COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES

The Committee on Binational Regional Opportunities (COBRO) may take action on any item appearing on this agenda.

Tuesday, June 7, 2016
3 to 4:30 p.m.
SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101-4231

Staff Contact: Hector Vanegas
(619) 699-1972
hector.vanegas@sandag.org

AGENDA HIGHLIGHTS

- 2015 SAN DIEGO–BAJA CALIFORNIA BORDER CROSSINGS AND TRADE STATISTICS
- WILDCOAST/COSTA SALVAJE UPDATE
- UNITED NATIONS HABITAT PROGRAM’S CITY CHANGER LABS AND FRONTERASCONNECT

MISSION STATEMENT

The Committee on Binational Regional Opportunities (COBRO) will advise the Borders Committee of the San Diego Association of Governments (SANDAG) concerning both short- and long-term binational related activities, issues, and actions; provide input regarding binational border-related planning and development; and identify ways to assist and coordinate with existing efforts in the binational area.
The COBRO will serve as a working group to the SANDAG Borders Committee to facilitate a better understanding of the binational border-related issues and needs of the California-Baja California region.
Welcome to SANDAG. Members of the public may speak to the Working Group on any item at the time the Working Group is considering the item. Please complete a Speaker's Slip, and then present the slip to the Clerk of the Working Group. Members of the public may address the Working Group on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person unless otherwise directed by the Chair. The Working Group may take action on any item appearing on the agenda.

Public comments regarding the agenda can be sent to SANDAG via comment@sandag.org. Please include the agenda item, your name, and your organization. Email comments should be received no later than 12 noon, two working days prior to the meeting. Any handouts, presentations, or other materials from the public intended for distribution at the meeting should be received by the Clerk of the Working Group no later than 12 noon, two working days prior to the meeting.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list at either the SANDAG website or by sending an email request to webmaster@sandag.org.

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COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES  
Tuesday, June 7, 2016

ITEM #  RECOMMENDATION

1. WELCOME AND INTRODUCTIONS

+2. APPROVAL OF MEETING MINUTES  APPROVE

The COBRO is asked to review and approve the minutes from its April 5, 2016, meeting.

3. PUBLIC COMMENTS/COMMUNICATIONS AND MEMBER COMMENTS  INFORMATION

Members of the public shall have the opportunity to address the COBRO on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the COBRO coordinator prior to speaking. Public speakers should notify the COBRO coordinator if they have a handout for distribution to COBRO members. Public speakers are limited to three minutes or less per person. COBRO members also may provide information and announcements under this agenda item.

CONSENT

+4. UPCOMING EVENTS  INFORMATION

+5. COBRO CALENDAR OF MEETINGS FOR FISCAL YEAR 2017  INFORMATION
(Hector Vanegas)

REPORTS

+6. COBRO WORKING GROUP CHARTER AND MEMBERSHIP UPDATE  ACCEPT
(Hector Vanegas)

Staff recommends the Committee to accept a new membership list based on its Charter and attendance.

+7. 2015 SAN DIEGO–BAJA CALIFORNIA BORDER CROSSINGS AND TRADE STATISTICS (Marc Baza)  INFORMATION

This presentation will provide border crossing and trade statistics at the San Diego-Baja California land ports of entry from the U.S. Department of Transportation, based on data from the U.S. Department of Homeland Security/Customs and Border Protection.
8. **WILDCOAST/COSTA SALVAJE UPDATE (John Holder, WILDCOAST)**

WILDCOAST was founded in 2000 in order to protect some of the most ecologically important coastal wildlands, islands, and marine areas that remain in California and Baja California. This presentation will highlight ongoing efforts in the binational border region.

9. **UNITED NATIONS HABITAT PROGRAM’S CITY CHANGER LABS AND FRONTERASCONNECT (Alfonso Govela, Digital Civics/Onu Habitat; and Ana Bucardo)**

A City Changer Labs was held in Tijuana in March 2016, by initiative of the United Nations Habitat Program and the City of Tijuana Municipal Planning Institute (IMPLAN), to promote successful urban practices that contribute to break down barriers and create innovative mechanisms of collaboration in a city that is located on the international border. FronterasConnect is the winning Information Technology application developed by students from both sides of the border.

10. **NEXT MEETING DATE**

The next meeting of COBRO is scheduled for Tuesday, September 6, 2016, at 12:30 p.m.

+ next to an item indicates an attachment
1. **WELCOME AND INTRODUCTION**

The meeting of the Committee on Binational Regional Opportunities (COBRO) was called to order by Chair Paul Ganster, Institute for Regional Studies of the Californias at San Diego State University, at 3:04 p.m.

Chair Ganster welcomed members of COBRO and members of the public.

2. **APPROVAL OF MEETING MINUTES (APPROVE)**

*Action*: Upon a motion by Jason Wells, San Ysidro Chamber of Commerce, and a second by Vice Chair Efraín Ibarra, South San Diego County EDC, COBRO approved the minutes from the November 3, 2015, meeting and the February 26, 2016, joint meeting.

Yes – Chair Ganster; Vice Chair Ibarra; Jason Wells; Denice García, City of San Diego; Guadalupe Leyva, Consulate of Mexico in San Diego; Seth Cutter, Caltrans; Vivian Salazar, City of Tijuana; Jo Ann Julien, County of San Diego; Dr. Tito Alegría, El Colegio de la Frontera Norte; Mariano Escobedo and Heidy Salum, State of Baja California; Fausto Castillo, IMPLAN; Nathan Owens, San Diego Dialogue; Mayra Vazquez, San Diego Regional Chamber of Commerce; and Dave Fege, U.S. Environmental Protection Agency (EPA). No – None. Abstain – None. Absent – Past Chair, City of Chula Vista, City of Imperial Beach, City of Tecate, Consulate General of the United States in Tijuana, Consejo de Desarrollo Económico de Tijuana (CDT), Desarrollo Económico e Industrial de Tijuana (DEITAC), Fundación Internacional de la Comunidad A.C., Otay Mesa Chamber of Commerce, San Diego Regional EDC, Universidad Iberoamericana Tijuana, U.S. Customs and Border Protection.

3. **PUBLIC COMMENTS/COMMUNICATIONS**

Chair Ganster presented a certificate of appreciation to Dave Fege to recognize his retirement with the U.S. EPA and outstanding contributions as a founding member of COBRO since 1996.
CONSENT

4. UPCOMING EVENTS (INFORMATION)

Mr. Wells announced that the next Binational Golf tournament will be on June 10, 2016, at Sycuan Golf Resort.

5. SEGMENT 1 OF STATE ROUTE 11 OPEN TO TRAFFIC (INFORMATION)

Christina Casgar, SANDAG, invited attendees to join the celebration of the recent completion of Segment 1 of State Route 11 scheduled for Friday, April 15, 2016. The new facility opened to traffic on Saturday, March 18, 2016, provides direct access to the state highway system for trucks and vehicles departing the Otay Mesa Port of Entry.

Action: This item was presented for information.

CHAIR’S REPORT

6. QUICK GUIDE TO SAN DIEGO FORWARD: THE REGIONAL PLAN (INFORMATION)

Phil Trom, SANDAG, informed that a “Quick Guide” of San Diego Forward: The Regional Plan has been published in both English and Spanish to provide a high-level overview of the Plan.

Action: This item was presented for information.

REPORTS

7. SOUTH BAY RAPID – OTAY MESA INTERMODAL TRANSPORTATION CENTER UPDATE (INFORMATION)

Jennifer Williamson, SANDAG, updated the Committee that construction of the South Bay Rapid project began on February 19, 2016. Ms. Williamson provided information regarding design plans for the Otay Mesa Intermodal Transportation Center and mentioned that service of the route is anticipated to begin in 2018.

Action: This item was presented for information.

8. CALIBAJA INDUSTRY STUDY UPDATE (INFORMATION)

Melissa Floca, University California, San Diego, provided a brief overview of Study and explained that the efforts highlight dynamic and competitive crossborder industries in the CaliBaja region by identifying sectors with a large percentage of workforces engaged within different industries.

Sanchita Mukherjee, SANDAG, explained the methodology of the Study which aims to capture production sharing industries across the border and the applications possible for data findings.

Action: This item was presented for information.
9. BIKE MOBILITY UPDATES IN SAN YSIDRO (INFORMATION)

David Flores, Casa Familiar, discussed bike mobility in the San Ysidro community and announced a successful mini-grant awarded to Casa Familiar by SANDAG’s GO by Bike program. Mr. Flores mentioned that the grant will support efforts to host an event and activities for Bike to Work Day 2016 and the 6th annual “Tijuaneando en Bici” on Friday, May 20, 2016.

Action: This item was presented for information.

10. UPCOMING MEETINGS (INFORMATION)

The 19th annual Binational Seminar is scheduled for Tuesday, June 7, 2016, from 12:30 to 4:30 p.m.

Chair Ganster adjourned the meeting at 4:28 p.m.
UPCOMING EVENTS

WHAT: **Feeding Mexico City: Shaping the Food Trade in Early Independent Mexico**  
Center for U.S.-Mexican Studies  
WHEN: June 8, 2016  
WHERE: Institute of the Americas, Deutz Conference Room  
MORE INFO: [http://usmex.ucsd.edu/events/](http://usmex.ucsd.edu/events/)

WHAT: **Congressional Luncheon**  
San Diego Regional Chamber of Commerce  
WHEN: June 20, 2016  
WHERE: Hilton San Diego Bayfront, 1 Park Boulevard, San Diego, CA 92101  
MORE INFO: (619) 544-1370 or ktruong@sdchamber.org

WHAT: **NAFTA Compliance Seminar**  
Otay Mesa Chamber of Commerce  
WHEN: June 21, 2016  
WHERE: Southwestern College Higher Education Center at Otay Mesa, 8100 Gigantic Street, Room 4500, San Diego, CA 92154  
MORE INFO: (619) 661-6111 or [www.otaymesa.org](http://www.otaymesa.org)

WHAT: **Baja Bash**  
WILDCOAST/COSTASALVAJE  
WHEN: June 25, 2016  
WHERE: Coronado Cays Yacht Club, 30 N Caribe Cay Boulevard, Coronado, CA 92118  
MORE INFO: [http://www.wildcoast.net](http://www.wildcoast.net)

Key Staff Contact: Hector Vanegas, (619) 699-1972, hector.vanegas@sandag.org
The following meeting dates are proposed for the Committee on Binational Regional Opportunities meetings in Fiscal Year 2017 (July 2016 – June 2017). Meetings will be held at SANDAG, 401 B Street, Suite 800, San Diego, from 3 to 4:30 p.m., unless noted otherwise.

- Tuesday, September 6, 2016
- Tuesday, November 1, 2016
- Tuesday, February 7, 2017
- Friday, March 24, 2017, 12:30 p.m. (Joint Meeting with the Borders Committee and the Municipalities and State of Baja California)
- Tuesday, April 4, 2017
- Tuesday, June 6, 2017, TBD. (Tentative: Annual Binational Event)

Key Staff Contact: Hector Vanegas, (619) 699-1972, hector.vanegas@sandag.org
COBRO WORKING GROUP CHARTER AND MEMBERSHIP UPDATE

Recommendation

Based on the Committee's Charter and attendance records for the last two fiscal years, staff recommends the Committee to accept a new membership list as follows:

Members:

1. Institute for Regional Studies of the Californias, SDSU (Chair)
2. Consulado General de México en San Diego (Co Chair)
3. South San Diego County Economic Development Council (Vice Chair)
4. Caltrans
5. City of Chula Vista
6. City of Imperial Beach
7. City of San Diego
8. City of Tijuana
9. County of San Diego
10. El Colegio de la Frontera Norte
11. Estado de Baja California
12. Fundación Internacional de la Comunidad, A.C.
13. Instituto Metropolitano de Planeación de Tijuana
14. Otay Mesa Chamber of Commerce
15. San Diego Dialogue/Global CONNECT
16. San Diego Regional Chamber of Commerce
17. San Ysidro Chamber of Commerce
18. U.S. Consulate General of the United States
19. U.S. Customs and Border Protection
20. U.S. EPA Border Liaison Office
21. Tijuana-San Diego Smart Border Coalition (New)
22. Tijuana Inovadora (New)
23. WILDCOAST/COSTASALVAJE (New)
Advisory Members:

1. Past Chair
2. City of Tecate
3. Consejo de Desarrollo Económico de Tijuana (CDT)
4. Desarrollo Económico e Industrial de Tijuana, A.C.
5. San Diego Regional EDC
6. Tijuana River National Estuarine Research Reserve
7. Universidad Iberoamericana
8. U.S. Federal Highway Administration

No change in COBRO’s leadership is anticipated and Dr. Paul Ganster, Institute for Regional Studies of the Californias at San Diego State University, will continue as Chair.

Key Staff Contact: Hector Vanegas, (619) 669-1972, hector.vanegas@sandag.org
Introduction

This report presents a summary of border crossings and trade statistics at the San Diego–Baja California land Ports of Entry (POE) from 1998 to 2015. Data was gathered from the U.S. Department of Transportation’s Research and Innovative Technology Administration, based on data from the U.S. Department of Homeland Security, Customs and Border Protection, and is presented in two main categories: vehicles (private vehicles, buses, and trucks) and individuals (pedestrians and passengers in vehicles). For trade statistics, the two categories are trade carried by truck and by rail.

Discussion

The San Diego–Baja California region has three land POEs: San Ysidro–Puerta México–El Chaparral, Otay Mesa–Mesa de Otay, and Tecate–Tecate. In December 2015, the San Diego–Tijuana Airport Cross-Border Xpress (CBX), a hybrid POE facility opened for operation. However, crossings at this facility are not covered in this report.

The San Ysidro–Puerta México POE is one of the world’s busiest international land border crossings, while the Otay Mesa–Mesa de Otay POE is the main commercial gateway for international trade between California and Baja California, Mexico, and ranks third overall in commercial operations along the southern border. Lastly, the Tecate–Tecate POE is the smallest land POE in the region, and is located in the eastern portion of San Diego County.

Over the past two decades, crossborder travel has fluctuated at the San Diego-Baja California POEs. While there are numerous factors that have played into the dynamics of crossborder travel behavior, general trends have shown gradual increases in the 1990s-early 2000s and gradual decreases from the early 2000s to 2009. However, more recently from 2010 to 2015, overall statistics are showing increasing trends in the following categories: Otay Mesa total vehicles and individual crossings (2011 to 2015), and total trade (2001 to 2015); and Tecate total individual crossings (2011 to 2015), and total trucks (2013 to 2015).

San Ysidro–Puerta México POE

The San Ysidro–Puerta México POE processed more than 32.7 million total individual crossings from Tijuana to San Diego in 2015. It is estimated that a similar number of southbound crossings occurred from San Diego to Tijuana, meaning there were approximately 65.4 million total
Individual crossings through this POE last year. As a point of reference, the Los Angeles International Airport (LAX) handled over 74.9 million total passengers in 2015.¹

### Table 1

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Vehicles</th>
<th>% Annual Change Total Vehicles</th>
<th>Private Vehicles</th>
<th>% Annual Change Private Vehicles</th>
<th>Buses</th>
<th>% Annual Change Buses</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td>14,582,249</td>
<td>—</td>
<td>14,474,686</td>
<td>—</td>
<td>107,563</td>
<td>—</td>
</tr>
<tr>
<td>1999</td>
<td>15,377,586</td>
<td>5.5%</td>
<td>15,269,561</td>
<td>5.5%</td>
<td>108,025</td>
<td>0.4%</td>
</tr>
<tr>
<td>2000</td>
<td>15,338,672</td>
<td>-0.3%</td>
<td>15,237,428</td>
<td>-0.2%</td>
<td>101,244</td>
<td>-6.3%</td>
</tr>
<tr>
<td>2001</td>
<td>15,104,243</td>
<td>-1.5%</td>
<td>15,001,616</td>
<td>-1.5%</td>
<td>102,627</td>
<td>1.4%</td>
</tr>
<tr>
<td>2002</td>
<td>16,538,808</td>
<td>9.5%</td>
<td>16,441,766</td>
<td>9.6%</td>
<td>97,042</td>
<td>-5.4%</td>
</tr>
<tr>
<td>2003</td>
<td>17,519,301</td>
<td>5.9%</td>
<td>17,408,481</td>
<td>5.9%</td>
<td>110,820</td>
<td>14.2%</td>
</tr>
<tr>
<td>2004</td>
<td>17,730,976</td>
<td>1.2%</td>
<td>17,621,030</td>
<td>1.2%</td>
<td>109,946</td>
<td>-0.8%</td>
</tr>
<tr>
<td>2005</td>
<td>17,314,036</td>
<td>-2.4%</td>
<td>17,208,106</td>
<td>-2.3%</td>
<td>105,930</td>
<td>-3.7%</td>
</tr>
<tr>
<td>2006</td>
<td>17,235,795</td>
<td>-0.5%</td>
<td>17,135,163</td>
<td>-0.4%</td>
<td>100,632</td>
<td>-5.0%</td>
</tr>
<tr>
<td>2007</td>
<td>15,793,988</td>
<td>-8.4%</td>
<td>15,696,262</td>
<td>-8.4%</td>
<td>97,726</td>
<td>-2.9%</td>
</tr>
<tr>
<td>2008</td>
<td>13,761,116</td>
<td>-12.9%</td>
<td>13,672,329</td>
<td>-12.9%</td>
<td>87,787</td>
<td>-10.2%</td>
</tr>
<tr>
<td>2009</td>
<td>13,427,337</td>
<td>-2.4%</td>
<td>13,354,887</td>
<td>-2.3%</td>
<td>72,450</td>
<td>-17.5%</td>
</tr>
<tr>
<td>2010</td>
<td>13,418,912</td>
<td>-0.1%</td>
<td>13,348,364</td>
<td>0.0%</td>
<td>70,548</td>
<td>-2.6%</td>
</tr>
<tr>
<td>2011</td>
<td>12,433,956</td>
<td>-7.3%</td>
<td>12,373,011</td>
<td>-7.3%</td>
<td>60,945</td>
<td>-13.6%</td>
</tr>
<tr>
<td>2012</td>
<td>11,550,145</td>
<td>-7.1%</td>
<td>11,481,951</td>
<td>-7.2%</td>
<td>68,194</td>
<td>11.9%</td>
</tr>
<tr>
<td>2013</td>
<td>11,407,139</td>
<td>-1.2%</td>
<td>11,346,966</td>
<td>-1.2%</td>
<td>60,173</td>
<td>-11.8%</td>
</tr>
<tr>
<td>2014</td>
<td>12,003,231</td>
<td>5.2%</td>
<td>11,946,060</td>
<td>5.3%</td>
<td>57,171</td>
<td>-5.0%</td>
</tr>
<tr>
<td>2015</td>
<td>14,486,945</td>
<td>20.7%</td>
<td>14,435,252</td>
<td>20.8%</td>
<td>51,693</td>
<td>-9.6%</td>
</tr>
</tbody>
</table>


As shown in Table 1, the total number of northbound vehicular border crossings at the San Ysidro–Puerta México POE steadily increased from 1998 to 2004, with the exception of 2000 and 2001. However, from 2005 to 2013, total vehicle border crossings, which include buses and private vehicles, experienced a downward annual trend. From 2013 to 2015, the POE has experienced nearly a 27 percent increase in total vehicle crossings. Additionally, since 2010, this POE has undertaken a major reconfiguration and expansion project that is expected to be completed in 2019.

Overall, as shown on Table 2, the total number of people (passengers) onboard of vehicles and pedestrians crossing northbound at San Ysidro, follow a similar pattern to the vehicular data. However, from 2004 to 2015, the total number of individual crossings declined by almost 26 percent, but similar to total vehicle crossings, the POE has shown an increase of over 16 percent in total individual crossings between 2013 and 2015.

The number of northbound passengers in private vehicles and buses increased steadily from 1998 to its peak in 2003 (with the exception of the year 2000), when it started declining by almost 33 percent by 2015. However, between 2013 and 2015, total private vehicle and bus passenger crossings steadily increased by almost 26 percent.

Between 1998 and 2004, the total number of pedestrian crossings at the San Ysidro POE has consistently showed an upward trend. Between 2004 and 2009, pedestrian crossings began to drop steadily, reaching the POE low of just over six million total pedestrians in 2009. However, the POE experienced overall increase in total pedestrians since 2009, but has decreased 11 percent between 2014 and 2015.

**Ottay Mesa–Mesa de Otay POE**

As shown in Table 3 (below), the total volume of northbound vehicular border crossings (including trucks and private vehicles) at the Ottay Mesa–Mesa de Otay POE steadily increased from 1998 to 2005, with the exception of 2001. Between 2006 and 2011, the POE experienced a significant decline in total vehicle crossings of almost 23 percent. However, a substantial increase of over 56 percent in total vehicles has occurred between 2011 and 2015, representing a new peak of over 7.8 million in total vehicle crossings at the POE.

The Ottay Mesa–Mesa de Otay commercial POE is also the main San Diego–Baja California border crossing for trucks; this category of crossings has steadily increased annually since 1998, with the exception of slight decreases in 2003, 2007, 2009, and 2013. In 2015, truck crossings reached their highest levels, which were 36.8 percent higher than the 1998 figure. This upward trend provides evidence of the growth in northbound travel due to the enactment of the North American Free Trade Agreement (NAFTA). Since NAFTA’s implementation in 1994, U.S. goods exported to Mexico have risen by nearly 365 percent and Mexican exports (total goods) to the United States have grown by almost 496 percent.²

The total northbound individual crossing trends at the Otay Mesa–Mesa de Otay POE in Table 4 (below), exhibit a similar trends as the San Ysidro–Puerta México POE data. While total individual crossings at Otay Mesa–Mesa de Otay POE have increased by nearly 4 million or 36.3 percent from 1998 to 2005, there was an overall decline of 24.7 percent between 2006 and 2010. However, in 2015, the Otay Mesa–Mesa de Otay POE reached its highest level of total northbound individual crossings with over 15.7 million crossings, which is 67 percent higher than the total individual crossings in 2010.
Table 4

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Individual Crossings</th>
<th>% Annual Change Total Individual Crossings</th>
<th>Total Passengers (Private Vehicles and Buses)</th>
<th>% Annual Change Total Passengers (Buses and Private Vehicles)</th>
<th>Pedestrians</th>
<th>% Annual Change Pedestrians</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td>10,373,371</td>
<td></td>
<td>9,754,213</td>
<td>619,158</td>
<td>______</td>
<td>______</td>
</tr>
<tr>
<td>1999</td>
<td>10,852,444</td>
<td>4.6%</td>
<td>10,168,397</td>
<td>4.2%</td>
<td>684,047</td>
<td>10.5%</td>
</tr>
<tr>
<td>2000</td>
<td>11,691,899</td>
<td>7.7%</td>
<td>11,043,143</td>
<td>8.6%</td>
<td>648,756</td>
<td>-5.2%</td>
</tr>
<tr>
<td>2001</td>
<td>9,865,998</td>
<td>-15.6%</td>
<td>8,863,027</td>
<td>-19.7%</td>
<td>1,002,971</td>
<td>54.6%</td>
</tr>
<tr>
<td>2002</td>
<td>11,339,951</td>
<td>14.9%</td>
<td>9,655,834</td>
<td>8.9%</td>
<td>1,684,117</td>
<td>67.9%</td>
</tr>
<tr>
<td>2003</td>
<td>12,790,033</td>
<td>12.8%</td>
<td>11,322,862</td>
<td>17.3%</td>
<td>1,467,171</td>
<td>-12.9%</td>
</tr>
<tr>
<td>2004</td>
<td>13,611,857</td>
<td>6.4%</td>
<td>12,092,230</td>
<td>6.8%</td>
<td>1,519,627</td>
<td>3.6%</td>
</tr>
<tr>
<td>2005</td>
<td>14,143,415</td>
<td>3.9%</td>
<td>12,647,219</td>
<td>4.6%</td>
<td>1,496,196</td>
<td>-1.5%</td>
</tr>
<tr>
<td>2006</td>
<td>12,541,581</td>
<td>-11.3%</td>
<td>11,156,447</td>
<td>-11.8%</td>
<td>1,385,134</td>
<td>-7.4%</td>
</tr>
<tr>
<td>2007</td>
<td>10,364,123</td>
<td>-17.4%</td>
<td>8,953,196</td>
<td>-19.7%</td>
<td>1,410,927</td>
<td>1.9%</td>
</tr>
<tr>
<td>2008</td>
<td>10,454,205</td>
<td>0.9%</td>
<td>8,713,751</td>
<td>-2.7%</td>
<td>1,740,454</td>
<td>23.4%</td>
</tr>
<tr>
<td>2009</td>
<td>10,212,849</td>
<td>-2.3%</td>
<td>8,232,867</td>
<td>-5.5%</td>
<td>1,979,982</td>
<td>13.8%</td>
</tr>
<tr>
<td>2010</td>
<td>9,449,719</td>
<td>-7.5%</td>
<td>7,198,698</td>
<td>-12.6%</td>
<td>2,251,021</td>
<td>13.7%</td>
</tr>
<tr>
<td>2011</td>
<td>10,147,742</td>
<td>7.4%</td>
<td>7,669,333</td>
<td>6.5%</td>
<td>2,478,409</td>
<td>10.1%</td>
</tr>
<tr>
<td>2012</td>
<td>12,667,065</td>
<td>24.8%</td>
<td>9,461,273</td>
<td>23.4%</td>
<td>3,205,792</td>
<td>29.3%</td>
</tr>
<tr>
<td>2013</td>
<td>14,357,197</td>
<td>13.3%</td>
<td>11,067,419</td>
<td>17.0%</td>
<td>3,289,778</td>
<td>2.6%</td>
</tr>
<tr>
<td>2014</td>
<td>15,643,173</td>
<td>9.0%</td>
<td>12,227,216</td>
<td>10.5%</td>
<td>3,415,957</td>
<td>3.8%</td>
</tr>
<tr>
<td>2015</td>
<td>15,775,485</td>
<td>0.8%</td>
<td>12,364,000</td>
<td>1.1%</td>
<td>3,411,485</td>
<td>-0.1%</td>
</tr>
</tbody>
</table>


**Tecate-Tecate POE**

The Tecate-Tecate POE is the smallest of the land POEs in the San Diego-Baja California region. In Table 5 (below), the data shows that while total vehicle crossings at the POE experienced an increase of almost 4.5 percent from 1998 to 2005, the total vehicle crossings declined significantly between 2005 and 2013 by 27.8 percent. Additionally, between 2013 and 2015, the Tecate POE has shown a significant increase of 21.6 percent in total vehicle crossings. Similarly, it's interesting to note that truck crossings at this POE have increased steadily from 2003 to 2007, but then began declining reaching their lowest level in 2012. However, in 2013 and 2014, the POE has shown annual increases totaling 20 percent, but a slight decrease of less than 1 percent in 2015.
The total northbound individual crossings at the Tecate border (Table 6) have revealed similar trends as the total vehicular crossings. From 1998 to 2010, the total individual crossings declined from approximately 3.2 million crossings to approximately 2 million crossings. However, more recently between 2010 and 2015 the POE has received a steady increase of 16.5 percent in total individual crossings. Additionally, between 2010 and 2014, the POE had a 46.4 percent increase in total pedestrian crossings, but received a significant decline of 18 percent from 2014 to 2015.

### Table 5

**Tecate Port of Entry - Northbound Vehicle Crossings**

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Vehicles</th>
<th>% Annual Change Total Vehicles</th>
<th>Trucks</th>
<th>% Annual Change Trucks</th>
<th>Private Vehicles (Buses and Private Vehicles)</th>
<th>% Annual Change Private Vehicles (Buses and Private Vehicles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td>1,051,884</td>
<td>—</td>
<td>50,805</td>
<td>—</td>
<td>1,001,079</td>
<td>—</td>
</tr>
<tr>
<td>1999</td>
<td>1,275,170</td>
<td>21.2%</td>
<td>59,606</td>
<td>17.3%</td>
<td>1,215,564</td>
<td>21.4%</td>
</tr>
<tr>
<td>2000</td>
<td>1,226,957</td>
<td>-3.0%</td>
<td>62,878</td>
<td>5.5%</td>
<td>1,164,079</td>
<td>-4.2%</td>
</tr>
<tr>
<td>2001</td>
<td>1,205,225</td>
<td>-1.8%</td>
<td>60,887</td>
<td>-3.2%</td>
<td>1,144,338</td>
<td>-1.7%</td>
</tr>
<tr>
<td>2002</td>
<td>1,263,569</td>
<td>4.8%</td>
<td>57,655</td>
<td>-5.3%</td>
<td>1,205,914</td>
<td>5.4%</td>
</tr>
<tr>
<td>2003</td>
<td>1,344,206</td>
<td>6.4%</td>
<td>59,363</td>
<td>3.0%</td>
<td>1,284,843</td>
<td>6.5%</td>
</tr>
<tr>
<td>2004</td>
<td>1,253,159</td>
<td>-6.8%</td>
<td>69,670</td>
<td>17.4%</td>
<td>1,183,489</td>
<td>-7.9%</td>
</tr>
<tr>
<td>2005</td>
<td>1,098,791</td>
<td>-12.3%</td>
<td>69,586</td>
<td>-0.1%</td>
<td>1,029,205</td>
<td>-13.0%</td>
</tr>
<tr>
<td>2006</td>
<td>1,021,819</td>
<td>-7.0%</td>
<td>73,441</td>
<td>5.3%</td>
<td>948,378</td>
<td>-7.9%</td>
</tr>
<tr>
<td>2007</td>
<td>950,480</td>
<td>-7.0%</td>
<td>77,320</td>
<td>5.3%</td>
<td>873,160</td>
<td>-7.9%</td>
</tr>
<tr>
<td>2008</td>
<td>969,192</td>
<td>2.0%</td>
<td>75,595</td>
<td>-2.2%</td>
<td>893,597</td>
<td>2.3%</td>
</tr>
<tr>
<td>2009</td>
<td>898,276</td>
<td>-7.3%</td>
<td>65,039</td>
<td>-14.0%</td>
<td>833,237</td>
<td>-6.8%</td>
</tr>
<tr>
<td>2010</td>
<td>865,891</td>
<td>-3.6%</td>
<td>55,208</td>
<td>-15.1%</td>
<td>810,683</td>
<td>-2.7%</td>
</tr>
<tr>
<td>2011</td>
<td>876,719</td>
<td>1.3%</td>
<td>51,930</td>
<td>-5.9%</td>
<td>824,789</td>
<td>1.7%</td>
</tr>
<tr>
<td>2012</td>
<td>817,002</td>
<td>-6.8%</td>
<td>43,245</td>
<td>-16.7%</td>
<td>773,757</td>
<td>-6.2%</td>
</tr>
<tr>
<td>2013</td>
<td>793,414</td>
<td>-2.9%</td>
<td>47,762</td>
<td>10.4%</td>
<td>745,652</td>
<td>-3.6%</td>
</tr>
<tr>
<td>2014</td>
<td>865,016</td>
<td>9.0%</td>
<td>52,239</td>
<td>9.4%</td>
<td>812,777</td>
<td>9.0%</td>
</tr>
<tr>
<td>2015</td>
<td>964,878</td>
<td>11.5%</td>
<td>52,090</td>
<td>-0.3%</td>
<td>912,788</td>
<td>12.3%</td>
</tr>
</tbody>
</table>


### Table 6

**Tecate Port of Entry - Northbound Individual Crossings**

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Individual Crossings</th>
<th>% Annual Change Total Individual Crossings</th>
<th>Total Passengers (Private Vehicles and Buses)</th>
<th>% Annual Change Total Passengers (Private Vehicles and Buses)</th>
<th>Pedestrians</th>
<th>% Annual Change Pedestrians</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td>3,226,908</td>
<td>—</td>
<td>2,975,680</td>
<td>1,251,228</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>1999</td>
<td>3,302,561</td>
<td>2.3%</td>
<td>3,015,065</td>
<td>287,496</td>
<td>251,228</td>
<td>14.4%</td>
</tr>
<tr>
<td>2000</td>
<td>3,880,416</td>
<td>11.4%</td>
<td>3,392,260</td>
<td>288,156</td>
<td>251,228</td>
<td>0.2%</td>
</tr>
<tr>
<td>2001</td>
<td>2,530,194</td>
<td>-31.3%</td>
<td>2,171,029</td>
<td>287,496</td>
<td>251,228</td>
<td>-36.0%</td>
</tr>
<tr>
<td>2002</td>
<td>2,806,133</td>
<td>10.9%</td>
<td>2,366,613</td>
<td>287,496</td>
<td>251,228</td>
<td>-12.5%</td>
</tr>
<tr>
<td>2003</td>
<td>3,232,509</td>
<td>15.2%</td>
<td>2,787,585</td>
<td>287,496</td>
<td>251,228</td>
<td>-17.8%</td>
</tr>
<tr>
<td>2004</td>
<td>2,964,291</td>
<td>-8.3%</td>
<td>2,540,934</td>
<td>287,496</td>
<td>251,228</td>
<td>-8.8%</td>
</tr>
<tr>
<td>2005</td>
<td>2,534,347</td>
<td>-14.5%</td>
<td>2,063,301</td>
<td>287,496</td>
<td>251,228</td>
<td>-18.8%</td>
</tr>
<tr>
<td>2006</td>
<td>2,368,375</td>
<td>-5.8%</td>
<td>1,836,391</td>
<td>287,496</td>
<td>251,228</td>
<td>-11.0%</td>
</tr>
<tr>
<td>2007</td>
<td>2,383,017</td>
<td>-0.1%</td>
<td>1,835,727</td>
<td>287,496</td>
<td>251,228</td>
<td>-0.0%</td>
</tr>
<tr>
<td>2008</td>
<td>2,390,584</td>
<td>0.3%</td>
<td>1,882,548</td>
<td>287,496</td>
<td>251,228</td>
<td>2.6%</td>
</tr>
<tr>
<td>2009</td>
<td>2,153,310</td>
<td>-9.9%</td>
<td>1,653,601</td>
<td>287,496</td>
<td>251,228</td>
<td>-12.2%</td>
</tr>
<tr>
<td>2010</td>
<td>2,051,126</td>
<td>-4.7%</td>
<td>1,543,186</td>
<td>287,496</td>
<td>251,228</td>
<td>-6.7%</td>
</tr>
<tr>
<td>2011</td>
<td>2,100,913</td>
<td>2.4%</td>
<td>1,575,601</td>
<td>287,496</td>
<td>251,228</td>
<td>2.1%</td>
</tr>
<tr>
<td>2012</td>
<td>2,217,293</td>
<td>5.5%</td>
<td>1,514,551</td>
<td>287,496</td>
<td>251,228</td>
<td>3.9%</td>
</tr>
<tr>
<td>2013</td>
<td>2,222,060</td>
<td>0.2%</td>
<td>1,471,675</td>
<td>287,496</td>
<td>251,228</td>
<td>-2.8%</td>
</tr>
<tr>
<td>2014</td>
<td>2,347,794</td>
<td>5.7%</td>
<td>1,604,128</td>
<td>287,496</td>
<td>251,228</td>
<td>9.0%</td>
</tr>
<tr>
<td>2015</td>
<td>2,389,613</td>
<td>1.8%</td>
<td>1,781,254</td>
<td>287,496</td>
<td>251,228</td>
<td>11.0%</td>
</tr>
</tbody>
</table>

Crossborder Trade Statistics through the San Diego–Baja California POEs

Mexico continues to be California's number one export market. In 2015, California exported over $26.8 billion in goods to Mexico, accounting for 16.2 percent of all California exports. Likewise, California is also a key import market for Mexico, importing over $45 billion worth of Mexican goods in 2015, which accounts for 11 percent of all imports to California.\(^3\) Virtually all surface trade between California and Mexico at commercial land POEs was transported by truck in 2015 (99.2 percent).

On a national scale, Mexico is the United States’ third largest trading partner, after Canada and China, accounting for $531.1 billion in bilateral trade in 2015.\(^4\) Additionally, in 2015, over $43.3 billion in U.S.-Mexico trade was handled through San Diego-Baja California POEs. Furthermore, approximately 72 percent of all surface trade between California-Mexico was moved via the Otay Mesa–Mesa de Otay and Tecate commercial land POEs.

The Otay Mesa–Mesa de Otay POE commercial crossing continues to rank third among all U.S.–Mexico border crossings in terms of the dollar value of import and export trade (surpassed only by Laredo–Nuevo Laredo and El Paso–Ciudad Juárez in Texas). It is also one of the ten busiest land POEs in the country, and it is the busiest commercial border crossing on the California–Baja California border.

In 2015, over 829,500 trucks carried over $28 billion worth of imports into the United States through the Otay Mesa–Mesa de Otay POE (Table 6 and Table 7). The bidirectional trade value of $42.3 billion in 2015 was the POEs peak trade amount, which is 189 percent higher than in 1998.

The above figures demonstrate the magnitude of U.S.-Mexico trade that is facilitated through our region and the important economic implications our international border serves beyond the San Diego-Baja California region.

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\(^3\) U.S. Census Bureau, Foreign Trade: [www.census.gov/foreign-trade/statistics/state/data/index.html](http://www.census.gov/foreign-trade/statistics/state/data/index.html)

\(^4\) U.S. Census Bureau, Foreign Trade: [https://www.census.gov/foreign-trade/statistics/highlights/top/top1512yr.html](https://www.census.gov/foreign-trade/statistics/highlights/top/top1512yr.html)
The Tecate–Tecate POE, which is the second and eastern-most commercial POE in the San Diego-Baja California region, accommodates trade transported by truck; there has been no formal rail activity at this POE since 2008. As shown in Table 8 (below), the total trade by truck through the Tecate POE has declined from its peak of over $1.19 billion in 2007, to its lowest in 2012 of $606 million. Trade increased 12 percent between 2012 and 2015; however, the total value of trade remains 43 percent below its peak in 2007.

Lastly, although commercial truck operations were transferred from the San Ysidro POE to the Otay Mesa POE in 1995, the San Ysidro-Puerta Mexico POE continues to handle trade through the
region’s only intermodal rail cargo facility. As shown in Table 9 (below), total trade by rail through this POE reached its peak of $264 million in 2012. However, rail trade has declined over 66 percent between 2012 and 2015. It is noteworthy to add that total trade by rail at the San Ysidro POE has fluctuated significantly since 2003.

### Table 9

San Ysidro Port of Entry - Trade by Rail

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Trade by Rail</th>
<th>% Annual Change Total Trade</th>
<th>Exports by Rail</th>
<th>% Annual Change Exports</th>
<th>Imports by Rail</th>
<th>% Annual Change Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td>$43,398,623</td>
<td>—</td>
<td>$43,096,821</td>
<td>—</td>
<td>$301,802</td>
<td>—</td>
</tr>
<tr>
<td>1999</td>
<td>$61,628,528</td>
<td>42.0%</td>
<td>$60,450,466</td>
<td>40.3%</td>
<td>$1,178,062</td>
<td>290.3%</td>
</tr>
<tr>
<td>2000</td>
<td>$65,980,901</td>
<td>7.1%</td>
<td>$64,941,077</td>
<td>7.4%</td>
<td>$1,039,824</td>
<td>-11.7%</td>
</tr>
<tr>
<td>2001</td>
<td>$71,551,437</td>
<td>8.4%</td>
<td>$71,335,135</td>
<td>9.8%</td>
<td>$216,302</td>
<td>-79.2%</td>
</tr>
<tr>
<td>2002</td>
<td>$65,541,805</td>
<td>-8.4%</td>
<td>$65,299,988</td>
<td>-8.5%</td>
<td>$241,817</td>
<td>11.8%</td>
</tr>
<tr>
<td>2003</td>
<td>$68,407,265</td>
<td>4.4%</td>
<td>$68,033,554</td>
<td>4.2%</td>
<td>$373,711</td>
<td>54.5%</td>
</tr>
<tr>
<td>2004</td>
<td>$135,859,906</td>
<td>98.6%</td>
<td>$135,705,761</td>
<td>99.5%</td>
<td>$154,145</td>
<td>-58.8%</td>
</tr>
<tr>
<td>2005</td>
<td>$162,978,657</td>
<td>20.0%</td>
<td>$161,339,532</td>
<td>18.9%</td>
<td>$1,639,125</td>
<td>963.4%</td>
</tr>
<tr>
<td>2006</td>
<td>$175,858,450</td>
<td>7.9%</td>
<td>$175,489,616</td>
<td>8.8%</td>
<td>$368,834</td>
<td>-77.5%</td>
</tr>
<tr>
<td>2007</td>
<td>$217,230,963</td>
<td>23.5%</td>
<td>$216,869,666</td>
<td>23.6%</td>
<td>$361,297</td>
<td>-2.0%</td>
</tr>
<tr>
<td>2008</td>
<td>$249,879,073</td>
<td>15.0%</td>
<td>$249,484,628</td>
<td>15.0%</td>
<td>$394,445</td>
<td>9.2%</td>
</tr>
<tr>
<td>2009</td>
<td>$146,346,117</td>
<td>-41.4%</td>
<td>$146,314,768</td>
<td>-41.4%</td>
<td>$31,349</td>
<td>-92.1%</td>
</tr>
<tr>
<td>2010</td>
<td>$189,099,275</td>
<td>29.2%</td>
<td>$189,041,649</td>
<td>29.2%</td>
<td>$57,626</td>
<td>83.8%</td>
</tr>
<tr>
<td>2011</td>
<td>$161,039,009</td>
<td>-14.8%</td>
<td>$161,039,009</td>
<td>-14.8%</td>
<td>$0</td>
<td>-100.0%</td>
</tr>
<tr>
<td>2012</td>
<td>$264,169,368</td>
<td>64.0%</td>
<td>$264,155,868</td>
<td>64.0%</td>
<td>$13,500</td>
<td>100%</td>
</tr>
<tr>
<td>2013</td>
<td>$200,358,764</td>
<td>-24.2%</td>
<td>$200,354,878</td>
<td>-24.2%</td>
<td>$3,886</td>
<td>-71.2%</td>
</tr>
<tr>
<td>2014</td>
<td>$150,509,445</td>
<td>-24.9%</td>
<td>$150,375,217</td>
<td>-24.9%</td>
<td>$134,228</td>
<td>3354.1%</td>
</tr>
<tr>
<td>2015</td>
<td>$ 88,337,029</td>
<td>-41.3%</td>
<td>$ 88,337,029</td>
<td>-41.3%</td>
<td>$0</td>
<td>-100.0%</td>
</tr>
</tbody>
</table>


Key Staff Contact: Marc Baza, (619) 699-6912, marc.baza@sandag.org
2015 SAN DIEGO-BAJA CALIFORNIA BORDER CROSSING AND TRADE STATISTICS

SAN DIEGO-BAJA CALIFORNIA LAND POES

- San Ysidro / Puerta México
- Otay Mesa / Mesa de Otay
- Tecate / Tecate
BORDER CROSSING & TRADE STATISTICS REVIEW

• Northbound Individual Crossings
  o Total Passengers (Private Vehicles and Buses)
  o Pedestrians

• Northbound Vehicle Crossings
  o Private Vehicles
  o Buses
  o Trucks

• Two-way Trade by Truck (Imports & Exports)
  o Otay Mesa / Mesa de Otay

BIG PICTURE - SAN DIEGO/TIJUANA

Source: US Department of Transportation, Bureau of Transportation Statistics
SAN YSIDRO / PUERTA MÉXICO

Northbound Individual Crossings

- Total Passengers (Private Vehicles and Buses)
- Pedestrians
- Total Individual Crossings

Source: US Department of Transportation, Bureau of Transportation Statistics

SAN YSIDRO / PUERTA MÉXICO

Northbound Vehicle Crossings

- Private Vehicles
- Buses

Source: US Department of Transportation, Bureau of Transportation Statistics
Northbound Individual Crossings

- Total Passengers (Private Vehicles and Buses)
- Pedestrians
- Total Individual Crossings

Source: US Department of Transportation, Bureau of Transportation Statistics

Northbound Vehicle Crossings

- Private Vehicles (Buses and Private Vehicles)
- Trucks

Source: US Department of Transportation, Bureau of Transportation Statistics
OTAY MESA / MESA DE OTAY

Two-way Trade by Truck

Source: US Department of Transportation, Bureau of Transportation Statistics

TECATE / TECATE

Northbound Individual Crossings

Source: US Department of Transportation, Bureau of Transportation Statistics
TECATE / TECATE

Northbound Truck Crossings

Source: US Department of Transportation, Bureau of Transportation Statistics

U.S. - MEXICO TRADE (EXPORTS)
Mexico ranks as top export market for 29 states (rank 1 and 2)

31 states exported more than $1 billion (2015)

Source: US Census, Foreign Trade Statistics
31 U.S. States Exported More Than $1 Billion to Mexico (2015)

California $26.8 B

Source: US Census, Foreign Trade Statistics

2015 Border Crossing & Trade Statistics

Thank You
THOUGHTS / QUESTIONS?

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