corridor planning guidelines established by the California Transportation Commission, Federal Transit Administration, and Federal Highway Administration, policy considerations include:

1. Public safety and security
2. Preserve existing transportation infrastructure
3. Multimodal focus
4. Economic development and goods movement
5. System operations and congestion relief
6. Low-income and disadvantaged community focus
7. Reduce greenhouse gas emissions and Vehicle Miles Traveled (VMT)
8. Improve air quality and public health
9. Active transportation and micromobility
10. Prevent residential and small business displacement
11. Increase supply of affordable housing
12. Improve jobs-housing balance

June 26, 2020

2019 California–Baja California Border Crossing and Trade Highlights

Introduction

The San Diego region counts itself as part of a larger, interrelated cluster of metropolitan areas that, together, function as one economic megaregion. The Cali-Baja binational megaregion encompasses San Diego County and Imperial County in the U.S. and the state of Baja California in Mexico. The daily exchange of economic and cultural activity through crossborder travel and bilateral trade are characteristics setting the California–Baja California region apart and provide the necessary elements for economic competitiveness and binational cooperation that the region leverages to advance its quality of life.

Taking into account border crossing activity in terms of both crossborder trips and commercial trade is critical to understanding the impacts on our local transportation system and economy and informing border-related planning efforts.

Discussion

The information below includes notable trends and statistics related to crossings of people, vehicles, and commercial trade through the seven land ports of entry (POEs) between California and Baja California. The analysis is based on publicly available data from the U.S. Department of Transportation – Bureau of Transportation Statistics, which provides annual information on northbound (U.S. inbound) border crossings and bilateral trade statistics dating back to 1998.

People crossings:

- General trends over the last two decades show that total crossings of people through California–Baja California POEs saw their peak years between the late 1990s and early 2000s and were followed by a period of decline from the mid-2000s to the early 2010s. Since reaching a two-decade low in 2010, total crossings of people have been growing and are nearing the peak volumes recorded in the early 2000s.
- In 2019, more than 77.2 million people crossed northbound as pedestrians or in personal vehicles (POVs) – the highest in over a decade. Most notably, the 21.8 million pedestrian crossings in 2019 (including crossings through Cross Border Xpress) was the highest in any of the 22 years of available data and 8.4% more than the year prior. The growth in pedestrian crossings carried the positive overall person crossing trend in 2019, as the volume of people crossing via POV fell slightly from 2018 to 2019.
- Crossings of people through the California–Baja California border accounted for 32% of all crossings into the U.S. via land POEs along the U.S.–Mexico and U.S.–Canada borders in 2019.

Vehicle crossings:

- The two-decade trend for POV crossings shows that the peak was reached in the mid-2000s and has since rebounded to within 10% of the peak year volume in 2005.

Action: **Information**

A summary of highlighted statistics from the most recent annual border crossing and trade information relevant to the California–Baja California land ports of entry will be presented

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

- The 31.4 million POVs that crossed northbound through the region in 2019 was 20% higher than the estimated total number of automobiles registered in the state of California.¹
- Truck crossings through the state's commercial POEs broke a new record in 2019, processing more than 1.4 million northbound trucks. The Otay Mesa–Mesa de Otay and Calexico East–Mexicali II POEs are, respectively, the second- and fifth-busiest ports in terms of truck crossings along the U.S.–Mexico border.

Crossborder trade:

- Over 98% of crossborder trade that moves through California's border region travels via commercial truck through the Otay Mesa–Mesa de Otay, Tecate–Tecate, and Calexico East–Mexicali II POEs. Bilateral trade via truck through these facilities has continued to grow at a steady pace, despite declining briefly between 2008 and 2009 during the Great Recession. In just three years following the recession in 2008, trade via truck rebounded and, in fact, surpassed the annual trade totals seen in the years pre-recession.
- In 2019, California's commercial land POE facilities processed more than \$65.86 billion in total bilateral trade via truck, which is a new record high. California, with the highest gross domestic product (GDP) of any U.S. state, relies heavily on trade with Mexico, its largest export market in 2019 by a margin of 67%, over its second-largest export market, Canada.²
- A key development in 2019 was that Mexico became the top overall trade partner for the U.S. This highlights the importance of the existing crossborder trade relationships supported by the Cali-Baja megaregion.³

Coleen Clementson, Director of Regional Planning

Key Staff Contact: Zach Hernandez, (619) 699-6912, zachary.hernandez@sandag.org

Attachment: 1. 2019 California–Baja California Border Crossing and Trade Statistics

¹ California Department of Motor Vehicles Forecasting Unit – Estimated Vehicles Registered by County (2019)

² U.S. Bureau of Economic Analysis – GDP by state (2019)

³ U.S. Census Bureau – USA Trade, Top Trade Partners (2019)

2019 California–Baja California Border Crossing and Trade Statistics

Overview

This report presents a summary of border crossing and trade statistics at the California–Baja California land Ports of Entry (POEs) from 1998 to 2019. In general, this data is gathered from the U.S. Department of Transportation, Bureau of Transportation Statistics (BTS), based on data from the U.S. Department of Homeland Security, Customs and Border Protection (CBP). Additional data is sourced from other publicly available resources and cited throughout the text.

Border crossing data is presented in two main categories: crossings of individuals (pedestrians, passengers in privately owned vehicles [POVs], and passengers in buses), and crossings of vehicles (privately owned vehicles, buses, and trucks). Border crossing data are specific to northbound movements as CBP (and subsequently BTS) only report U.S.-inbound trips of people and vehicles. Trade statistics are reported for bilateral (northbound and southbound) trade carried via commercial vehicle (or truck) and rail, as over 99% of trade through the California–Baja California border is moved via these two modes.

The report includes three sections: Section 1, which highlights data at the state-level with information referenced in respect to all California–Baja California POEs jointly; Section 2, which highlights data at the POE-level with information presented for each individual port of entry listed from west to east; and Section 3, which includes charts displaying annual information for individual crossings, POVs, trucks, trade via truck, and trade via rail.

Discussion

The California–Baja California region has seven land POEs along the international boundary. Four exist between San Diego County and Baja California, including;

- San Ysidro–Puerta México/Ped West–El Chaparral: one of the world’s busiest international land border crossings and the most traveled between the United States and Mexico
- Cross Border Xpress (CBX): a privately funded hybrid crossing facility serving as an airport access terminal for ticketed users of the Tijuana International Airport (TIJ). CBX opened in December 2015 and is the world’s only airport terminal access facility located directly on an international boundary
- Otay Mesa–Mesa de Otay: main commercial gateway for international trade between California and Mexico, ranking third in trade value among the southern border land ports
- Tecate–Tecate: land POE in the San Diego region located in the rural eastern portion of San Diego County

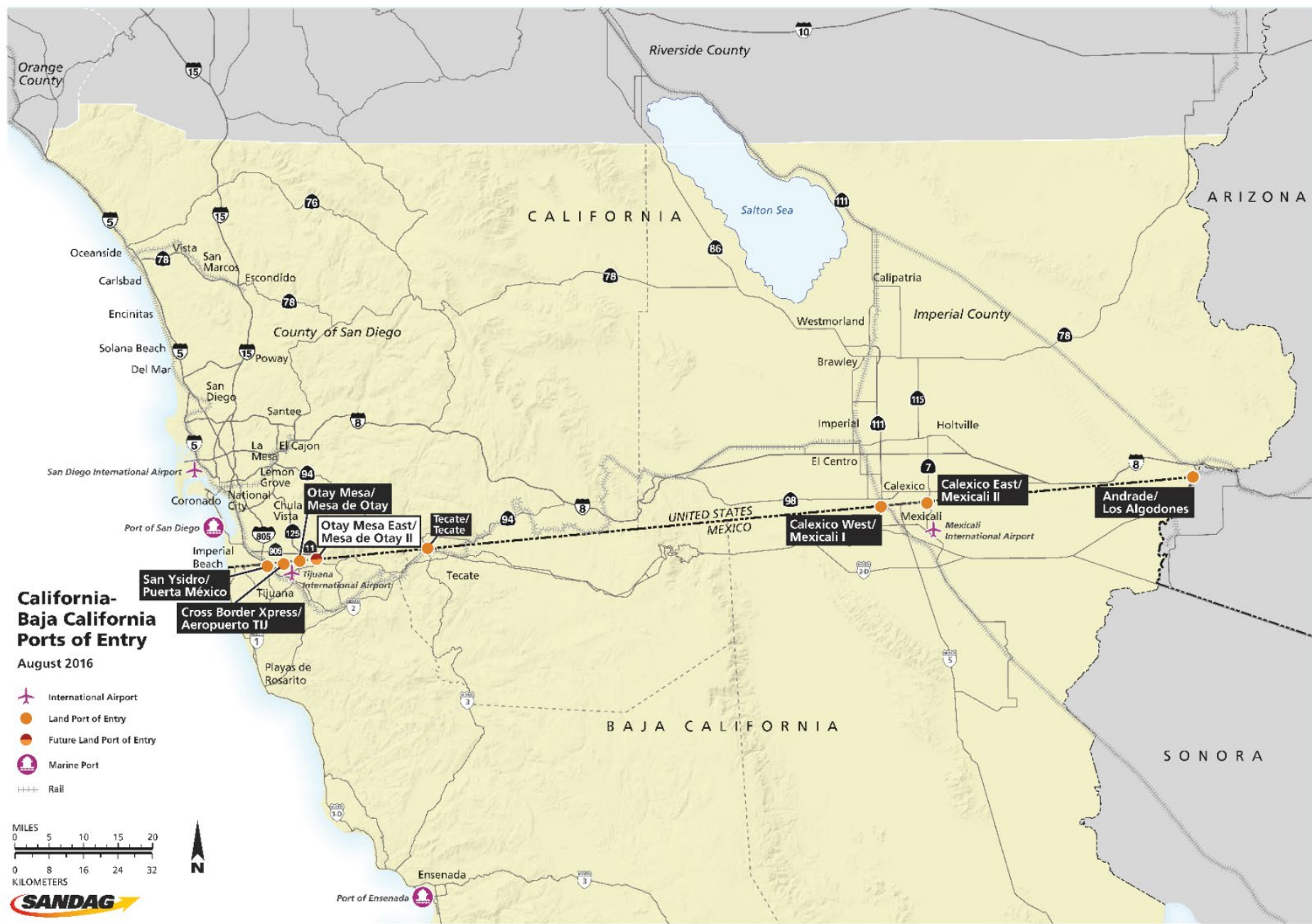
Three POEs exist between Imperial County and Baja California, including;

- Calexico West–Mexicali I: the busiest crossing for passenger cars and pedestrians between Imperial County and Baja California
- Calexico East–Mexicali II: a critical facility for commercial truck crossings between the U.S. and Mexico
- Andrade–Los Algodones: land POE in the southeastern corner of the state boundary

When opened, the future Otay Mesa East–Mesa de Otay II POE will be the eighth border crossing in the state. Final segments of the highway connecting to the future facility, State Route 11 (SR 11), are currently in construction and will provide access for passenger and commercial vehicles crossing to and from the new facility and to the state highway system.

Figure 1 shows a map of the land POEs in the region with the connecting highway and rail network, as well as major air and marine ports.

Figure 1



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Section 1: State-level Data and Analysis

This section discusses border crossing and trade data at the state-level with information referenced in respect to all California–Baja California POEs jointly.

1.1 Individual Crossings: California–Baja California

Analysis

Over the last two decades, total individual crossings fluctuated from a high of 94.8 million in 2000 to a low of 61.1 million in 2010. The 77.2 million crossings in 2019 represents a 26% growth since reaching the 2010 low and follows nine consecutive years of increase. In 2019, the POEs along the California–Baja California border processed 41% of all the individual crossings along the U.S.–Mexico border.

The 21.8 million pedestrian crossings in 2019 were a record high and carried the positive overall individual crossing trend in 2019, as the volume of people crossing via POV fell slightly from 2018 to 2019. The share of vehicle passenger (motorized) and pedestrian (non-motorized) border crossing trips can be used to derive a relative border crossing mode share. In 2019, mode share through the California–Baja California border was 72% motorized and 28% non-motorized. In 2019, San Diego County POEs processed 73% of all northbound individuals while Imperial County POEs processed 27%.

Data

Table 1
Northbound Individual Crossings: All California–Baja California POEs

Year	Total Individuals (Passengers and Pedestrians)		POV Passengers		Bus Passengers		Pedestrians	
	Value	% Change	Value	% Change	Value	% Change	Value	% Change
1998	91,065,759		72,113,553		1,194,702		17,757,504	
1999	94,709,782	4.0%	75,215,939	4.3%	1,215,618	1.8%	18,278,225	2.9%
2000	94,836,721	0.1%	74,569,309	-0.9%	1,670,733	37.4%	18,596,679	1.7%
2001	90,512,718	-4.6%	67,410,517	-9.6%	1,402,404	-16.1%	21,699,797	16.7%
2002	88,622,019	-2.1%	68,180,103	1.1%	1,813,716	29.3%	18,628,200	-14.2%
2003	90,527,923	2.2%	70,757,903	3.8%	1,576,737	-13.1%	18,193,283	-2.3%
2004	85,906,401	-5.1%	66,393,907	-6.2%	1,315,400	-16.6%	18,197,094	0.0%
2005	84,282,843	-1.9%	66,531,176	0.2%	1,289,332	-2.0%	16,462,335	-9.5%
2006	82,288,753	-2.4%	65,345,181	-1.8%	1,425,872	10.6%	15,517,700	-5.7%
2007	75,775,313	-7.9%	57,991,451	-11.3%	1,230,642	-13.7%	16,553,220	6.7%
2008	69,315,023	-8.5%	53,228,320	-8.2%	1,022,271	-16.9%	15,064,432	-9.0%
2009	63,680,424	-8.1%	48,911,130	-8.1%	644,907	-36.9%	14,124,387	-6.2%
2010	61,105,484	-4.0%	45,611,407	-6.7%	753,801	16.9%	14,740,276	4.4%
2011	61,153,960	0.1%	43,567,956	-4.5%	726,541	-3.6%	16,859,463	14.4%
2012	63,078,102	3.1%	44,095,817	1.2%	841,614	15.8%	18,140,671	7.6%
2013	64,610,249	2.4%	46,084,882	4.5%	796,173	-5.4%	17,729,194	-2.3%
2014	67,884,191	5.1%	49,326,532	7.0%	794,812	-0.2%	17,762,847	0.2%
2015	72,394,908	6.6%	55,073,678	11.7%	705,802	-11.2%	16,615,428	-6.5%
2016	73,567,809	1.6%	55,480,036	0.7%	417,241	-40.9%	17,670,532	6.4%
2017	74,659,033	1.5%	55,651,403	0.3%	224,578	-46.2%	18,783,052	6.3%
2018	76,984,646	3.1%	56,653,848	1.8%	200,103	-10.9%	20,130,695	7.2%
2019	77,208,329	0.3%	55,218,406	-2.5%	169,118	-15.5%	21,820,805	8.4%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

Note: Pedestrian crossings through CBX are included since 2016 as that was the first full year of operation.

1.2 Vehicle Crossings: California–Baja California

Analysis

Over the last two decades, total vehicle crossings have fluctuated from a high of 36.4 million in 2005 to a low of 25.9 million in 2011. The 32.8 million total vehicles crossing northbound in 2019 was 5% higher than the historical average. In 2019, the POEs along the California–Baja California border processed 41% of all the vehicle crossings along the U.S.–Mexico border.

The 1.4 million truck crossings in 2019 were a record high and came after six years of consecutive increase. Since 1998, truck crossings have shown annual decreases only four times, and never consecutively, highlighting the resilience of the U.S.–Mexico crossborder economy and ability to quickly recover after recession and market shifts.

About four of every ten POVs crossing into the U.S. from Mexico in 2019 crossed through California. As another comparison, the 31.4 million POVs that crossed northbound in 2019 was nearly 20% higher than the estimated total number of automobiles registered in California.¹ In 2019, San Diego County POEs processed 72% of all northbound vehicles while Imperial County POEs processed 28%.

Data

Table 2
Northbound Vehicle Crossings: All California–Baja California POEs

Year	Total Vehicles (POVs, Buses and Trucks)		POVs		Buses		Trucks	
	Value	% Change	Value	% Change	Value	% Change	Value	% Change
1998	30,127,704		29,124,779		137,358		865,567	
1999	31,742,703	5.4%	30,616,346	5.1%	156,660	14.1%	969,697	12.0%
2000	32,331,361	1.9%	31,148,705	1.7%	151,110	-3.5%	1,031,546	6.4%
2001	31,351,494	-3.0%	30,160,277	-3.2%	163,402	8.1%	1,027,815	-0.4%
2002	33,178,789	5.8%	31,945,973	5.9%	165,405	1.2%	1,067,411	3.9%
2003	33,880,215	2.1%	32,674,582	2.3%	185,725	12.3%	1,019,908	-4.5%
2004	35,817,543	5.7%	34,553,627	5.8%	153,158	-17.5%	1,110,758	8.9%
2005	36,416,937	1.7%	35,146,154	1.7%	147,999	-3.4%	1,122,784	1.1%
2006	35,566,088	-2.3%	34,285,607	-2.4%	148,998	0.7%	1,131,483	0.8%
2007	32,184,725	-9.5%	30,897,447	-9.9%	147,367	-1.1%	1,139,911	0.7%
2008	29,625,967	-8.0%	28,308,158	-8.4%	138,855	-5.8%	1,178,954	3.4%
2009	27,672,773	-6.6%	26,536,413	-6.3%	109,718	-21.0%	1,026,642	-12.9%
2010	26,455,621	-4.4%	25,259,609	-4.8%	107,305	-2.2%	1,088,707	6.0%
2011	25,888,005	-2.1%	24,678,930	-2.3%	98,924	-7.8%	1,110,151	2.0%
2012	26,358,031	1.8%	25,104,487	1.7%	108,667	9.8%	1,144,877	3.1%
2013	27,281,890	3.5%	26,033,552	3.7%	105,000	-3.4%	1,143,338	-0.1%
2014	28,882,351	5.9%	27,593,261	6.0%	101,415	-3.4%	1,187,675	3.9%
2015	32,029,017	10.9%	30,716,636	11.3%	93,236	-8.1%	1,219,145	2.6%
2016	32,435,596	1.3%	31,058,172	1.1%	72,092	-22.7%	1,305,332	7.1%
2017	33,392,707	3.0%	31,975,414	3.0%	67,718	-6.1%	1,349,575	3.4%
2018	33,463,800	0.2%	31,999,173	0.1%	64,193	-5.2%	1,400,434	3.8%
2019	32,803,580	-2.0%	31,353,133	-2.0%	47,559	-25.9%	1,402,888	0.2%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

¹ California Department of Motor Vehicles Forecasting Unit – Estimated Vehicles Registered by County (2019)

1.3 Bilateral Trade via Truck: California–Baja California

Analysis

U.S.–Mexico trade represents a critical part of the local, state, and national economy. In 2019, Mexico ranked as the top overall trade partner with the U.S. for the first time on record and ranked as either the largest or second-largest export market for 26 U.S. states, including California.²

Between California and Baja California, the three primary commercial port facilities are Otay Mesa–Mesa de Otay, Tecate–Tecate, and Calexico East–Mexicali II. These POEs facilitated about 11% of all of U.S. exports to Mexico and about 13% of all U.S. imports from Mexico in 2019.³

The \$65.9 billion of trade in 2019 was the highest on record and came after three consecutive years of increase. In line with the trend seen in the number of truck crossings, the value of trade has shown annual decreases only four times that were never consecutive. Growth in the value of imports carried the overall positive bilateral trade trend, as exports fell slightly between 2018 and 2019. In 2019, San Diego County POEs processed 73% of all trade via truck while Imperial County POEs processed 27%.

Data

Table 3
Bilateral Trade via Truck: All California–Baja California POEs

Year	Total Trade		Exports		Imports	
	Value	% Change	Value	% Change	Value	% Change
1998	\$21,641,314,295		\$9,069,422,677		\$12,571,891,618	
1999	\$24,244,620,869	12.0%	\$9,998,942,004	10.2%	\$14,245,678,865	13.3%
2000	\$27,917,960,959	15.2%	\$11,981,050,748	19.8%	\$15,936,910,211	11.9%
2001	\$27,442,338,700	-1.7%	\$11,683,932,058	-2.5%	\$15,758,406,642	-1.1%
2002	\$29,598,685,267	7.9%	\$12,536,480,245	7.3%	\$17,062,205,022	8.3%
2003	\$29,366,346,382	-0.8%	\$12,374,520,883	-1.3%	\$16,991,825,499	-0.4%
2004	\$32,830,991,613	11.8%	\$13,431,977,722	8.5%	\$19,399,013,891	14.2%
2005	\$35,987,543,536	9.6%	\$14,226,739,807	5.9%	\$21,760,803,729	12.2%
2006	\$41,095,732,183	14.2%	\$15,189,454,907	6.8%	\$25,906,277,276	19.1%
2007	\$43,341,727,116	5.5%	\$15,003,987,308	-1.2%	\$28,337,739,808	9.4%
2008	\$43,710,108,366	0.8%	\$15,592,752,939	3.9%	\$28,117,355,427	-0.8%
2009	\$37,409,320,440	-14.4%	\$12,986,444,853	-16.7%	\$24,422,875,587	-13.1%
2010	\$41,813,180,514	11.8%	\$15,097,672,836	16.3%	\$26,715,507,678	9.4%
2011	\$45,100,478,091	7.9%	\$16,964,150,519	12.4%	\$28,136,327,572	5.3%
2012	\$47,726,364,639	5.8%	\$17,985,191,612	6.0%	\$29,741,173,027	5.7%
2013	\$49,490,362,137	3.7%	\$18,810,894,091	4.6%	\$30,679,468,046	3.2%
2014	\$53,806,575,424	8.7%	\$20,253,985,125	7.7%	\$33,552,590,299	9.4%
2015	\$59,325,737,399	10.3%	\$21,116,370,913	4.3%	\$38,209,366,486	13.9%
2016	\$58,234,573,873	-1.8%	\$21,427,437,489	1.5%	\$36,807,136,384	-3.7%
2017	\$59,420,865,289	2.0%	\$21,982,855,492	2.6%	\$37,438,009,797	1.7%
2018	\$64,525,811,234	8.6%	\$24,395,260,044	11.0%	\$40,130,551,190	7.2%
2019	\$65,860,629,080	2.1%	\$23,737,935,134	-2.7%	\$42,122,693,946	5.0%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

Note: Figures are nominal and not adjusted for inflation.

² U.S. Census Bureau, USA Trade – Top Trade Partners (2019)

³ Measured by dollar value (USD)

1.4 Bilateral Trade via Rail: California–Baja California

Analysis

Rail lines serve the San Ysidro–Puerta México/Ped West–El Chaparral, Tecate–Tecate, and Calexico West–Mexicali I POEs, although customs documentation is occasionally reported for rail trade at Otay Mesa–Mesa de Otay and the Calexico East–Mexicali II POEs as well. Although trade via rail accounts for less than 1% of all trade through the California–Baja California border, rehabilitation efforts are being pursued to increase the use of rail lines for crossborder trade in the region.⁴

Annual totals for the value of rail trade in the region is highly variable, ranging from a high of \$607 million in 2012 and a low of \$99 million in 1998. The 2019 total was 5% below the 22-year historical average.

In 2019, San Diego County POEs processed 30% of all trade via rail while Imperial County POEs processed 70%.

Data

Table 4
Bilateral Trade via Rail: All California–Baja California POEs

Year	Total Trade		Exports		Imports	
	Value	% Change	Value	% Change	Value	% Change
1998	\$99,846,618		\$80,259,583		\$19,587,035	
1999	\$135,584,463	35.8%	\$100,611,617	25.4%	\$34,972,846	78.6%
2000	\$148,132,144	9.3%	\$124,277,471	23.5%	\$23,854,673	-31.8%
2001	\$212,323,146	43.3%	\$198,414,438	59.7%	\$13,908,708	-41.7%
2002	\$193,036,547	-9.1%	\$183,411,064	-7.6%	\$9,625,483	-30.8%
2003	\$158,405,028	-17.9%	\$142,284,972	-22.4%	\$16,120,056	67.5%
2004	\$302,945,843	91.2%	\$283,270,062	99.1%	\$19,675,781	22.1%
2005	\$324,508,015	7.1%	\$285,199,084	0.7%	\$39,308,931	99.8%
2006	\$346,833,983	6.9%	\$311,231,362	9.1%	\$35,602,621	-9.4%
2007	\$514,404,144	48.3%	\$408,967,597	31.4%	\$105,436,547	196.1%
2008	\$531,178,608	3.3%	\$456,880,500	11.7%	\$74,298,108	-29.5%
2009	\$299,823,471	-43.6%	\$284,744,526	-37.7%	\$15,078,945	-79.7%
2010	\$420,637,000	40.3%	\$398,011,879	39.8%	\$22,625,121	50.0%
2011	\$561,350,003	33.5%	\$525,010,977	31.9%	\$36,339,026	60.6%
2012	\$607,091,660	8.1%	\$571,477,925	8.9%	\$35,613,735	-2.0%
2013	\$430,314,855	-29.1%	\$400,251,784	-30.0%	\$30,063,071	-15.6%
2014	\$427,108,811	-0.7%	\$395,543,401	-1.2%	\$31,565,410	5.0%
2015	\$297,206,583	-30.4%	\$273,159,271	-30.9%	\$24,047,312	-23.8%
2016	\$348,954,603	17.4%	\$337,536,480	23.6%	\$11,418,123	-52.5%
2017	\$330,824,086	-5.2%	\$322,104,884	-4.6%	\$8,719,202	-23.6%
2018	\$336,192,481	1.6%	\$318,511,949	-1.1%	\$17,680,532	102.8%
2019	\$317,591,233	-5.5%	\$290,119,509	-8.9%	\$27,471,724	55.4%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

Note: Figures are nominal and not adjusted for inflation.

Includes rail trade through Tecate–Tecate, although the value is historically less than 1% of the overall state total.

⁴ SDMTS.com, San Diego Metropolitan Transit System (MTS)

Section 2: POE-level Data and Analysis

This section discusses border crossing and trade data at the POE level with information presented for each individual port of entry and listed from west to east.

2.1 San Ysidro–Puerta México/Ped West–El Chaparral Port of Entry

2.1.1 Individual Crossings: San Ysidro–Puerta México/Ped West–El Chaparral

Analysis

The San Ysidro–Puerta México/Ped West–El Chaparral POE has undergone various phases of construction since 2010, and the U.S. General Services Administration (GSA) completed the final phases of the modernization project in 2019.⁵ New pedestrian facilities were also constructed at El Chaparral and Puerta México in Mexico.

The POE has continued to be the most transited land border crossing in the U.S. One of every five individual crossings between the U.S.–Mexico border occurred at this facility in 2019—40% more than the states of Arizona and New Mexico combined.

The pedestrian total in 2019 was 34% higher than the historical average compared to POV passengers, which was 7% lower. In 2019 mode share through this POE is estimated at 71% motorized and 29% non-motorized.

Data

Table 5
Northbound Individual Crossings: San Ysidro–Puerta México/Ped West–El Chaparral

Year	Total Individuals (Passengers and Pedestrians)		POV Passengers		Bus Passengers		Pedestrians	
	Value	% Change	Value	% Change	Value	% Change	Value	% Change
1998	39,644,307	-	31,844,311	-	890,614	-	6,909,382	-
1999	42,005,306	6.0%	33,593,034	5.5%	854,098	-4.1%	7,558,174	9.4%
2000	39,351,555	-6.3%	31,025,343	-7.6%	783,762	-8.2%	7,542,450	-0.2%
2001	45,336,547	15.2%	33,003,554	6.4%	897,047	14.5%	11,435,946	51.6%
2002	45,274,997	-0.1%	36,171,884	9.6%	1,199,630	33.7%	7,903,483	-30.9%
2003	48,727,602	7.6%	39,180,519	8.3%	1,244,973	3.8%	8,302,110	5.0%
2004	43,872,934	-10.0%	33,382,991	-14.8%	1,032,343	-17.1%	9,457,600	13.9%
2005	41,417,164	-5.6%	32,265,477	-3.3%	995,337	-3.6%	8,156,350	-13.8%
2006	40,740,621	-1.6%	31,868,563	-1.2%	1,060,444	6.5%	7,811,614	-4.2%
2007	37,022,194	-9.1%	28,390,175	-10.9%	875,450	-17.4%	7,756,569	-0.7%
2008	33,310,098	-10.0%	25,319,449	-10.8%	700,787	-20.0%	7,289,862	-6.0%
2009	30,576,138	-8.2%	23,934,882	-5.5%	453,130	-35.3%	6,188,126	-15.1%
2010	30,590,858	0.0%	23,600,605	-1.4%	550,301	21.4%	6,439,952	4.1%
2011	30,444,678	-0.5%	21,522,906	-8.8%	467,381	-15.1%	8,454,391	31.3%
2012	28,662,981	-5.9%	19,944,913	-7.3%	583,589	24.9%	8,134,479	-3.8%
2013	28,136,014	-1.8%	19,887,054	-0.3%	507,750	-13.0%	7,741,210	-4.8%
2014	29,532,518	5.0%	21,116,089	6.2%	491,058	-3.3%	7,925,371	2.4%
2015	33,142,128	12.2%	25,646,073	21.5%	440,033	-10.4%	7,056,022	-11.0%
2016	31,638,430	-4.5%	24,014,192	-6.4%	241,875	-45.0%	7,382,363	4.6%
2017	32,172,213	1.7%	23,831,138	-0.8%	61,822	-74.4%	8,279,253	12.1%
2018	34,671,379	7.8%	25,182,134	5.7%	53,634	-13.2%	9,435,611	14.0%
2019	36,724,706	5.9%	25,845,348	2.6%	79,960	49.1%	10,799,398	14.5%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

⁵ [GSA.gov](https://www.gsa.gov) (U.S. General Services Administration, Region 9)

2.1.2 Vehicle Crossings: San Ysidro–Puerta México/Ped West–El Chaparral

Analysis

In 2019, the San Ysidro–Puerta México/Ped West–El Chaparral POE processed one of every five POVs that crossed into the U.S. from Mexico. For comparison, the 13.7 million POV crossings in 2019 is only 7% less than the California Department of Motor Vehicles’ estimate of registered automobiles in Southern California.⁶

In addition to the added POV lanes introduced as part of the GSA modernization project at this POE, Mexico’s Secretariat of Communications and Infrastructure (SCT) and Baja California’s Secretariat of Urban Development and Territorial Reorganization (SIDURT) have plans to expand space for vehicle lanes on the Mexican side as well as a proposal for a new west–east highway connecting urban areas of Tijuana, the border crossing, and the Tijuana International Airport (TIJ).⁷

Bus crossings have decreased significantly over the last two decades—in line with the general trend seen at all California–Baja California POEs—but showed a 19% annual increase between 2018 and 2019.

Data

Table 6

Northbound Vehicle Crossings: San Ysidro–Puerta México/Ped West–El Chaparral

Year	Total Vehicles (POVs and Buses)		POVs		Buses	
	Value	% Change	Value	% Change	Value	% Change
1998	14,582,249	-	14,474,686	-	107,563	-
1999	15,377,586	5.5%	15,269,561	5.5%	108,025	0.4%
2000	15,338,672	-0.3%	15,237,428	-0.2%	101,244	-6.3%
2001	15,104,243	-1.5%	15,001,616	-1.5%	102,627	1.4%
2002	16,538,808	9.5%	16,441,766	9.6%	97,042	-5.4%
2003	17,519,301	5.9%	17,408,481	5.9%	110,820	14.2%
2004	17,730,976	1.2%	17,621,030	1.2%	109,946	-0.8%
2005	17,314,036	-2.4%	17,208,106	-2.3%	105,930	-3.7%
2006	17,235,795	-0.5%	17,135,163	-0.4%	100,632	-5.0%
2007	15,793,988	-8.4%	15,696,262	-8.4%	97,726	-2.9%
2008	13,760,116	-12.9%	13,672,329	-12.9%	87,787	-10.2%
2009	13,427,337	-2.4%	13,354,887	-2.3%	72,450	-17.5%
2010	13,418,912	-0.1%	13,348,364	0.0%	70,548	-2.6%
2011	12,433,956	-7.3%	12,373,011	-7.3%	60,945	-13.6%
2012	11,550,145	-7.1%	11,481,951	-7.2%	68,194	11.9%
2013	11,407,139	-1.2%	11,346,966	-1.2%	60,173	-11.8%
2014	12,003,231	5.2%	11,946,060	5.3%	57,171	-5.0%
2015	14,486,945	20.7%	14,435,252	20.8%	51,693	-9.6%
2016	13,738,182	-5.2%	13,701,967	-5.1%	36,215	-29.9%
2017	13,811,357	0.5%	13,777,990	0.6%	33,367	-7.9%
2018	14,537,364	5.3%	14,505,306	5.3%	32,058	-3.9%
2019	15,017,463	3.3%	14,979,363	3.3%	38,100	18.8%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

⁶ California Department of Motor Vehicles Forecasting Unit – Estimated Vehicles Registered by County (2019). Includes the counties of San Diego, Imperial, Orange, Riverside, Los Angeles, San Bernardino, and Ventura.

⁷ Secretariat of Urban Development and Territorial Reorganization (SIDURT)

2.1.3 Bilateral Trade via Rail: San Ysidro–Puerta México/Ped West–El Chaparral

Analysis

As noted previously, trade via rail historically has accounted for less than 1% of the total bilateral trade between California and Baja California – with the San Ysidro–Puerta México/Ped West–El Chaparral POE processing 30% of the rail total across the state in 2019.

This facility has facilitated as much as \$264 million and as little as \$43 million. The 2019 total is about 29% less than the historical average through this POE.

Data

Table 7

Bilateral Trade Value via Rail: San Ysidro–Puerta México/Ped West–El Chaparral

Year	Total Trade		Exports		Imports	
	Value	% Change	Value	% Change	Value	% Change
1998	\$43,398,623	-	\$43,096,821	-	\$301,802	-
1999	\$61,628,528	8.4%	\$60,450,466	40.3%	\$1,178,062	290.3%
2000	\$65,980,901	7.1%	\$64,941,077	7.4%	\$1,039,824	-11.7%
2001	\$71,551,437	8.4%	\$71,335,135	9.8%	\$216,302	-79.2%
2002	\$65,541,805	-8.4%	\$65,299,988	-8.5%	\$241,817	11.8%
2003	\$68,407,265	4.4%	\$68,033,554	4.2%	\$373,711	54.5%
2004	\$135,859,906	98.6%	\$135,705,761	99.5%	\$154,145	-58.8%
2005	\$162,978,657	20.0%	\$161,339,532	18.9%	\$1,639,125	963.4%
2006	\$175,858,450	7.9%	\$175,489,616	8.8%	\$368,834	-77.5%
2007	\$217,230,963	23.5%	\$216,869,666	23.6%	\$361,297	-2.0%
2008	\$249,879,073	15.0%	\$249,484,628	15.0%	\$394,445	9.2%
2009	\$146,346,117	-41.4%	\$146,314,768	-41.4%	\$31,349	-92.1%
2010	\$189,099,275	29.2%	\$189,041,649	29.2%	\$57,626	83.8%
2011	\$161,039,009	-14.8%	\$161,039,009	-14.8%	\$0	-100.0%
2012	\$264,169,368	64.0%	\$264,155,868	64.0%	\$13,500	100.0%
2013	\$200,358,764	-24.2%	\$200,354,878	-24.2%	\$3,886	-71.2%
2014	\$150,509,445	-24.9%	\$150,375,217	-24.9%	\$134,228	3354.1%
2015	\$88,337,029	-41.3%	\$88,337,029	-41.3%	\$0	-100.0%
2016	\$150,644,223	70.5%	\$150,644,223	70.5%	\$0	0.0%
2017	\$101,974,861	-32.3%	\$101,974,861	-32.3%	\$0	0.0%
2018	\$91,194,158	-10.6%	\$91,194,158	-10.6%	\$0	0.0%
2019	\$95,892,937	5.2%	\$95,892,937	5.2%	\$0	0.0%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

Note: Figures are nominal and not adjusted for inflation.

2.2 Cross Border Xpress (CBX)

2.2.1 Individual Crossings: CBX

Analysis

CBX is a privately funded crossing facility and serves as an airport access terminal for ticketed users of TIJ. CBX opened in December 2015 and became the world's first airport terminal facility located directly on an international boundary.

Since its first full year of operation in 2016, CBX has seen significant growth as the facility gains more popularity among those seeking convenient access to air travel via TIJ and a direct connection to the U.S. and has since catalyzed recent expansion of TIJ passenger terminals and amenities.

The 1.6 million northbound crossings in 2019 accounted for over 3% of all the pedestrian crossings across the U.S.–Mexico border and 7% of the pedestrians crossing the California–Baja California border.

Data

Table 8
Individual Crossings: CBX

Year	Total Individuals (Northbound and Southbound)		Total Northbound Crossers		Total Northbound Crossers	
	Value	% Change	Value	% Change	Value	% Change
2015	-	-	-	-	-	-
2016	1,359,456	-	751,565	-	607,891	-
2017	1,922,010	41.4%	1,066,628	41.9%	855,382	40.7%
2018	2,261,536	17.7%	1,249,411	17.1%	1,012,125	18.3%
2019	2,897,903	28.1%	1,578,628	26.3%	1,319,275	30.3%

Source: Cross Border Xpress

2.3 Otay Mesa–Mesa de Otay

2.3.1 Individual Crossings: Otay Mesa–Mesa de Otay

Analysis

Prior to the current improvement effort announced by GSA, the Otay Mesa–Mesa de Otay POE had been operating with inadequate processing capacity for personal and commercial trips. Once completed in 2023, additional pedestrian lanes and improved truck processing facilities will be introduced.⁸ On the Mexican side, the City of Tijuana has plans to improve circulation for POV lanes at the POE.⁹

In 2019, this POE processed 8% of all individual crossings through the U.S.–Mexico border and 19% of all crossings between California and Baja California.

The 3.6 million pedestrians in 2019 was a record high and 65% above the historical average—compared to the 11.4 million POV passengers, which was only 9% higher.

Mode share through this POE was 76% motorized and 24% non-motorized in 2019.

Data

Table 9
Northbound Individual Crossings: Otay Mesa–Mesa de Otay

Year	Total Individuals (Passengers and Pedestrians)		POV Passengers		Bus Passengers		Pedestrians	
	Value	% Change	Value	% Change	Value	% Change	Value	% Change
1998	10,373,371	-	9,518,925	-	235,288	-	619,158	-
1999	10,852,444	4.6%	9,856,055	3.5%	312,342	32.7%	684,047	10.5%
2000	12,154,029	12.0%	10,659,498	8.2%	845,775	170.8%	648,756	-5.2%
2001	9,865,998	-15.6%	8,405,047	-21.1%	457,980	-45.9%	1,002,971	54.6%
2002	11,339,951	14.9%	9,109,341	8.4%	546,493	19.3%	1,684,117	67.9%
2003	12,790,033	12.8%	11,019,106	21.0%	303,756	-44.4%	1,467,171	-12.9%
2004	13,611,857	6.4%	11,840,769	7.5%	251,461	-17.2%	1,519,627	3.6%
2005	14,143,415	3.9%	12,395,605	4.7%	251,614	0.1%	1,496,196	-1.5%
2006	12,541,581	-11.3%	10,843,585	-12.5%	312,862	24.3%	1,385,134	-7.4%
2007	10,364,123	-17.4%	8,656,559	-20.2%	296,637	-5.2%	1,410,927	1.9%
2008	10,454,205	0.9%	8,473,725	-2.1%	240,026	-19.1%	1,740,454	23.4%
2009	10,212,849	-2.3%	8,085,681	-4.6%	147,186	-38.7%	1,979,982	13.8%
2010	9,449,719	-7.5%	7,051,569	-12.8%	147,129	0.0%	2,251,021	13.7%
2011	10,147,742	7.4%	7,502,114	6.4%	167,219	13.7%	2,478,409	10.1%
2012	12,667,065	24.8%	9,297,601	23.9%	163,672	-2.1%	3,205,792	29.3%
2013	14,357,197	13.3%	10,884,910	17.1%	182,509	11.5%	3,289,778	2.6%
2014	15,643,173	9.0%	12,040,318	10.6%	186,898	2.4%	3,415,957	3.8%
2015	15,775,485	0.8%	12,225,410	1.5%	138,590	-25.8%	3,411,485	-0.1%
2016	17,145,186	8.7%	13,583,328	11.1%	57,058	-58.8%	3,504,800	2.7%
2017	17,008,665	-0.8%	13,600,059	0.1%	47,117	-17.4%	3,361,489	-4.1%
2018	16,751,765	-1.5%	13,318,027	-2.1%	42,389	-10.0%	3,391,349	0.9%
2019	14,950,350	-10.8%	11,372,048	-14.6%	11,031	-74.0%	3,567,271	5.2%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

⁸ [GSA.gov](https://www.gsa.gov) (U.S. General Services Administration, Region 9)

⁹ tijuana.gob.mx, Dirección de Infraestructura Urbana Municipal

2.3.2 Vehicle Crossings: Otay Mesa–Mesa de Otay

Analysis

While the Otay Mesa–Mesa de Otay POE is known as being the primary commercial truck facility in the region and the second-busiest along the U.S.–Mexico border, it also processed 21% of all the POV crossings between California and Baja California in 2019.

Despite a year-over-year decrease for POVs and trucks from 2018 to 2019, the annual totals in each category were still 18% and 23% above their historical averages, respectively.

In 2019, one in every ten northbound trucks through the U.S.–Mexico border crossed at this POE.

Data

Table 10
Northbound Vehicle Crossings: Otay Mesa–Mesa de Otay

Year	Total Vehicles (POVs, Buses and Trucks)		POVs		Buses		Trucks	
	Value	% Change	Value	% Change	Value	% Change	Value	% Change
1998	4,960,148	-	4,326,786	-	26,978	-	606,384	-
1999	5,172,755	4.3%	4,480,026	3.5%	46,142	71.0%	646,587	6.6%
2000	5,581,371	7.9%	4,845,348	8.2%	47,683	3.3%	688,340	6.5%
2001	4,723,242	-15.4%	3,956,842	-18.3%	57,954	21.5%	708,446	2.9%
2002	4,937,375	4.5%	4,140,610	4.6%	65,474	13.0%	731,291	3.2%
2003	5,682,800	15.1%	4,912,899	18.7%	72,749	11.1%	697,152	-4.7%
2004	6,960,764	22.5%	6,193,568	26.1%	41,032	-43.6%	726,164	4.2%
2005	7,442,450	6.9%	6,672,994	7.7%	39,203	-4.5%	730,253	0.6%
2006	6,456,059	-13.3%	5,661,794	-15.2%	44,793	14.3%	749,472	2.6%
2007	5,402,331	-16.3%	4,616,308	-18.5%	47,258	5.5%	738,765	-1.4%
2008	5,575,413	3.2%	4,750,683	2.9%	47,758	1.1%	776,972	5.2%
2009	4,825,296	-13.5%	4,106,276	-13.6%	34,595	-27.6%	684,425	-11.9%
2010	4,697,271	-2.7%	3,933,036	-4.2%	34,630	0.1%	729,605	6.6%
2011	4,993,236	6.3%	4,213,804	7.1%	34,503	-0.4%	744,929	2.1%
2012	6,162,938	23.4%	5,346,210	26.9%	37,799	9.6%	778,929	4.6%
2013	7,047,331	14.4%	6,235,300	16.6%	42,145	11.5%	769,886	-1.2%
2014	7,761,634	10.1%	6,910,219	10.8%	41,222	-2.2%	810,193	5.2%
2015	7,801,356	0.5%	6,933,472	0.3%	38,303	-7.1%	829,581	2.4%
2016	8,654,477	10.9%	7,722,264	11.4%	32,877	-14.2%	899,336	8.4%
2017	9,270,557	7.1%	8,309,476	7.6%	31,467	-4.3%	929,614	3.4%
2018	8,700,324	-6.2%	7,708,214	-7.2%	29,533	-6.1%	962,577	3.5%
2019	7,540,578	-13.3%	6,584,442	-14.6%	7,506	-74.6%	948,630	-1.4%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

2.3.3 Bilateral Trade via Truck: Otay Mesa–Mesa de Otay

Analysis

The interconnectedness of the binational economy has increased dependence on crossborder supply chains, and by extension, the POEs themselves. The value of trade moved via truck through the Otay Mesa–Mesa de Otay POE accounted for over 8% of all California international trade in 2019—highlighting the importance of this facility to the local, state, and national economy.¹⁰

Despite the slight decrease in the volume of trucks in 2019, the value of trade carried by those trucks increased. The \$47.4 billion total was a record high and 56% above the historical average.

Data

Table 11
Bilateral Trade Value via Truck: Otay Mesa–Mesa de Otay

Year	Total Trade		Exports		Imports	
	Value	% Change	Value	% Change	Value	% Change
1998	\$14,645,671,987	-	\$5,927,772,131	-	\$8,717,899,856	-
1999	\$15,583,562,817	6.4%	\$6,134,728,067	3.5%	\$9,448,834,750	8.4%
2000	\$18,759,879,210	20.4%	\$8,110,052,031	32.2%	\$10,649,827,179	12.7%
2001	\$19,384,772,659	3.3%	\$8,225,985,115	1.4%	\$11,158,787,544	4.8%
2002	\$20,367,624,663	5.1%	\$8,549,456,838	3.9%	\$11,818,167,825	5.9%
2003	\$19,660,723,948	-3.5%	\$8,260,389,400	-3.4%	\$11,400,334,548	-3.5%
2004	\$22,171,883,070	12.8%	\$8,917,456,915	8.0%	\$13,254,426,155	16.3%
2005	\$24,400,618,960	10.1%	\$9,269,520,520	3.9%	\$15,131,098,440	14.2%
2006	\$28,597,443,478	17.2%	\$9,937,653,489	7.2%	\$18,659,789,989	23.3%
2007	\$30,696,517,719	7.3%	\$9,939,099,890	0.0%	\$20,757,417,829	11.2%
2008	\$31,723,564,193	3.3%	\$10,499,853,431	5.6%	\$21,223,710,762	2.2%
2009	\$28,212,893,515	-11.1%	\$9,040,450,491	-13.9%	\$19,172,443,024	-9.7%
2010	\$30,745,984,194	9.0%	\$10,062,454,134	11.3%	\$20,683,530,060	7.9%
2011	\$32,809,817,775	6.7%	\$11,126,257,314	10.6%	\$21,683,560,461	4.8%
2012	\$34,505,059,942	5.2%	\$12,081,681,516	8.6%	\$22,423,378,426	3.4%
2013	\$35,749,964,810	3.6%	\$12,815,561,018	6.1%	\$22,934,403,792	2.3%
2014	\$38,839,226,951	8.6%	\$13,948,839,299	8.8%	\$24,890,387,652	8.5%
2015	\$42,337,010,215	9.0%	\$14,209,637,521	1.9%	\$28,127,372,694	13.0%
2016	\$41,776,831,078	-1.3%	\$14,824,100,596	4.3%	\$26,952,730,482	-4.2%
2017	\$42,761,463,784	2.4%	\$15,286,452,731	3.1%	\$27,475,011,053	1.9%
2018	\$46,703,191,591	9.2%	\$17,237,613,258	12.8%	\$29,465,578,333	7.2%
2019	\$47,367,611,567	1.4%	\$16,644,669,819	-3.4%	\$30,722,941,748	4.3%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

Note: Figures are nominal and not adjusted for inflation.

¹⁰ U.S. Census Bureau, Foreign Trade Statistics

2.4 Tecate–Tecate

2.4.1 Individual Crossings: Tecate–Tecate

Analysis

As a smaller facility located along the border between a rural part of eastern San Diego County and the municipality of Tecate in Baja California, crossings through this POE typically fluctuate less. In 2019, nearly 4% of all northbound individual crossings between California and Baja California used this POE.

The 927,472 pedestrian crossings in 2019 was a new record high and 68% above the historical average, compared to the 1.9 million POV passenger crossing total, which was 7% below.

Mode share through this POE is estimated at 68% motorized and 32% non-motorized in 2019.

Data

Table 12
Northbound Individual Crossings: Tecate–Tecate

Year	Total Individuals (Passengers and Pedestrians)		POV Passengers		Bus Passengers		Pedestrians	
	Value	% Change	Value	% Change	Value	% Change	Value	% Change
1998	3,226,908	-	2,969,038	-	6,642	-	251,228	-
1999	3,302,561	2.3%	3,004,472	1.2%	10,593	59.5%	287,496	14.4%
2000	3,680,416	11.4%	3,380,697	12.5%	11,563	9.2%	288,156	0.2%
2001	2,530,194	-31.3%	2,161,911	-36.1%	9,118	-21.1%	359,165	24.6%
2002	2,806,133	10.9%	2,357,883	9.1%	8,730	-4.3%	439,520	22.4%
2003	3,232,509	15.2%	2,780,878	17.9%	6,707	-23.2%	444,924	1.2%
2004	2,964,291	-8.3%	2,535,024	-8.8%	5,910	-11.9%	423,357	-4.8%
2005	2,534,347	-14.5%	2,056,234	-18.9%	7,067	19.6%	471,046	11.3%
2006	2,386,375	-5.8%	1,829,678	-11.0%	6,713	-5.0%	549,984	16.8%
2007	2,383,017	-0.1%	1,830,661	0.1%	5,066	-24.5%	547,290	-0.5%
2008	2,390,584	0.3%	1,876,615	2.5%	5,933	17.1%	508,036	-7.2%
2009	2,153,310	-9.9%	1,649,796	-12.1%	3,805	-35.9%	499,709	-1.6%
2010	2,051,126	-4.7%	1,538,999	-6.7%	4,187	10.0%	507,940	1.6%
2011	2,100,913	2.4%	1,571,780	2.1%	3,821	-8.7%	525,312	3.4%
2012	2,217,293	5.5%	1,512,828	-3.8%	1,723	-54.9%	702,742	33.8%
2013	2,222,060	0.2%	1,469,451	-2.9%	2,224	29.1%	750,385	6.8%
2014	2,347,794	5.7%	1,598,672	8.8%	5,456	145.3%	743,666	-0.9%
2015	2,389,613	1.8%	1,776,948	11.2%	4,306	-21.1%	608,359	-18.2%
2016	2,584,086	8.1%	1,908,413	7.4%	2,068	-52.0%	673,605	10.7%
2017	2,811,309	8.8%	2,039,817	6.9%	39	-98.1%	771,453	14.5%
2018	2,967,788	5.6%	2,130,145	4.4%	0	-100.0%	837,643	8.6%
2019	2,872,362	-3.2%	1,944,890	-8.7%	0	0.0%	927,472	10.7%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

2.4.2 Vehicle Crossings: Tecate–Tecate

Analysis

Vehicle crossings through the POE also fluctuate to a smaller degree than other POEs. Despite the 9% decrease in total vehicle crossings from 2018 to 2019, the 1 million vehicle total was on par with the historical average.

In 2019 truck crossings increased for the fourth consecutive year to 65,212. The truck crossing total was 8% above the historical average.

Data

Table 13
Northbound Vehicle Crossings: Tecate–Tecate

Year	Total Vehicles (POVs, Buses and Trucks)		POVs		Buses		Trucks	
	Value	% Change	Value	% Change	Value	% Change	Value	% Change
1998	1,051,884	-	1,000,699	-	380	-	50,805	-
1999	1,275,170	21.2%	1,214,949	21.4%	615	61.8%	59,606	17.3%
2000	1,226,957	-3.8%	1,163,471	-4.2%	608	-1.1%	62,878	5.5%
2001	1,205,225	-1.8%	1,143,827	-1.7%	511	-16.0%	60,887	-3.2%
2002	1,263,569	4.8%	1,205,430	5.4%	484	-5.3%	57,655	-5.3%
2003	1,344,206	6.4%	1,284,525	6.6%	318	-34.3%	59,363	3.0%
2004	1,253,159	-6.8%	1,183,222	-7.9%	267	-16.0%	69,670	17.4%
2005	1,098,791	-12.3%	1,028,854	-13.0%	351	31.5%	69,586	-0.1%
2006	1,021,819	-7.0%	948,060	-7.9%	318	-9.4%	73,441	5.5%
2007	950,480	-7.0%	872,943	-7.9%	217	-31.8%	77,320	5.3%
2008	969,192	2.0%	893,308	2.3%	289	33.2%	75,595	-2.2%
2009	898,276	-7.3%	833,040	-6.7%	197	-31.8%	65,039	-14.0%
2010	865,891	-3.6%	810,453	-2.7%	230	16.8%	55,208	-15.1%
2011	876,719	1.3%	824,507	1.7%	282	22.6%	51,930	-5.9%
2012	817,002	-6.8%	773,647	-6.2%	110	-61.0%	43,245	-16.7%
2013	793,414	-2.9%	745,541	-3.6%	111	0.9%	47,762	10.4%
2014	865,016	9.0%	812,540	9.0%	237	113.5%	52,239	9.4%
2015	960,748	11.1%	908,482	11.8%	176	-25.7%	52,090	-0.3%
2016	1,027,556	7.0%	971,193	6.9%	94	-46.6%	56,269	8.0%
2017	1,102,356	7.1%	1,043,225	7.4%	3	-96.8%	59,128	5.1%
2018	1,153,870	4.7%	1,092,092	4.7%	0	-100.0%	61,778	4.5%
2019	1,050,513	-9.0%	985,301	-9.8%	0	0.0%	65,212	5.6%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

2.4.3 Bilateral Trade via Truck: Tecate–Tecate

Analysis

Trade via truck through the Tecate–Tecate POE has historically accounted for roughly 2% of all California–Baja California trade via truck.

The \$960 million total in 2019 was the highest figure recorded in more than a decade and 8% higher than the historical average.

Data

Table 14
Bilateral Trade Value via Truck: Tecate–Tecate

Year	Total Trade		Exports		Imports	
	Value	% Change	Value	% Change	Value	% Change
1998	\$886,485,462	-	\$413,826,332	-	\$472,659,130	-
1999	\$984,718,335	11.1%	\$468,007,379	13.1%	\$516,710,956	9.3%
2000	\$920,176,520	-6.6%	\$432,768,494	-7.5%	\$487,408,026	-5.7%
2001	\$850,093,767	-7.6%	\$385,793,569	-10.9%	\$464,300,198	-4.7%
2002	\$950,062,252	11.8%	\$461,317,587	19.6%	\$488,744,665	5.3%
2003	\$897,933,362	-5.5%	\$410,793,578	-11.0%	\$487,139,784	-0.3%
2004	\$1,003,823,069	11.8%	\$465,119,844	13.2%	\$538,703,225	10.6%
2005	\$1,152,246,335	14.8%	\$532,658,355	14.5%	\$619,587,980	15.0%
2006	\$1,191,948,673	3.4%	\$571,135,015	7.2%	\$620,813,658	0.2%
2007	\$1,194,532,553	0.2%	\$595,403,763	4.2%	\$599,128,790	-3.5%
2008	\$1,115,736,675	-6.6%	\$546,484,361	-8.2%	\$569,252,314	-5.0%
2009	\$917,489,394	-17.8%	\$412,209,272	-24.6%	\$505,280,122	-11.2%
2010	\$942,505,700	2.7%	\$431,292,772	4.6%	\$511,212,928	1.2%
2011	\$752,430,102	-20.2%	\$306,458,194	-28.9%	\$445,971,908	-12.8%
2012	\$606,709,871	-19.4%	\$263,210,526	-14.1%	\$343,499,345	-23.0%
2013	\$673,739,012	11.0%	\$302,255,076	14.8%	\$371,483,936	8.1%
2014	\$655,943,111	-2.6%	\$280,428,243	-7.2%	\$375,514,868	1.1%
2015	\$680,247,882	3.7%	\$270,844,464	-3.4%	\$409,403,418	9.0%
2016	\$701,259,349	3.1%	\$269,559,080	-0.5%	\$431,700,269	5.4%
2017	\$748,962,080	6.8%	\$304,315,751	12.9%	\$444,646,329	3.0%
2018	\$774,725,283	3.4%	\$303,959,631	-0.1%	\$470,765,652	5.9%
2019	\$960,989,959	24.0%	\$311,703,759	2.5%	\$649,286,200	37.9%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

Note: Figures are nominal and not adjusted for inflation.

2.5 Calexico West–Mexicali I

2.5.1 Individual Crossings: Calexico West–Mexicali I

Analysis

The Calexico West–Mexicali I POE is also undergoing construction as part of a multi-phase modernization effort led by GSA.¹¹ These improvements will add more POV and pedestrian capacity on the U.S. side and are anticipated to be matched by improvements on the Mexican side.

This POE is the primary gateway for personal trips between the metropolitan area of Mexicali in Baja California and Imperial County, processing about 16% of all individual crossings into California from Mexico.

The 12.7 million total in 2019 was the highest recorded in over a decade and was carried by the increase in POV passengers.

Mode share through this POE is estimated at 71% motorized and 29% non-motorized in 2019.

Data

Table 15
Northbound Individual Crossings: Calexico West–Mexicali I

Year	Total Individuals (Passengers and Pedestrians)		POV Passengers		Bus Passengers		Pedestrians	
	Value	% Change	Value	% Change	Value	% Change	Value	% Change
1998	29,262,831	-	20,733,213	-	37,540	-	8,492,078	-
1999	28,500,828	-2.6%	20,372,381	-1.7%	29,194	-22.2%	8,099,253	-4.6%
2000	28,466,151	-0.1%	20,094,460	-1.4%	19,367	-33.7%	8,352,324	3.1%
2001	22,155,003	-22.2%	15,007,725	-25.3%	27,493	42.0%	7,119,785	-14.8%
2002	19,050,007	-14.0%	12,106,876	-19.3%	48,311	75.7%	6,894,820	-3.2%
2003	16,387,808	-14.0%	10,144,416	-16.2%	13,269	-72.5%	6,230,123	-9.6%
2004	15,482,051	-5.5%	10,619,429	4.7%	15,526	17.0%	4,847,096	-22.2%
2005	16,357,673	5.7%	11,846,703	11.6%	29,956	92.9%	4,481,014	-7.6%
2006	15,740,529	-3.8%	11,664,850	-1.5%	27,050	-9.7%	4,048,629	-9.6%
2007	16,265,738	3.3%	10,949,336	-6.1%	25,425	-6.0%	5,290,977	30.7%
2008	13,826,148	-15.0%	9,432,447	-13.9%	33,800	32.9%	4,359,901	-17.6%
2009	12,531,251	-9.4%	8,625,713	-8.6%	625	-98.2%	3,904,913	-10.4%
2010	12,061,028	-3.8%	7,474,182	-13.3%	0	-100.0%	4,586,846	17.5%
2011	11,550,844	-4.2%	7,099,725	-5.0%	0	0.0%	4,451,119	-3.0%
2012	11,867,269	2.7%	6,981,401	-1.7%	0	0.0%	4,885,868	9.8%
2013	11,926,473	0.5%	7,132,134	2.2%	0	0.0%	4,794,339	-1.9%
2014	11,788,861	-1.2%	7,221,528	1.3%	0	0.0%	4,567,333	-4.7%
2015	12,142,470	3.0%	7,644,148	5.9%	0	0.0%	4,498,322	-1.5%
2016	12,122,575	-0.2%	7,851,664	2.7%	0	0.0%	4,270,911	-5.1%
2017	12,072,508	-0.4%	7,860,166	0.1%	0	0.0%	4,212,342	-1.4%
2018	12,413,536	2.8%	8,399,017	6.9%	0	0.0%	4,014,519	-4.7%
2019	12,713,669	2.4%	9,005,892	7.2%	0	0.0%	3,707,777	-7.6%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

¹¹ [GSA.gov](https://www.gsa.gov) (U.S. General Services Administration, Region 9)

2.5.2 Vehicle Crossings: Calexico West–Mexicali I

Analysis

As of 2010, POVs are the only vehicle type processed at this facility, which in 2019, accounted for 7% of all northbound POV crossings through the U.S.–Mexico border.

The 4.9 million total in 2019 follows five consecutive years of increase and is 4% below the historical average.

Data

Table 16
Northbound Vehicle Crossings: Calexico West–Mexicali I

Year	Total Vehicles (POVs and Buses)		POVs		Buses	
	Value	% Change	Value	% Change	Value	% Change
1998	6,958,618	-	6,957,454	-	1,164	-
1999	6,837,723	-1.7%	6,836,372	-1.7%	1,351	16.1%
2000	6,746,236	-1.3%	6,744,970	-1.3%	1,266	-6.3%
2001	6,376,262	-5.5%	6,374,425	-5.5%	1,837	45.1%
2002	5,932,552	-7.0%	5,930,632	-7.0%	1,920	4.5%
2003	5,263,457	-11.3%	5,261,985	-11.3%	1,472	-23.3%
2004	5,643,471	7.2%	5,641,994	7.2%	1,477	0.3%
2005	6,236,819	10.5%	6,234,602	10.5%	2,217	50.1%
2006	6,111,934	-2.0%	6,110,214	-2.0%	1,720	-22.4%
2007	5,748,305	-5.9%	5,747,309	-5.9%	996	-42.1%
2008	4,951,861	-13.9%	4,950,509	-13.9%	1,352	35.7%
2009	4,839,312	-2.3%	4,839,287	-2.2%	25	-98.2%
2010	4,150,569	-14.2%	4,150,569	-14.2%	0	-100.0%
2011	4,095,450	-1.3%	4,095,450	-1.3%	0	0.0%
2012	4,070,090	-0.6%	4,070,090	-0.6%	0	0.0%
2013	4,112,348	1.0%	4,112,348	1.0%	0	0.0%
2014	4,071,666	-1.0%	4,071,666	-1.0%	0	0.0%
2015	4,294,156	5.5%	4,294,156	5.5%	0	0.0%
2016	4,327,034	0.8%	4,327,034	0.8%	0	0.0%
2017	4,409,648	1.9%	4,409,648	1.9%	0	0.0%
2018	4,557,881	3.4%	4,557,881	3.4%	0	0.0%
2019	4,984,781	9.4%	4,984,781	9.4%	0	0.0%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

2.5.3 Bilateral Trade via Rail: Calexico West–Mexicali I

Analysis

Rail infrastructure serving the Calexico West–Mexicali I POE includes a Union Pacific Railroad–owned line that originates at the POE and extends to interregional and interstate connections to the north and southeast. On the Mexican side, there is a rail line operated by Ferromex, one of the largest private rail consortia in the country.

The \$221.6 million in trade in 2019 was 12% above the historical average.

Data

Table 17
Bilateral Trade Value via Rail: Calexico West–Mexicali I

Year	Total Trade		Exports		Imports	
	Value	% Change	Value	% Change	Value	% Change
1998	\$56,447,995	-	\$37,162,762	-	\$19,285,233	-
1999	\$73,203,152	29.7%	\$39,408,368	6.0%	\$33,794,784	75.2%
2000	\$81,361,377	11.1%	\$58,546,528	48.6%	\$22,814,849	-32.5%
2001	\$140,658,568	72.9%	\$127,000,000	116.9%	\$13,658,568	-40.1%
2002	\$127,366,396	-9.4%	\$118,000,000	-7.1%	\$9,366,396	-31.4%
2003	\$89,983,968	-29.4%	\$74,251,418	-37.1%	\$15,732,550	68.0%
2004	\$166,683,412	85.2%	\$147,161,776	98.2%	\$19,521,636	24.1%
2005	\$158,000,830	-5.2%	\$120,488,601	-18.1%	\$37,512,229	92.2%
2006	\$158,410,813	0.3%	\$123,221,953	2.3%	\$35,188,860	-6.2%
2007	\$283,918,803	79.2%	\$178,918,803	45.2%	\$105,000,000	198.4%
2008	\$274,370,913	-3.4%	\$200,467,250	12.0%	\$73,903,663	-29.6%
2009	\$153,477,354	-44.1%	\$138,429,758	-30.9%	\$15,047,596	-79.6%
2010	\$231,537,125	50.9%	\$208,970,230	51.0%	\$22,566,895	50.0%
2011	\$400,301,956	72.9%	\$363,971,968	74.2%	\$36,329,988	61.0%
2012	\$342,895,234	-14.3%	\$307,322,057	-15.6%	\$35,573,177	-2.1%
2013	\$229,904,543	-33.0%	\$199,845,358	-35.0%	\$30,059,185	-15.5%
2014	\$276,599,366	20.3%	\$245,168,184	22.7%	\$31,431,182	4.6%
2015	\$208,828,296	-24.5%	\$184,780,984	-24.6%	\$24,047,312	-23.5%
2016	\$198,286,861	-5.0%	\$186,868,738	1.1%	\$11,418,123	-52.5%
2017	\$228,322,280	15.1%	\$219,603,078	17.5%	\$8,719,202	-23.6%
2018	\$244,741,602	7.2%	\$227,061,070	3.4%	\$17,680,532	102.8%
2019	\$221,649,688	-9.4%	\$194,177,964	-14.5%	\$27,471,724	55.4%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

Note: Figures are nominal and not adjusted for inflation.

Includes rail trade reported for Calexico East–Mexicali II, although no rail processing facility exists at that POE. This inconsistency has been noted by BTS and CBP.

2.6 Calexico East–Mexicali II

2.6.1 Individual Crossings: Calexico East–Mexicali II

Analysis

The Calexico East–Mexicali II POE has existed since 1996 and now processes more than 3% of all northbound individual crossings into the U.S. from Mexico. Despite a decline in terms of total crossings, the 382,535 pedestrians in 2019 was the highest on record.

Mode share through this POE is estimated at 93% motorized and 7% non-motorized in 2019.

Data

Table 18
Northbound Individual Crossings: Calexico East–Mexicali II

Year	Total Individuals (Passengers and Pedestrians)		POV Passengers		Bus Passengers		Pedestrians	
	Value	% Change	Value	% Change	Value	% Change	Value	% Change
1998	5,369,930	-	5,321,003	-	20,278	-	28,649	-
1999	6,587,602	22.7%	6,565,800	23.4%	6,702	-66.9%	15,100	-47.3%
2000	7,610,037	15.5%	7,600,859	15.8%	6,885	2.7%	2,293	-84.8%
2001	7,430,288	-2.4%	7,420,103	-2.4%	7,647	11.1%	2,538	10.7%
2002	6,900,066	-7.1%	6,889,681	-7.1%	7,987	4.4%	2,398	-5.5%
2003	6,162,918	-10.7%	6,155,005	-10.7%	6,327	-20.8%	1,586	-33.9%
2004	6,374,295	3.4%	6,362,391	3.4%	8,837	39.7%	3,067	93.4%
2005	6,499,227	2.0%	6,492,882	2.1%	4,889	-44.7%	1,456	-52.5%
2006	7,802,684	20.1%	7,771,283	19.7%	18,508	278.6%	12,893	785.5%
2007	7,041,162	-9.8%	7,003,669	-9.9%	28,064	51.6%	9,429	-26.9%
2008	7,203,923	2.3%	7,144,168	2.0%	41,725	48.7%	18,030	91.2%
2009	5,805,220	-19.4%	5,731,129	-19.8%	40,161	-3.7%	33,930	88.2%
2010	5,263,237	-9.3%	5,152,282	-10.1%	52,184	29.9%	58,771	73.2%
2011	5,288,006	0.5%	5,082,318	-1.4%	88,064	68.8%	117,624	100.1%
2012	5,941,643	12.4%	5,530,414	8.8%	92,630	5.2%	318,599	170.9%
2013	6,340,993	6.7%	5,915,717	7.0%	103,690	11.9%	321,586	0.9%
2014	6,859,681	8.2%	6,437,937	8.8%	111,400	7.4%	310,344	-3.5%
2015	7,090,647	3.4%	6,744,400	4.8%	122,873	10.3%	223,374	-28.0%
2016	7,411,814	4.5%	7,041,582	4.4%	116,240	-5.4%	253,992	13.7%
2017	7,519,254	1.4%	7,143,200	1.4%	115,600	-0.6%	260,454	2.5%
2018	6,910,103	-8.1%	6,505,560	-8.9%	104,080	-10.0%	300,463	15.4%
2019	6,390,868	-7.5%	5,930,206	-8.8%	78,127	-24.9%	382,535	27.3%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

2.6.2 Vehicle Crossings: Calexico East–Mexicali II

Analysis

Vehicles crossing through this POE travel on an elevated bridge structure over the All-American Canal before arriving at CBP inspections. Imperial County Transportation Commission (ICTC), Federal Highway Administration (FHWA), Caltrans and GSA have proposed a new project to alleviate some of the congestion experienced on the structure by widening the bridge to allow for additional POV and truck lanes.¹²

In 2019, the 3.6 million total vehicle crossings were nearly 5% above the historical average. and the 389,046 truck crossings was a new record high—ranking as the fifth-busiest truck processing facility along the U.S.–Mexico border.

Data

Table 19
Northbound Vehicle Crossings: Calexico East–Mexicali II

Year	Total Vehicles (POVs, Buses and Trucks)		POVs		Buses		Trucks	
	Value	% Change	Value	% Change	Value	% Change	Value	% Change
1998	1,992,984	-	1,785,602	-	1,164	-	206,218	-
1999	2,465,295	23.7%	2,203,291	23.4%	459	-60.6%	261,545	26.8%
2000	2,829,658	14.8%	2,550,625	15.8%	222	-51.6%	278,811	6.6%
2001	3,337,647	18.0%	3,080,540	20.8%	392	76.6%	256,715	-7.9%
2002	3,780,790	13.3%	3,504,005	13.7%	395	0.8%	276,390	7.7%
2003	3,363,849	-11.0%	3,102,398	-11.5%	311	-21.3%	261,140	-5.5%
2004	3,472,525	3.2%	3,159,892	1.9%	406	30.5%	312,227	19.6%
2005	3,592,457	3.5%	3,271,961	3.5%	284	-30.0%	320,212	2.6%
2006	4,093,559	13.9%	3,784,750	15.7%	1,518	434.5%	307,291	-4.0%
2007	3,742,495	-8.6%	3,417,977	-9.7%	1,170	-22.9%	323,348	5.2%
2008	3,877,130	3.6%	3,549,486	3.8%	1,669	42.6%	325,975	0.8%
2009	3,233,078	-16.6%	2,953,733	-16.8%	2,451	46.9%	276,894	-15.1%
2010	2,932,180	-9.3%	2,626,731	-11.1%	1,897	-22.6%	303,552	9.6%
2011	3,100,935	5.8%	2,784,769	6.0%	3,193	68.3%	312,973	3.1%
2012	3,341,962	7.8%	3,016,974	8.3%	2,564	-19.7%	322,424	3.0%
2013	3,527,110	5.5%	3,198,849	6.0%	2,571	0.3%	325,690	1.0%
2014	3,727,725	5.7%	3,399,697	6.3%	2,785	8.3%	325,243	-0.1%
2015	3,962,753	6.3%	3,622,215	6.5%	3,064	10.0%	337,474	3.8%
2016	4,182,117	5.5%	3,829,484	5.7%	2,906	-5.2%	349,727	3.6%
2017	4,207,097	0.6%	3,843,383	0.4%	2,881	-0.9%	360,833	3.2%
2018	3,938,868	-6.4%	3,560,187	-7.4%	2,602	-9.7%	376,079	4.2%
2019	3,630,217	-7.8%	3,239,218	-9.0%	1,953	-24.9%	389,046	3.4%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

¹² [ImperialCTC.org](https://imperialctc.org), Imperial County Transportation Commission

2.6.3 Bilateral Trade via Truck: Calexico East–Mexicali II

Analysis

Despite limited capacity and noted bottlenecks, the Calexico East–Mexicali II POE continues to handle about 27% of the value of trade moving through the California–Baja California border via truck, on average.

In 2019, the \$17.5 billion in total trade via truck was a record high and 53% above the historical average. The growth between 2018 and 2019 is attributed to the record-high value of imports in the same year.

Data

Table 20
Bilateral Trade Value via Truck: Calexico East–Mexicali II

Year	Total Trade		Exports		Imports	
	Value	% Change	Value	% Change	Value	% Change
1998	\$6,109,156,846		\$2,727,824,214		\$3,381,332,632	
1999	\$7,676,339,717	25.7%	\$3,396,206,558	24.5%	\$4,280,133,159	26.6%
2000	\$8,237,905,229	7.3%	\$3,438,230,223	1.2%	\$4,799,675,006	12.1%
2001	\$7,207,472,274	-12.5%	\$3,072,153,374	-10.6%	\$4,135,318,900	-13.8%
2002	\$8,280,998,352	14.9%	\$3,525,705,820	14.8%	\$4,755,292,532	15.0%
2003	\$8,807,689,072	6.4%	\$3,703,337,905	5.0%	\$5,104,351,167	7.3%
2004	\$9,655,285,474	9.6%	\$4,049,400,963	9.3%	\$5,605,884,511	9.8%
2005	\$10,434,678,241	8.1%	\$4,424,560,932	9.3%	\$6,010,117,309	7.2%
2006	\$11,306,340,032	8.4%	\$4,680,666,403	5.8%	\$6,625,673,629	10.2%
2007	\$11,450,676,844	1.3%	\$4,469,483,655	-4.5%	\$6,981,193,189	5.4%
2008	\$10,870,807,498	-5.1%	\$4,546,415,147	1.7%	\$6,324,392,351	-9.4%
2009	\$8,278,937,531	-23.8%	\$3,533,785,090	-22.3%	\$4,745,152,441	-25.0%
2010	\$10,124,690,620	22.3%	\$4,603,925,930	30.3%	\$5,520,764,690	16.3%
2011	\$11,538,230,214	14.0%	\$5,531,435,011	20.1%	\$6,006,795,203	8.8%
2012	\$12,614,594,826	9.3%	\$5,640,299,570	2.0%	\$6,974,295,256	16.1%
2013	\$13,066,658,315	3.6%	\$5,693,077,997	0.9%	\$7,373,580,318	5.7%
2014	\$14,311,405,362	9.5%	\$6,024,717,583	5.8%	\$8,286,687,779	12.4%
2015	\$16,308,479,302	14.0%	\$6,635,888,928	10.1%	\$9,672,590,374	16.7%
2016	\$15,756,483,446	-3.4%	\$6,333,777,813	-4.6%	\$9,422,705,633	-2.6%
2017	\$15,910,439,425	1.0%	\$6,392,087,010	0.9%	\$9,518,352,415	1.0%
2018	\$17,047,894,360	7.1%	\$6,853,687,155	7.2%	\$10,194,207,205	7.1%
2019	\$17,532,027,554	2.8%	\$6,781,561,556	-1.1%	\$10,750,465,998	5.5%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

Note: Figures are nominal and not adjusted for inflation.

Includes trade value via truck reported for Calexico West–Mexicali I although no truck processing facility exists at that POE. This inconsistency has been noted by BTS and CBP.

2.7 Andrade–Los Algodones

2.7.1 Individual Crossings: Andrade–Los Algodones

Analysis

As a smaller POE located on the border between California, Arizona, and Baja California, this facility generally processes the fewest individual crossings across all POEs in the region (with the exception of CBX). The Andrade–Los Algodones POE shows the highest degree of seasonality throughout the year in terms of crossing volumes. The majority of pedestrians cross between the months of January, February, and March.

The 1.1 million POV passenger crossing total in 2019 was 9% below the historical average, while the 857,724 total pedestrians was 33% below.

Mode share through this POE is estimated at 57% motorized and 43% non-motorized in 2019.

Data

Table 21
Northbound Individual Crossings: Andrade–Los Algodones

Year	Total Individuals (Passengers and Pedestrians)		POV Passengers		Bus Passengers		Pedestrians	
	Value	% Change	Value	% Change	Value	% Change	Value	% Change
1998	3,188,412	-	1,727,063	-	4,340	-	1,457,009	-
1999	3,461,041	8.6%	1,824,197	5.6%	2,689	-38.0%	1,634,155	12.2%
2000	3,574,533	3.3%	1,808,452	-0.9%	3,381	25.7%	1,762,700	7.9%
2001	3,194,688	-10.6%	1,412,177	-21.9%	3,119	-7.7%	1,779,392	0.9%
2002	3,250,865	1.8%	1,544,438	9.4%	2,565	-17.8%	1,703,862	-4.2%
2003	3,227,053	-0.7%	1,477,979	-4.3%	1,705	-33.5%	1,747,369	2.6%
2004	3,600,973	11.6%	1,653,303	11.9%	1,323	-22.4%	1,946,347	11.4%
2005	3,331,017	-7.5%	1,474,275	-10.8%	469	-64.6%	1,856,273	-4.6%
2006	3,076,963	-7.6%	1,367,222	-7.3%	295	-37.1%	1,709,446	-7.9%
2007	2,699,079	-12.3%	1,161,051	-15.1%	0	-100.0%	1,538,028	-10.0%
2008	2,130,065	-21.1%	981,916	-15.4%	0	0.0%	1,148,149	-25.3%
2009	2,401,656	12.8%	883,929	-10.0%	0	0.0%	1,517,727	32.2%
2010	1,689,516	-29.7%	793,770	-10.2%	0	0.0%	895,746	-41.0%
2011	1,621,777	-4.0%	789,113	-0.6%	56	100.0%	832,608	-7.0%
2012	1,721,851	6.2%	828,660	5.0%	0	-100.0%	893,191	7.3%
2013	1,627,512	-5.5%	795,616	-4.0%	0	0.0%	831,896	-6.9%
2014	1,712,164	5.2%	911,988	14.6%	0	0.0%	800,176	-3.8%
2015	1,854,565	8.3%	1,036,699	13.7%	0	0.0%	817,866	2.2%
2016	1,914,153	3.2%	1,080,857	4.3%	0	0.0%	833,296	1.9%
2017	2,008,456	4.9%	1,177,023	8.9%	0	0.0%	831,433	-0.2%
2018	2,020,664	0.6%	1,118,965	-4.9%	0	0.0%	901,699	8.5%
2019	1,977,746	-2.1%	1,120,022	0.1%	0	0.0%	857,724	-4.9%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

2.7.2 Vehicle Crossings: Andrade–Los Algodones

Analysis

While this POE maintains capacity to process buses and commercial trucks, there have been no crossings of either type since 2013. The 580,028 total POV crossings in 2019 comprised the entire vehicle crossing volume at this facility and was 4% above the historical average.

Data

Table 22
Northbound Vehicle Crossings: Andrade–Los Algodones

Year	Total Vehicles (POVs, Buses and Trucks)		POVs		Buses		Trucks	
	Value	% Change	Value	% Change	Value	% Change	Value	% Change
1998	581,821	-	579,552	-	109	-	2,160	-
1999	614,174	5.6%	612,147	5.6%	68	-37.6%	1,959	-9.3%
2000	608,467	-0.9%	606,863	-0.9%	87	27.9%	1,517	-22.6%
2001	604,875	-0.6%	603,027	-0.6%	81	-6.9%	1,767	16.5%
2002	725,695	20.0%	723,530	20.0%	90	11.1%	2,075	17.4%
2003	706,602	-2.6%	704,294	-2.7%	55	-38.9%	2,253	8.6%
2004	756,648	7.1%	753,921	7.0%	30	-45.5%	2,697	19.7%
2005	732,384	-3.2%	729,637	-3.2%	14	-53.3%	2,733	1.3%
2006	646,922	-11.7%	645,626	-11.5%	17	21.4%	1,279	-53.2%
2007	547,126	-15.4%	546,648	-15.3%	0	-100.0%	478	-62.6%
2008	492,255	-10.0%	491,843	-10.0%	0	0.0%	412	-13.8%
2009	449,474	-8.7%	449,190	-8.7%	0	0.0%	284	-31.1%
2010	390,798	-13.1%	390,456	-13.1%	0	0.0%	342	20.4%
2011	387,709	-0.8%	387,389	-0.8%	1	0.0%	319	-6.7%
2012	415,894	7.3%	415,615	7.3%	0	-100.0%	279	-12.5%
2013	394,548	-5.1%	394,548	-5.1%	0	0.0%	0	-100.0%
2014	453,079	14.8%	453,079	14.8%	0	0.0%	0	0.0%
2015	523,059	15.4%	523,059	15.4%	0	0.0%	0	0.0%
2016	506,230	-3.2%	506,230	-3.2%	0	0.0%	0	0.0%
2017	591,692	16.9%	591,692	16.9%	0	0.0%	0	0.0%
2018	575,493	-2.7%	575,493	-2.7%	0	0.0%	0	0.0%
2019	580,028	0.8%	580,028	0.8%	0	0.0%	0	0.0%

Source: U.S. DOT, Bureau of Transportation Statistics, Border Crossing/Entry Data

Section 3: Charts

Figure 2
Northbound Individual Crossings by Mode: All California–Baja California POEs

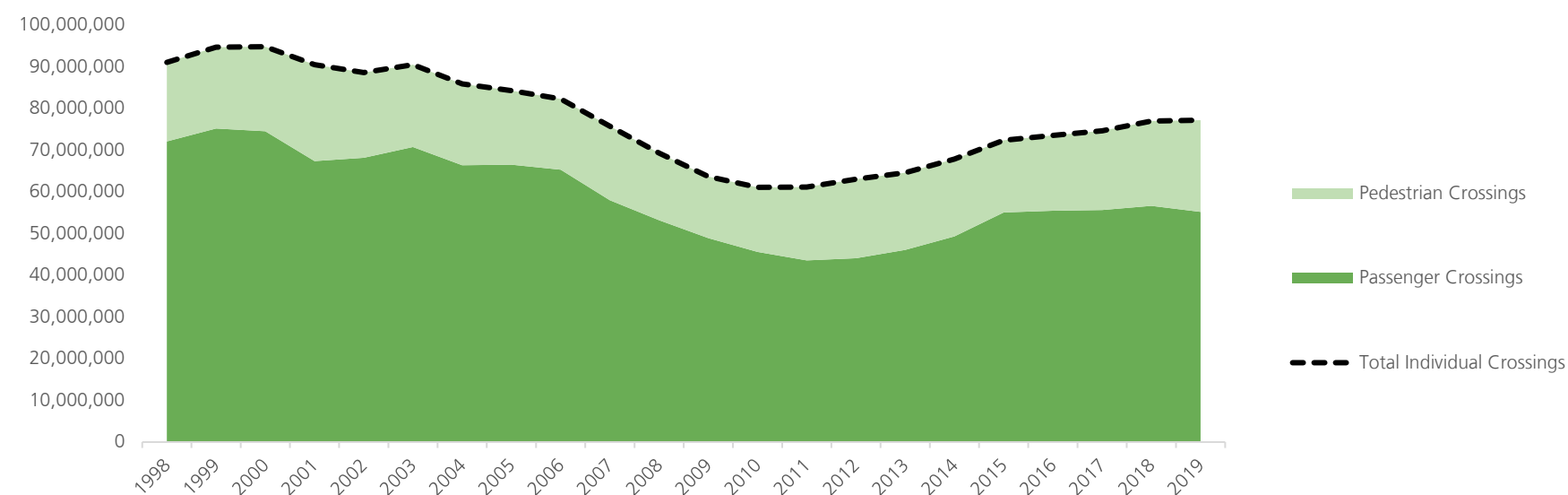


Figure 3
Northbound Individual Crossings - Share by POE: All California–Baja California POEs

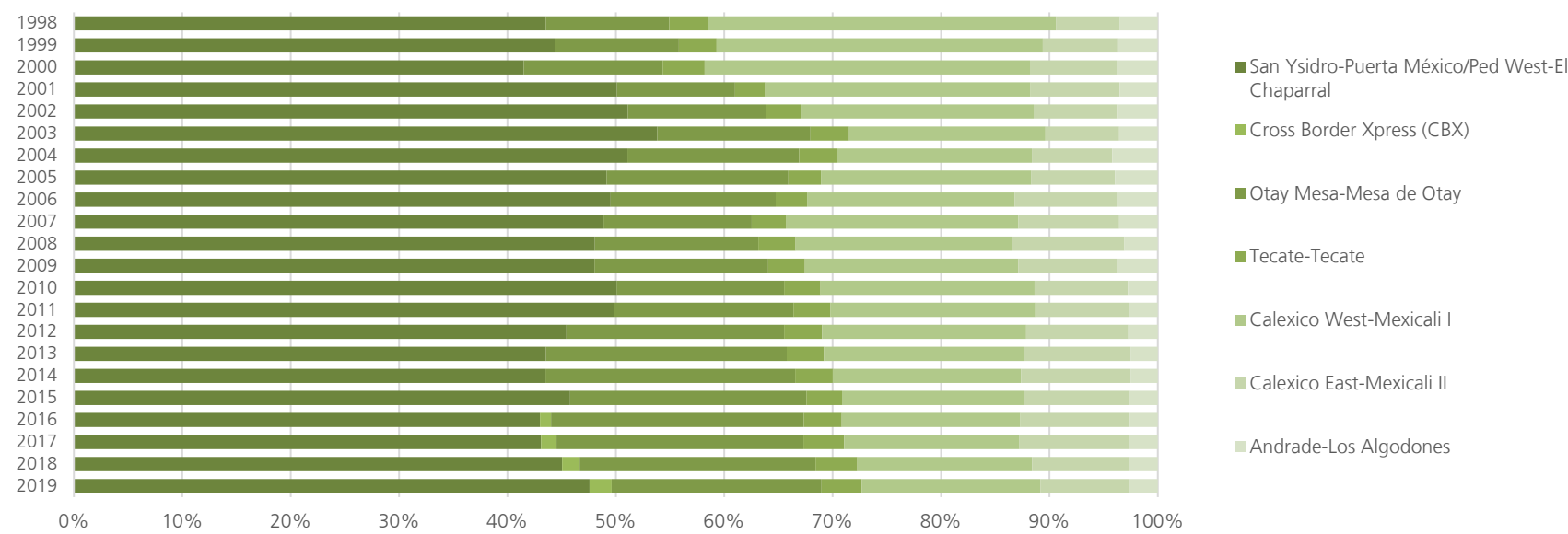


Figure 4
Northbound POV Crossings by POE: All California–Baja California POEs

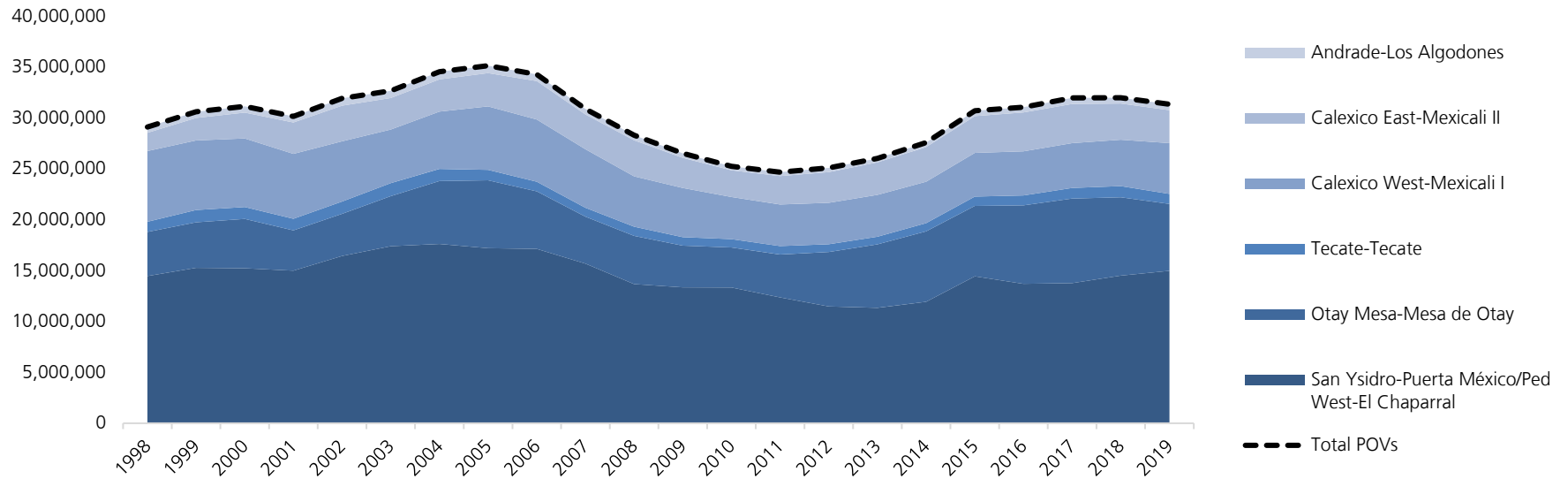


Figure 5
Northbound POV Crossings - Share by POE: All California–Baja California POEs

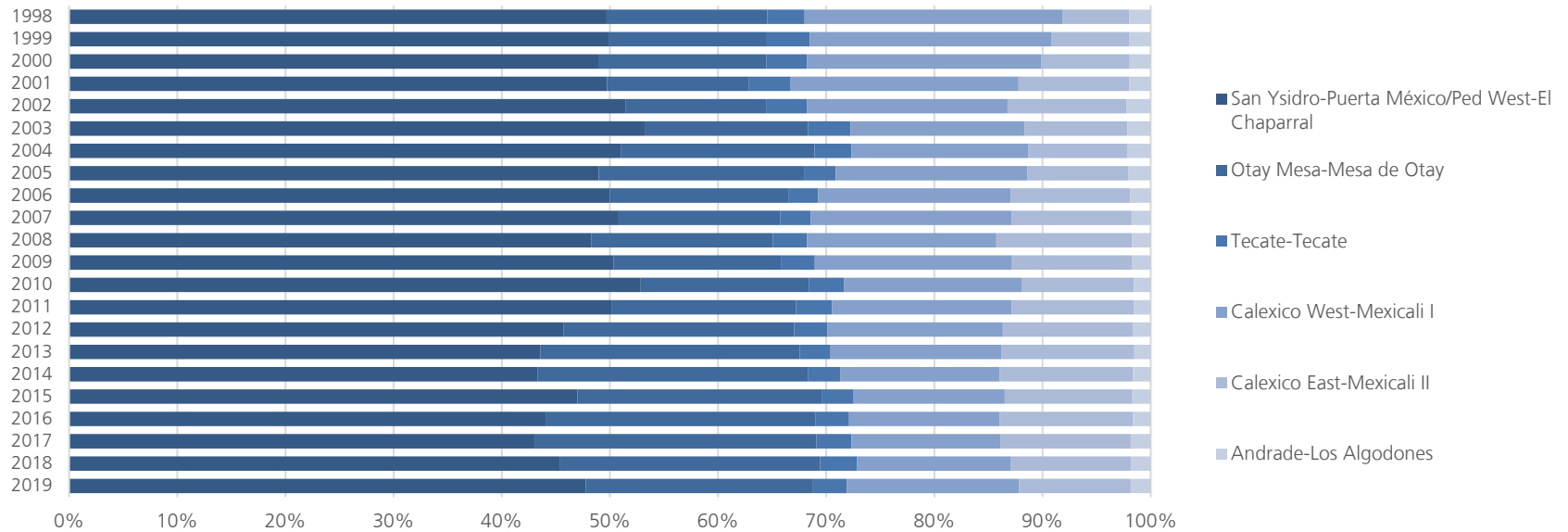


Figure 6
Northbound Truck Crossings by POE: All California–Baja California POEs

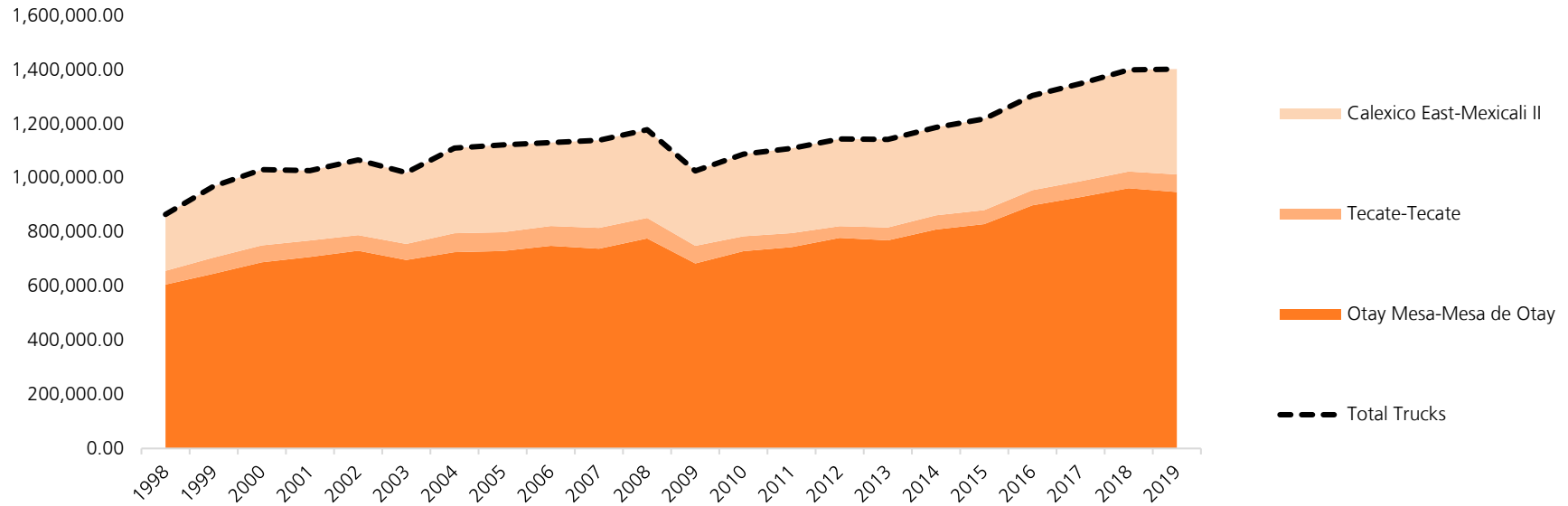


Figure 7
Northbound Truck Crossings - Share by POE: All California–Baja California POEs

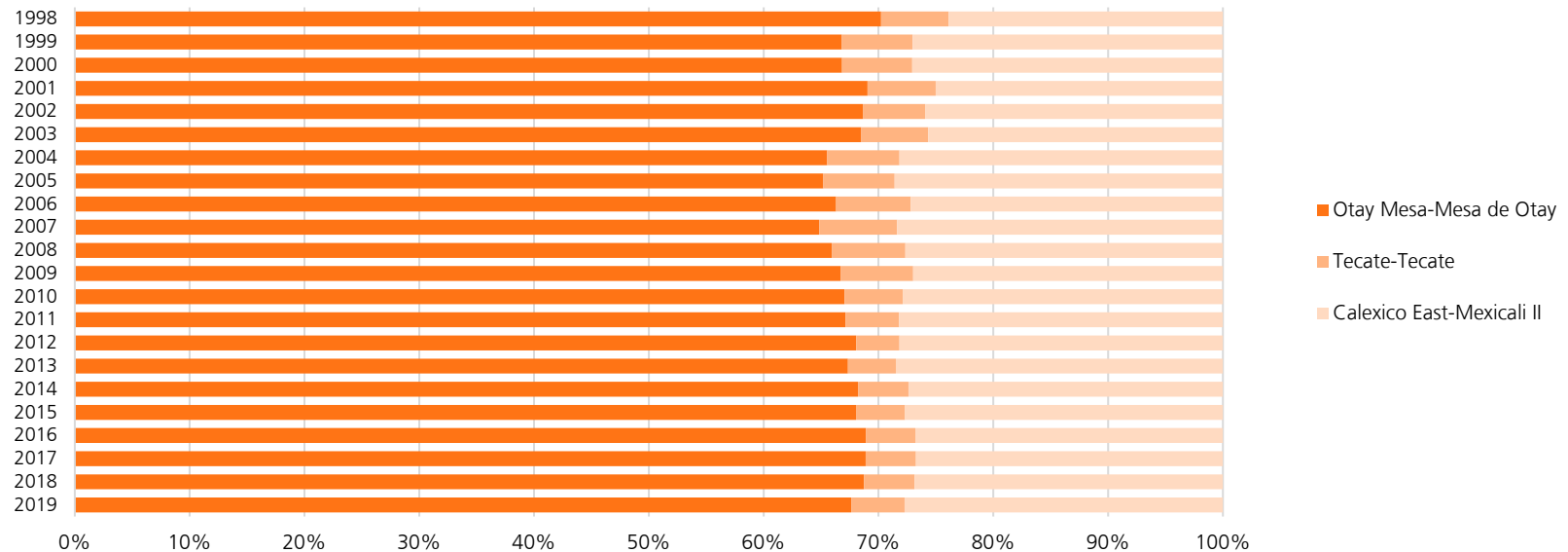


Figure 8
Bilateral Trade Value via Truck: All California–Baja California POEs

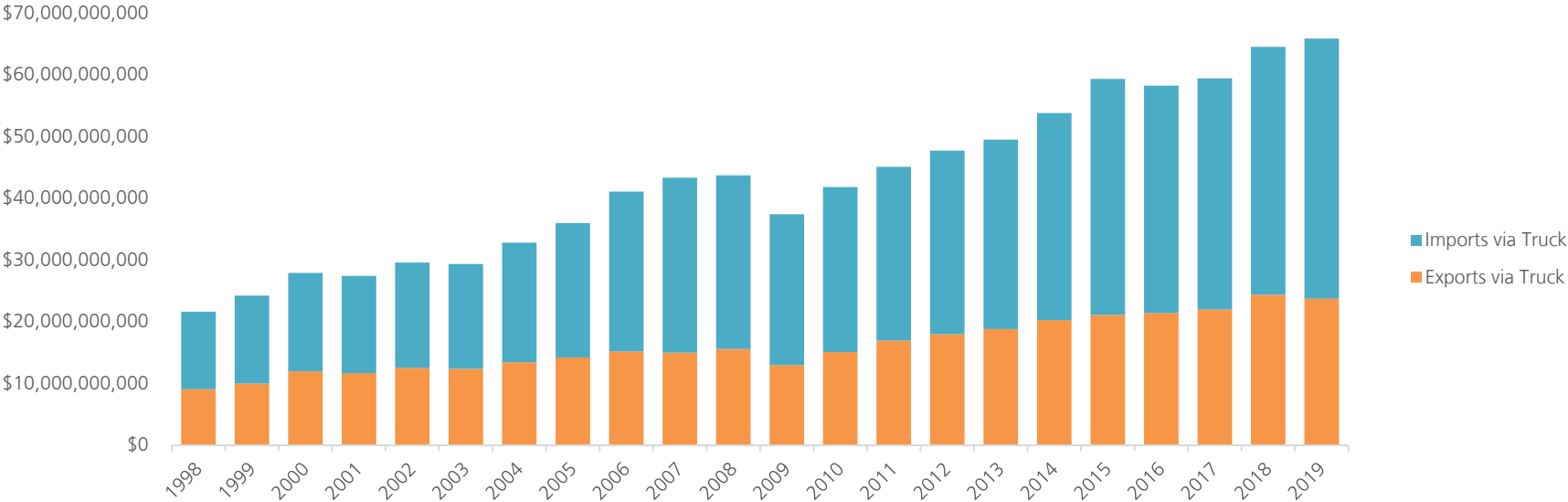


Figure 9
Bilateral Trade Value via Truck - Share by POE: All California–Baja California POEs

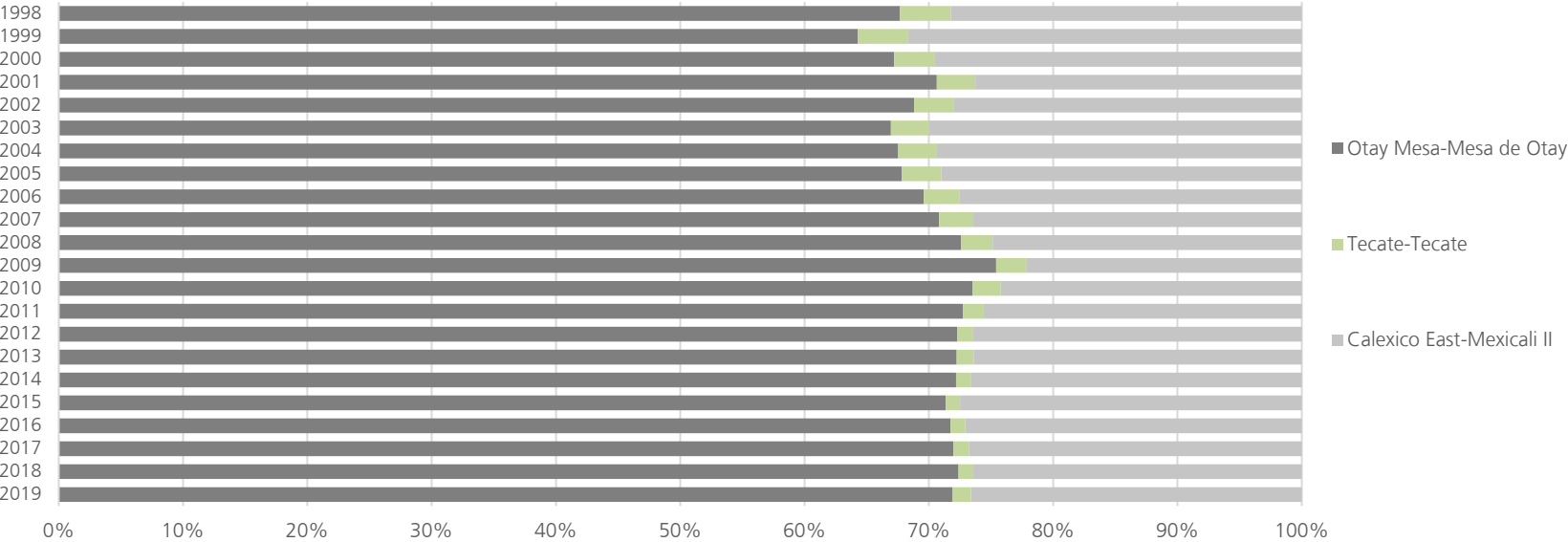


Figure 10
Bilateral Trade Value via Rail: All California–Baja California POEs

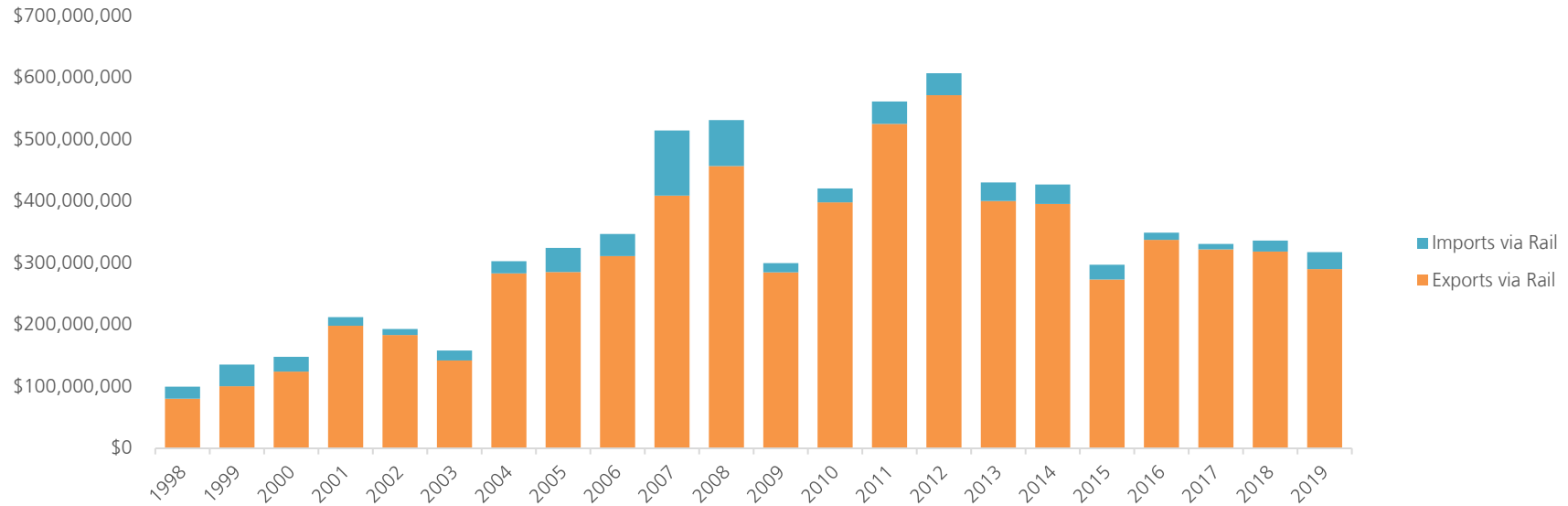
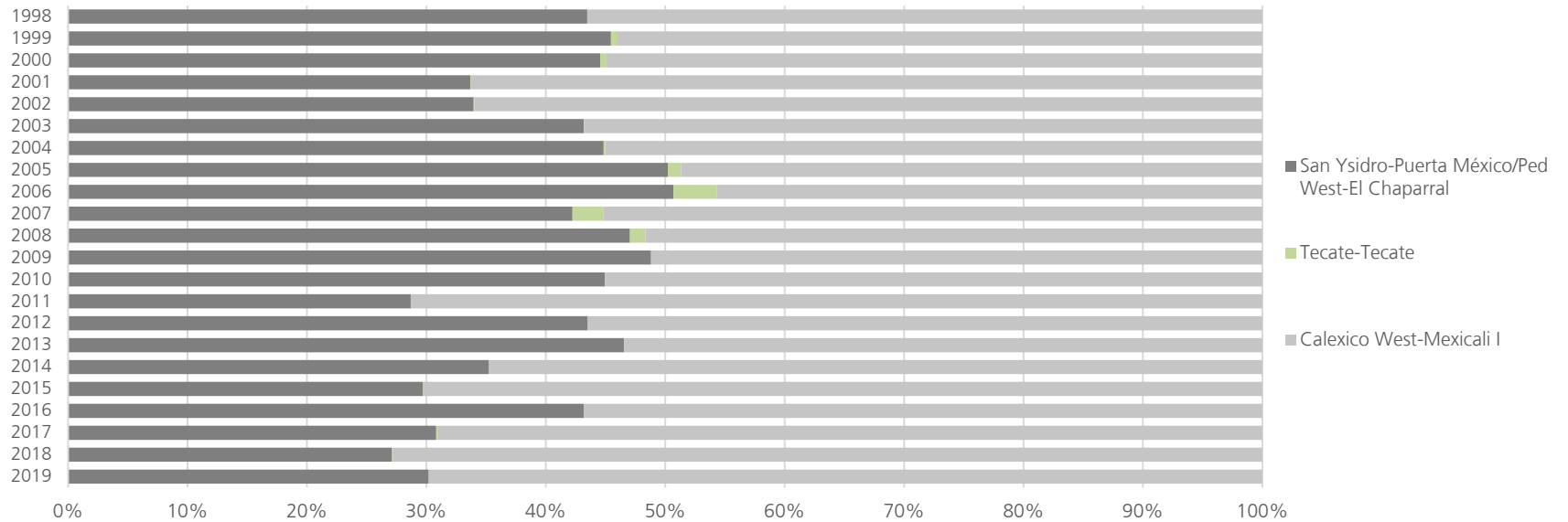


Figure 11
Bilateral Trade Value via Rail - Share by POE: All California–Baja California POEs



CALIFORNIA-BAJA CALIFORNIA 2021 BORDER MASTER PLAN



Goals

- » *Maintain and strengthen U.S.-Mexico binational coordination*
- » *Expand outreach to gain additional insights on border region issues*
- » *Review and update recommendations of previous BMPs*
- » *Develop process to manage the border as one integrated system*
- » *Identify and address regional mobility impacts of cross border traffic on border communities*
- » *Consider policy changes and shifting economic and demographic trends*
- » *Improve inter-agency communication and coordination*

Project

The California-Baja California 2021 Border Master Plan (BMP) is a binational, comprehensive effort to coordinate the planning and delivery of land ports of entry (POEs) on the California-Baja California border and the transportation infrastructure projects which support them. The first BMP, completed in 2008, formalized the binational dialogue between the United States and Mexico and established a structure for the BMP process. The 2014 BMP refreshed previous efforts, reprioritizing projects and developing a framework for transportation project sensitivity analysis. Building upon the efforts of the previous two BMPs, the 2021 BMP will broaden outreach activities to gain new insights on border issues, assess current border conditions, determine the status of border transportation projects, and identify new border improvement strategies.

Impact

A long-term goal of the California-Baja California BMP process is to inspire closer binational coordination between stakeholders across the entire U.S.-Mexico border. Based on the success of the first BMP, the California-Baja California approach was adopted by other border regions and customized to address their needs. Since then, Arizona-Sonora, New Mexico-Chihuahua, and Texas-Mexico BMPs have been completed.

Cost and Schedule

The California Department of Transportation (Caltrans) was awarded a \$400,000 California State Planning and Research Grant to conduct the 2021 BMP. The study officially kicked off in January 2020 and concludes in early 2021.

Partner Agencies

A critical component to the success of the BMP is the active participation of local, regional, state, and federal agencies from the United States and Mexico. The 2021 BMP will be co-managed by Caltrans and by Baja California's Secretaría de Infraestructura y Desarrollo Urbano y Reordenación Territorial (SIDURT), while policy and technical decisions will be made by participating agencies through the BMP Policy Advisory Committee (PAC) and Technical Working Group (TWG). The San Diego Association of Governments (SANDAG) Service Bureau will perform consulting services to facilitate the planning process.

For More Information

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U.S. Department of Transportation
Federal Transit Administration



SIDURT
GOBIERNO DE BAJA CALIFORNIA

PLAN MAESTRO FRONTERIZO CALIFORNIA-BAJA CALIFORNIA 2021



Metas

- » Mantener y fortalecer la coordinación binacional entre los EE.UU. y México
- » Ampliar la participación a fin de obtener más información sobre asuntos relacionados con la región fronteriza
- » Revisar y actualizar las recomendaciones de los planes maestros fronterizos anteriores
- » Desarrollar un proceso para administrar la frontera como un sistema integrado
- » Identificar y abordar los impactos sobre las comunidades fronterizas
- » Considerar cambios en la política y movimientos en las tendencias económicas y demográficas
- » Mejorar la comunicación y la coordinación interagencial

Proyecto

El Plan Maestro Fronterizo (BMP, por sus siglas en inglés) California-Baja California 2021 es una estrategia integral binacional para coordinar la planeación y desarrollo de puertos de entrada terrestre (POE, por sus siglas en inglés) en la frontera de California-Baja California, así como los proyectos de infraestructura de transporte que los conecta. El primer BMP, realizado en 2008, formalizó el diálogo binacional entre los Estados Unidos y México, así como estableció una estructura para el proceso de desarrollo del BMP. El BMP de 2014 reestableció esfuerzos previos, volviendo a priorizar proyectos y desarrollando un marco para el análisis de sensibilidades de los proyectos de transporte. En base a los esfuerzos de los dos BMP anteriores, el BMP de 2021 ampliará las actividades de participación ciudadana para obtener información sobre asuntos relacionados con la frontera, evaluar sus condiciones actuales, determinar la condición de los proyectos de transporte fronterizo, e identificar nuevas estrategias de mejora de la frontera.

Impacto

Un objetivo a largo plazo del proceso del BMP de California-Baja California es fomentar una coordinación binacional más estrecha entre los grupos de interés en toda la frontera de EE.UU. y México. En base al éxito del primer BMP, otras regiones fronterizas adoptaron el enfoque de California-Baja California y lo adaptaron de acuerdo a sus necesidades. Desde entonces, se han realizado los BMPs de Arizona-Sonora, Nuevo México-Chihuahua y Texas-México.

Costo y cronograma

El Departamento de Transporte de California (Caltrans) recibió un Subsidio de Investigación y Planeación del Estado de California de \$400,000 USD para realizar el BMP de 2021. El proyecto empezó oficialmente en enero de 2020 y concluye a principios del 2021.

Agencias asociadas

Un componente crítico para el éxito del BMP es la participación activa de agencias locales, regionales, estatales, y federales de los Estados Unidos y México. El BMP de 2021 será cogestionado por Caltrans y la Secretaría de Infraestructura, Desarrollo Urbano, y Reordenamiento Territorial (SIDURT) de Baja California, mientras que todas las políticas y decisiones las tomarán las agencias participantes a través del Comité Asesor de Políticas (PAC, por sus siglas en inglés) y el Grupo de Trabajo Técnico (TWG, por sus siglas en inglés). La Oficina de Servicio de la Asociación de Gobiernos de San Diego (SANDAG) prestará servicios de consultoría para facilitar el proceso de planeación.

Para más información

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