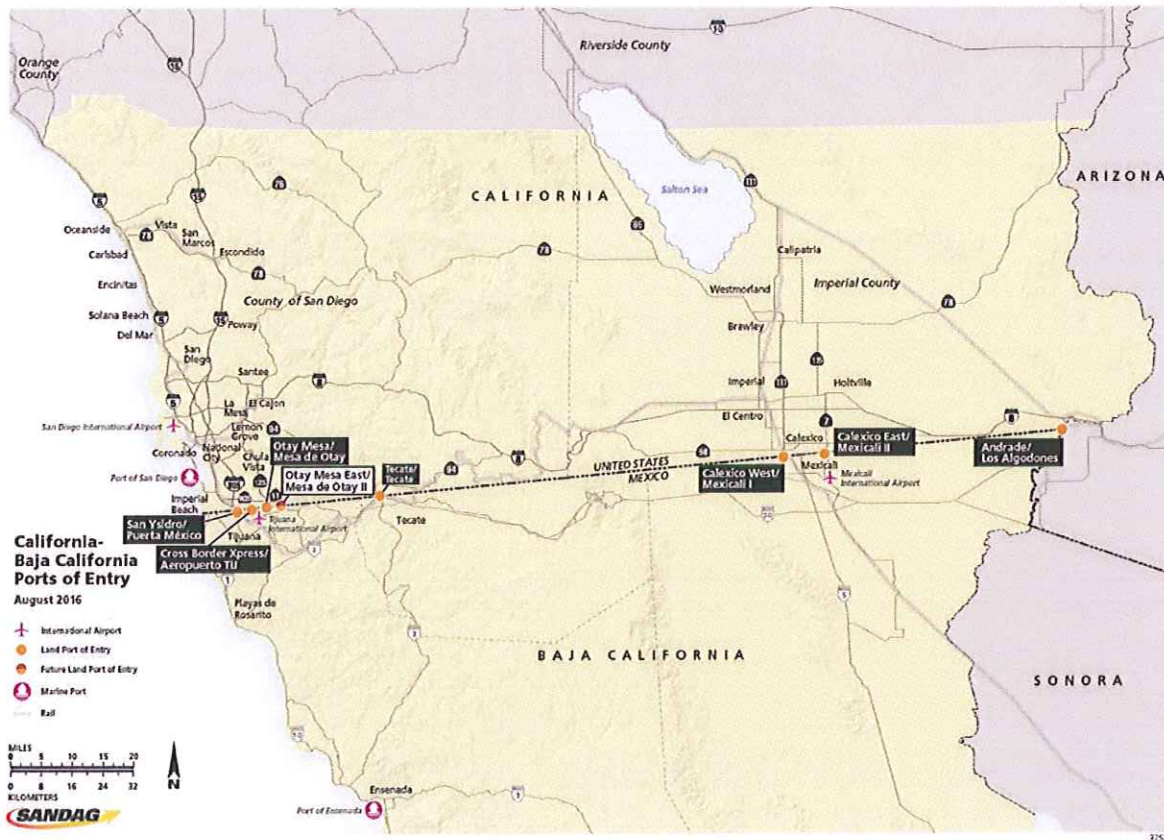


3. Background Information

OVERVIEW OF THE STUDY AREA

Figure 4 below shows a map of the cross-border region, including the ports of entry that are in the study area and where surveys and data collection were conducted as part of this study.

Figure 4: Map of the Cross-Border Region



Source: SANDAG.

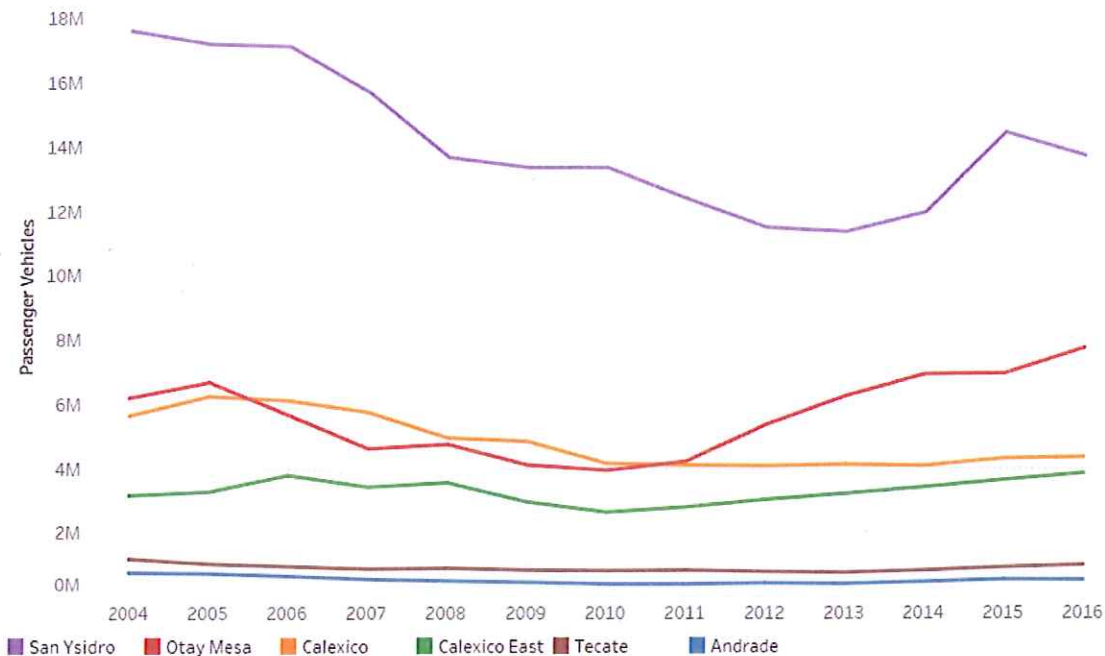
The following subsections provide information from the Bureau of Transportation Statistics on the historical number of personal border-crossing trips (for pedestrians and passenger vehicles) and the volume of border-crossing freight trips and value traded through the POEs in the region to illustrate some of the characteristics of the study area. In addition, information on origins and destinations and total border-crossing times collected in the field as part of this study are also presented.

PERSONAL TRIPS

The following figures show the number of individuals entering the United States through land POEs on the California – Baja California border over the period 2004-2016. The data are provided by POE for the following categories:

- Privately owned vehicles (POV): number of passenger automobiles, pick-up trucks, motorcycles, recreational vehicles, taxis, ambulances, hearses, tractors, and other motorized private ground vehicles; and
- Pedestrians: number of persons arriving on foot or by certain conveyance (such as bicycles, mopeds, or wheelchairs) requiring U.S. Customs processing.

Figure 5: Incoming (Northbound) Personal Vehicle Crossings by Port of Entry (2004 – 2016)

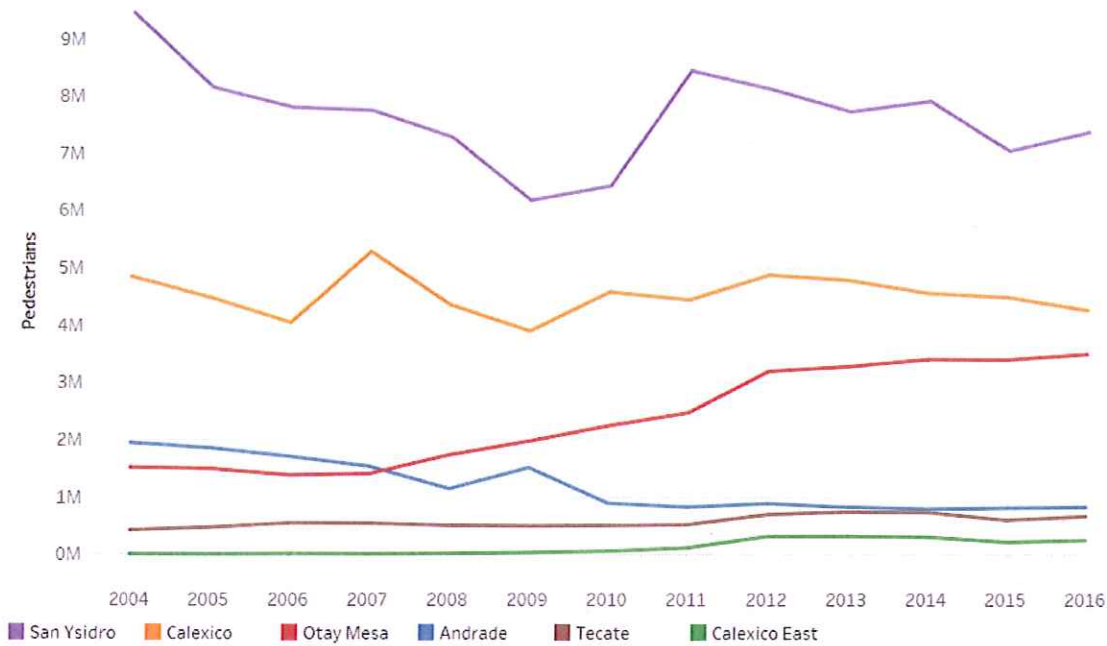


Source: Bureau of Transportation Statistics, based on data from U.S. Customs and Border Protection.

Overall, border crossings declined at all POEs in the second half of the 2000s as a result of new border regulations¹ and the Great Recession. This is especially true for POVs. Though border crossings have been on the rise in the past few years, they are still below pre-2004 levels, with the exception of Otay Mesa where POVs and pedestrians reached all-time highs of 13.6 million and 3.5 million respectively in 2016. San Ysidro remains the busiest land POE in North America despite a 49 percent drop in POVs crossings between 2004 and 2013. In 2016, it accounted for more than 43 percent of all POV and pedestrian crossings along the California – Baja California border.

¹ The United States Visitor and Immigrant Status Indicator Technology (US-VISIT) program was deployed at land POEs in 2004-05.

Figure 6: Incoming (Northbound) Pedestrian Crossings by Port of Entry (2004 – 2016)



Source: Bureau of Transportation Statistics, based on data from the U.S. Customs and Border Protection.

Note: Data are not available in August 2006 for Andrade and in July 2008 for Calexico.

FREIGHT MOVEMENTS

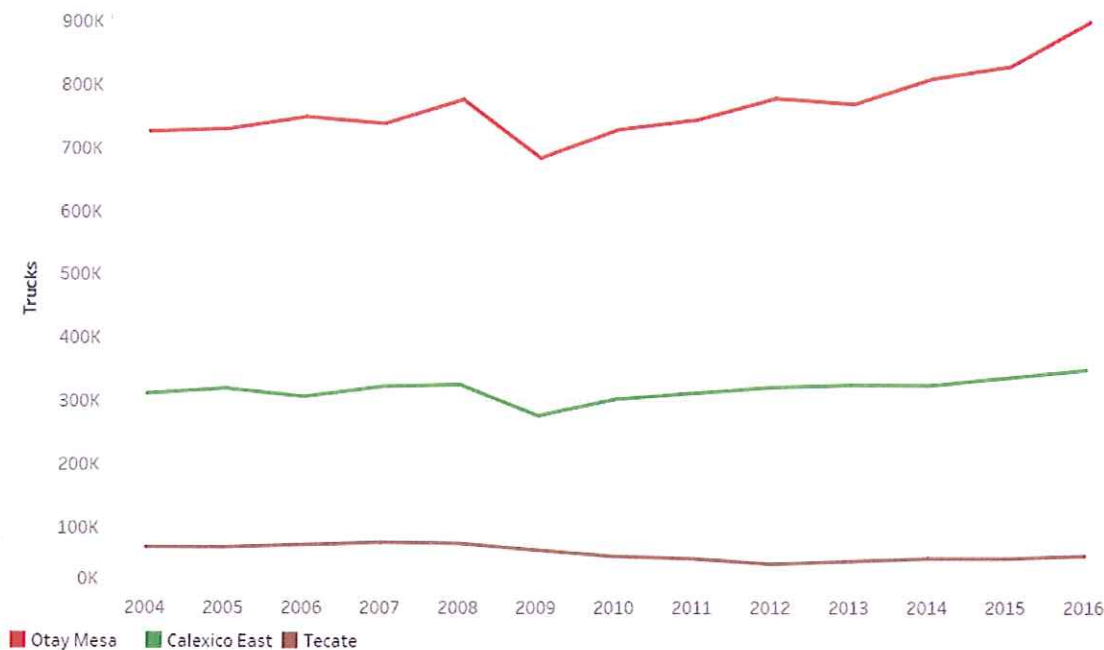
Figure 7 below reports the total number of incoming truck border crossings at the Otay Mesa, Tecate, and Calexico East POEs for the period extending from 2004 to 2016. The data do not include privately owned pick-up trucks. New border regulations after 9/11 did not have a significant impact on commercial traffic; however, the number of truck crossings declined in 2009 as a result of the Great Recession. Otay Mesa remains the busiest POE, accounting for 69 percent of commercial traffic along the California – Baja California border in 2016. The number of truck crossings at that POE has grown by 31 percent since 2009, topping 899,000 last year.

U.S. – Mexico truck freight data for 2005 – 2016 are reported respectively in Table 3 for U.S. exports and in Table 4 for U.S. imports. Estimates are expressed in current millions of dollars.

Note that shipments moving through the U.S. which neither originate nor terminate in the U.S. are not included in the TransBorder Surface Freight Database. These types of shipments are not considered to be part of the U.S. international merchandise trade, because they are neither a U.S. import nor a U.S. export.

Since 2009 imports from Mexico to California have been increasing at a compound annual growth rate of 6 percent, while exports from California to Mexico have been increasing at a compound annual growth rate of 7.2 percent.

Figure 7: Incoming (Northbound) Truck Crossings by Port of Entry (2004 – 2016)



Source: Bureau of Transportation Statistics, based on data from U.S. Customs and Border Protection.
 Note: Data include both loaded and empty trucks.

Table 3: U.S. Exports to Mexico by Truck (2005 – 2016)

Year	Otay Mesa		Calexico East		Tecate		TOTAL	
	\$ Million	% Change	\$ Million	% Change	\$ Million	% Change	\$ Million	% Change
2005	\$9,270M	-	\$4,414M	-	\$533M	-	\$14,216M	-
2006	\$9,938M	7.2%	\$4,666M	5.7%	\$571M	7.2%	\$15,175M	6.7%
2007	\$9,939M	0.0%	\$4,452M	-4.6%	\$595M	4.2%	\$14,986M	-1.2%
2008	\$10,500M	5.6%	\$4,516M	1.4%	\$546M	-8.2%	\$15,562M	3.8%
2009	\$9,040M	-13.9%	\$3,467M	-23.2%	\$412M	-24.5%	\$12,920M	-17.0%
2010	\$10,010M	10.7%	\$4,493M	29.6%	\$431M	4.6%	\$14,934M	15.6%
2011	\$11,120M	11.1%	\$5,395M	20.1%	\$307M	-28.8%	\$16,823M	12.6%
2012	\$12,081M	8.6%	\$5,496M	1.9%	\$263M	-14.3%	\$17,841M	6.1%
2013	\$12,818M	6.1%	\$5,455M	-0.7%	\$302M	14.8%	\$18,575M	4.1%
2014	\$13,949M	8.8%	\$5,784M	6.0%	\$280M	-7.2%	\$20,013M	7.7%
2015	\$14,210M	1.9%	\$6,375M	10.2%	\$271M	-3.4%	\$20,855M	4.2%
2016	\$14,824M	4.3%	\$5,987M	-6.1%	\$270M	-0.5%	\$21,080M	1.1%

Source: Bureau of Transportation Statistics, TransBorder Freight Data.

Table 4: U.S. Imports from Mexico by Truck (2005 – 2016)

Year	Otay Mesa		Callexico East		Tecate		TOTAL	
	\$ Million	% Change	\$ Million	% Change	\$ Million	% Change	\$ Million	% Change
2005	\$15,131M	-	\$6,010M	-	\$620M	-	\$21,761M	-
2006	\$18,660M	23.32%	\$6,626M	10.24%	\$621M	0.20%	\$25,906M	19.05%
2007	\$20,757M	11.24%	\$6,981M	5.37%	\$599M	-3.49%	\$28,338M	9.39%
2008	\$21,224M	2.25%	\$6,324M	-9.41%	\$569M	-4.99%	\$28,117M	-0.78%
2009	\$19,172M	-9.66%	\$4,745M	-24.97%	\$505M	-11.24%	\$24,423M	-13.14%
2010	\$20,684M	7.88%	\$5,521M	16.35%	\$511M	1.17%	\$26,716M	9.39%
2011	\$21,684M	4.84%	\$6,007M	8.80%	\$446M	-12.76%	\$28,136M	5.32%
2012	\$22,424M	3.41%	\$6,974M	16.11%	\$344M	-22.98%	\$29,742M	5.70%
2013	\$22,934M	2.28%	\$7,374M	5.73%	\$371M	8.14%	\$30,679M	3.15%
2014	\$24,890M	8.53%	\$8,287M	12.38%	\$376M	1.09%	\$33,553M	9.37%
2015	\$28,127M	13.00%	\$9,673M	16.72%	\$409M	9.02%	\$38,209M	13.88%
2016	\$26,953M	-4.18%	\$9,423M	-2.58%	\$432M	5.45%	\$36,807M	-3.67%

Source: Bureau of Transportation Statistics, TransBorder Freight Data.

A breakdown of California trade with Mexico (in value) in 2016, by commodity aggregate, is provided in Table 5 below. Imports from Mexico were 1.6 times greater than exports to Mexico. Machinery and transport equipment accounted for half of all trade.

Table 5: California–Mexico Trade by Commodity in 2016

Commodity Description	Exports \$ Million	Imports \$ Million
Food, Beverages and Live Animals	\$1,793M	\$6,151M
Oil, Gas, Minerals and Ores	\$100M	\$9M
Chemicals and Related Products	\$2,787M	\$1,108M
Crude Materials and Related Products (Excluding Fuels)	\$1,463M	\$551M
Textile Products	\$1,086M	\$1,385M
Stone, Clay, Glass and Concrete Products	\$266M	\$388M
Metals and Articles of Base Metal (Excluding Precious Metals)	\$2,277M	\$898M
Machinery and Transport Equipment	\$9,815M	\$18,213M
Miscellaneous Manufactured Articles (Optical, Photographic, Cinematographic, Medical Instruments and Apparatus; Furniture; etc.)	\$1,660M	\$4,602M
Special Classification Provisions	\$9M	\$1,108M
TOTAL	\$21,254M	\$34,414M

Source: Bureau of Transportation Statistics, TransBorder Freight Data.

ORIGINS AND DESTINATIONS

The HDR team conducted a series of intercept surveys of border-crossers at the different POEs in the region. Information on almost 10,000 origin-destination pairs was collected as part of this effort. The following figures show the origin and the destination of trips for travelers who answered the border survey. For each figure, a breakdown by city is provided. Note however that the percent estimates are unweighted.