MEETING NOTICE
AND AGENDA

COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES
The Committee on Binational Regional Opportunities may take action on any item appearing on this agenda.

Tuesday, September 5, 2017
3 to 4 p.m.
SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101

Please take the elevator to the 8th floor to access the meeting room.

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

AGENDA HIGHLIGHTS

- 2016 SAN DIEGO–BAJA CALIFORNIA BORDER CROSSING AND TRADE STATISTICS
- SAN YSIDRO AIR QUALITY STUDY
- SAN DIEGO–TIJUANA EARTHQUAKE SCENARIO

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To access the meeting room, please arrive on the 8th floor.
COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES
Tuesday, September 5, 2017

ITEM NO. | RECOMMENDATION
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1. | WELCOME AND INTRODUCTIONS

+2. | APPROVAL OF MEETING MINUTES
+2A. | February 7, 2017, Meeting Minutes
+2B. | March 24, 2017, Meeting Minutes

3. | PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS
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 Comment form and giving it to the meeting coordinator prior to speaking. Public speakers should notify the meeting 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. | COBRO CALENDAR OF MEETINGS FOR FY 2018 (Héctor Vanegas)
This report will provide an overview of the COBRO calendar of meetings scheduled for FY 2018.

+5. | UPCOMING EVENTS (Héctor Vanegas)
This report will provide a list of upcoming community events of interest to COBRO members.

REPORTS

+6. | 2016 SAN DIEGO–BAJA CALIFORNIA BORDER CROSSING AND TRADE STATISTICS (Zachary Hernandez)
Staff will provide a summary of basic border crossing and trade statistics relevant to the San Diego-Baja California land ports of entry. These data sets include annually produced figures available through the U.S. Department of Transportation’s Bureau of Transportation Statistics, which collects crossing data from the U.S. Department of Homeland Security/Customs and Border Protection.
7. SAN YSIDRO AIR QUALITY STUDY  
(Dr. Penelope [Jenny] Quintana, San Diego State University)  
A preliminary report of this study was presented to COBRO at its February 7, 2017, meeting. Dr. Penelope (Jenny) Quintana, San Diego State University, will present the findings of this community-based air monitoring study that brought together academics, community members, and various air quality stakeholders with the primary objective of understanding air quality within California communities at the U.S. – Mexico Border.

8. SAN DIEGO–TIJUANA EARTHQUAKE SCENARIO (Roberto Ruiz-Salas, Earthquake Engineering Research Institute – San Diego–Tijuana Chapter)  
The development of a regionally-based earthquake scenario allows the various disciplines charged with community earthquake resilience to work together to determine expected or likely outcomes. This scenario will help address fundamental questions such as: How prepared are we as a region? Project staff will provide an overview of the effort and offer some insights into the process for developing an earthquake scenario in the binational region.

9. UPCOMING MEETINGS  
The next COBRO meeting is scheduled for Tuesday, November 7, 2017, at 3 p.m.

10. ADJOURNMENT

+ next to an item indicates an attachment
FEBRUARY 7, 2017, MEETING MINUTES

1. WELCOME AND INTRODUCTIONS

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 3:08 p.m.

Chair Ganster welcomed members of COBRO and members of the public in attendance. He also welcomed Zach Hernandez, Regional Planner, and new COBRO members: David Moreno, Secretary of Economic Development with the City of Tijuana; Olivia Maldonado, City of Tijuana; Blair Crossman, WILDCOAST; and Gustavo de la Fuente, Smart Border Coalition.

2. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Vice Chair Efrain Ibarra (South County Economic Development Council) and a second by James Clark (Smart Border Coalition), COBRO members approved the minutes from the November 1, 2016, meeting. Yes: Chair Ganster, Co-Chair Deputy Consul Rafael Laveaga (Consulate General of Mexico in San Diego), Vice Chair Ibarra, Ed Vea (City of Imperial Beach), Denise Garcia (City of San Diego), David Moreno (City of Tijuana), Jason Vorderstrasse (Consulate General of the United States of America in Tijuana), Justine Kozo (County of San Diego), Dr. Tito Alegría (El Colegio de la Frontera Norte), Heidy Salum (Gobierno de Baja California), Viviana Ibañez (Otay Mesa Chamber of Commerce), Nathan Owens (San Diego Dialogue), Mayra Vazquez (San Diego Regional Chamber of Commerce), Mr. Clark, Laura Araujo (Tijuana Innovadora), Jeremy Bauer (U.S. Environmental Protection Agency), Denise Moreno-Ducheny (U.S.-Mexican Studies UC San Diego), and Blair Crossman (WILDCOAST). No: None. Abstain: None.

3. PUBLIC COMMENTS/COMMUNICATIONS AND MEMBER COMMENTS

Ms. Ibañez announced the 2017 MEXPORT trade show, taking place on April 6, 2017, from 10 a.m. to 4:30 p.m.

Mr. Moreno addressed COBRO members with a message centered on collaboration between the cities of San Diego and Tijuana.

Ms. Araujo congratulated the governments of the cities of San Diego and Tijuana, for holding a joint press conference with the mayors from both cities.
Mr. Clark announced the next Stakeholders Working Committee on March 9 at 9 a.m., to be held at El Foro in Tijuana.

Ms. Moreno-Ducheny announced an all-day North America Free Trade Agreement conference taking place on February 27 at UC San Diego.

Mr. Flores announced the upcoming “Día de la Mujer” art show at Casa Familiar on March 9.

Vice Chair Ibarra announced the 27th Annual Economic Summit on September 15, from 8 a.m. to 2 p.m.

Héctor Vanegas, Borders Program Manager, announced the next Bike to Work Day taking place on May 18, 2017.

CONSENT

4. UPCOMING EVENTS (INFORMATION)

Chair Ganster announced the item and asked the group to refer to their agenda packet for more details on the item.

Action: This item was presented for information.

REPORTS

5. 2017 ANNUAL BINATIONAL SEMINAR TASK FORCE (DISCUSSION/POSSIBLE ACTION)

Chair Ganster recommended the formation of a 2017 Binational Seminar task force with the purpose of selecting topics and setting an agenda for the seminar. The first meeting of the task force will take place Tuesday, February 14, from 3 to 5 p.m. in the SANDAG 7th Floor Conference Room.

Due to renovations being made to the seminar’s usual venue at Caltrans, Chair Ganster acknowledged the possibility of hosting the event in Tijuana.

Chair Ganster suggested as possible seminar theme the 20th Anniversary of COBRO, with an emphasis on the value of cross-border cooperation, not limited to economic, but in the areas of arts, cultural and social exchange, environmental preservation, and cross-border health.

Ms. Moreno-Ducheny suggested the title “20 Years of Collaboration” for the seminar.

Flavio Olivieri, CaliBaja Megaregion, suggested an emphasis on emerging industries and information-sharing collaboration across the border.

Co-Chair Laveaga, Vice Chair Ibarra, Ms. Salum, Ms. Kozo, Ms. Garcia, Mr. Moreno, Mr. Owens, Ms. Vazquez, Mr. Clark, and Ms. Araujo volunteered to be part of the task force.

A brief discussion regarding possible location took place.

Action: This item was presented for discussion/possible action.

Chair Ganster presented a summary of the latest Good Neighbor Environmental Board report “Climate Change and Resilient Communities Along the U.S. – Mexico Border: The Role of the Federal Agencies.”

Ms. Salum expressed Baja California’s commitment to address climate change and collaborating binationally on environmental preservation.

Ms. Moreno-Ducheny highlighted the importance of studying border health and environment, and framing it within the context of border security in accordance to current administration’s approach to the southern United States border.

Action: This item was presented for information.

7. 12TH ANNUAL BINATIONAL DELEGATION TO MEXICO CITY (INFORMATION)

Ms. Vazquez presented a detailed description of this event, highlighting the opportunity for participants to meet with key federal officials, diverse business representatives, and organizations from the United States and Mexico to discuss international commerce, foreign investment opportunities, and cultivate political and business relationships.

Action: This item was presented for information.

8. SAN YSIDRO AIR QUALITY STUDY (INFORMATION)

Mr. Flores presented the findings of this community-based air monitoring study that brought together academics, community members, and various air quality stakeholders.

Mr. Bauer addressed a question regarding air pollution monitors taken down due to ongoing construction in the community.

Mr. Flores and Ms. Moreno-Ducheny fielded questions regarding state funds to conduct the study, and about San Ysidro’s past efforts to apply for state grants for air quality studies.

Action: This item was presented for information.

9. ADJOURNMENT AND NEXT MEETING (INFORMATION)

Chair Ganster adjourned the meeting at 4:33 p.m. The next COBRO meeting is scheduled for Friday, March 24, 2017, at 12:30 p.m.
MARCH 24, 2017, MEETING MINUTES

The 10th joint meeting of the Borders Committee and the Committee on Binational Regional Opportunities (COBRO) was called to order by Chair Serge Dedina, South County, at 12:37 p.m.

Chair Dedina welcomed the Borders Committee members, member of COBRO, and the municipalities of Tijuana, Tecate, and Playas de Rosarito, and the State of Baja California.

Honorable Marcela Celorio, Consul General of Mexico in San Diego, welcomed and thanked attendees for their participation.

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

   **Action:** Upon a motion by Supervisor Greg Cox (County of San Diego) and a second by Vice Chair Ed Gallo (North County Inland), the Borders Committee approved the meeting minutes from February 24, 2017. Yes: Chair Dedina, Vice Chair Gallo, Supervisor Cox, Mayor Raquel Vasquez (East County), Supervisor John Renison (Imperial Count), and Deputy Mayor Chuck Lowery (North County Inland). No: None. Abstain: None. Absent: Councilmember Mark Kersey (City of San Diego).

2. **PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS**

   Consul Celorio welcomed and thanked attendees for their participation. She gave a brief description of current binational issues and spoke on the working relationship of stakeholders in the region.

   Supervisor Renison welcomed everyone from Baja California on behalf of Imperial Valley and provided a status update on the Calexico Port of Entry (POE) opening up a temporary south bound lane on the United States side; the project is at 45 percent completion. He reported on efforts regarding the new river study, which includes $1.4 million in funding for engineering work.

   David Moreno, Tijuana Economic Development Corporation, spoke about importance of bilateral cooperation and recent updates to the Tijuana, Tecate, and Playas de Rosarito Strategic Metropolitan Plan. He further commented on the Memorandum of Understanding recently signed with the City of San Diego and moving forward on the commercial border crossing and road signage efforts.

   Councilmember Ivette Casillas, City of Tijuana, provided a status update on the City of Tijuana’s current elected officials and municipal roles.
Councilmember Kersey, spoke about going for the first time on the 12th Annual Binational Trip to Mexico City from March 27-30, 2017, with the San Diego’s Delegation Chamber of Commerce and asked members for any concerns and/or issues for him to address at Mexico City.

Councilmember Julieta Aguilera, City of Tijuana, spoke about public safety and provided an update on various quality of life topics such as equality, domestic violence, and developing an action protocol for citizens on both sides of the border for women and coordination from the City of Tijuana and State of Baja California on establishing a support system for an educational program designed to help and teach elementary and high school students on these CaliBaja/mega region topics.

Councilmember Eligio Valencia, City of Tijuana, congratulated SANDAG on its 10th joint meeting and applauded the Borders Committee members on work and dedication on binational activities.

Vice Chair Gallo, spoke about his involvement and formation of the Borders Committee and thanked everyone for participating in the joint meeting.

Mariano Escobedo, State of Baja California, spoke about the importance of cross-border collaboration and provided a brief update on water pollution and next steps in our area.

Councilmember Bill Sandke, South County, spoke about sewage issues and cross-border collaboration. He looks forward to attending the Mexico City trip and his experience of over 30 years of crossing the border.

Members of the Borders Committee, members of the COBRO, and guests from the municipalities of Tijuana, Tecate, and the State of Baja California provided brief reports orally on issues and activities within their subregion that are of interest or under the purview of the Borders Committee.

**REPORTS**

3. REPORT FROM THE CONSUL GENERAL OF MEXICO (INFORMATION)

Consul General Celorio provided a report on binational activities within the purview of the Borders Committee, referring to current border issues, and expressing her interest in contributing to the better understanding between the two countries in this CaliBaja region. In particular, Consul General Celorio made a reference to the need of solving the spillage of residual waters from Mexico to the Tijuana River estuary.

Chair Dedina reiterated the Consul General of Mexico in San Diego’s collaboration and commitment to the partnership between Mexico and SANDAG and the importance of open communications.

**Action:** This item was presented for information.

4. STATE ROUTE 11/OTAY MESA EAST PORT OF ENTRY UPDATE (INFORMATION)

Mario Orso, Caltrans District 11, provided updates on progress to advance the Otay Mesa East-Mesa de Otay II POE and connecting roads on both sides of the border.

Chair Dedina introduced the item.

Mr. Orso presented the item.
Action: This item was presented for discussion.

5. PROGRESS REPORT ON THE SAN YSIDRO LAND PORT OF ENTRY RECONFIGURATION AND EXPANSION PROJECT (INFORMATION)

Anthony Kleppe, U.S. General Services Administration, provided a progress report on the San Ysidro Land POE Reconfiguration and Expansion project, including the updated construction schedule.

Chair Dedina introduced the item.

Mr. Kleppe presented the item.

Action: This item was presented for information.


Paul Ganster, Chair of the Good Neighbor Environmental Board (GNEB), presented a summary of the latest GNEB report “Climate Change and Resilient Communities Along the U.S.–Mexico Border: The Role of the Federal Agencies.”

Chair Dedina introduced the item and speaker.

Mr. Ganster presented the item.

Action: This item was presented for information.

7. CONTINUED PUBLIC COMMENTS

Supervisor Cox thanked everyone for attending the meeting and appreciates everyone’s collaboration in solving sewage problems and further tying both countries together. He spoke about binational relations and completion of the California Coastal Trail site and criteria of pedestrian crossing to potentially tie in both countries.

Mr. Ganster announced that February 24 is Mexico’s National Flag Day and that the City of San Diego proclaimed today as the Day of Tourism Collaboration. He would like to return to future committee meetings to provide monthly updates on various projects impacting the border.

Chair Dedina expressed his interest of the Borders Committee members going on a potential field trip to the POE/border. He acknowledged the tremendous amount of work promoting tourism in 2017 by the City of Tijuana, and thanked Mr. Moreno for attending the meeting.

8. UPCOMING MEETINGS (INFORMATION)

The next meeting of the Borders Committee is scheduled for Friday, April 28, 2017, at 12:30 p.m.

9. ADJOURNMENT

Chair Dedina adjourned the meeting at 2:23 p.m.
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<th>NAME</th>
<th>MEMBER/ ALTERNATE</th>
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<tr>
<td>South County</td>
<td>Serge Dedina (Chair)</td>
<td>Member</td>
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<td>Bill Sandke</td>
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<td>North County Inland</td>
<td>Ed Gallo (Vice Chair)</td>
<td>Member</td>
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<td>David Alvarez</td>
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<td>Mark Kersey</td>
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<td>Greg Cox</td>
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<td>Dianne Jacob</td>
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<td>Chuck Lowery</td>
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<td><strong>ADVISORY MEMBERS</strong></td>
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<td>County of Riverside</td>
<td>Marsha Swanson</td>
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<td>Marcela Celorio</td>
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<td>Southern California Tribal Chairmen’s Association</td>
<td>Michael Garcia</td>
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Action Requested: INFORMATION

COBRO CALENDAR OF MEETINGS FOR FY 2018

The following meeting dates are proposed for the Committee on Binational Regional Opportunities meetings in FY 2018 (July 2017 – June 2018). 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 5, 2017
- Tuesday, November 7, 2017
- Tuesday, February 6, 2018
- Friday, March 23, 2018, 12:30 p.m. (Joint Meeting with the Borders Committee and the Municipalities and State of Baja California)
- Tuesday, April 3, 2018
- Tuesday, June 5, 2018, to be determined

Key Staff Contact: Héctor Vanegas, (619) 699-1972, hector.vanegas@sandag.org
UPCOMING EVENTS

**U.S. IBWC Citizens Forum**
United States Section, International Boundary and Water Commission
When: September 7, 2017 – 6:30 p.m.
Where: Tijuana Estuary Meeting Room
More Info: (619) 622-7600 or lori.kuczmanski@ibwc.gov

San Ysidro Chamber of Commerce
When: September 8, 2017 – 1 p.m. Shotgun Start / 5:30 p.m. Mixer
Where: Sycuan Resort
More Info: Jason Wells, (619) 817-2018 or jwells@sanysidrochamber.org

**San Diego – Tijuana Air Quality Task Force**
Border 2020: U.S.-Mexico Environmental Program
When: September 13, 2017 – 10 a.m. to 2 p.m.
Where: Pier South, Imperial Beach, California
More Info: Jeremy Bauer, (619) 235-4787 or bauer.jeremy@epa.fgov

**Welcome Breakfast for Enrique Orantes, Tijuana Customs Administrator**
Otay Mesa Chamber of Commerce
When: September 13, 2017 – 8:30 a.m.
Where: San Diego Country Club
More Info: (619) 661-6111 or info@otaymesa.org

**27th Annual Economic Summit**
South County Economic Development Council
When: September 15, 2017 – 8:30 a.m. to 2 p.m.
Where: San Diego Convention Center – 111 West Harbor Drive, San Diego, California 92101
More Info: (619) 424-5143 or scedc@southcountyedc.com

**Southwestern College Reception**
South County Economic Development Council
When: September 21, 2017 – 4:30 to 6:30 p.m.
Where: Southwestern College Student Center
More Info: (619) 424-5143 or scedc@southcountyedc.com
San Ysidro PedFest
San Ysidro Chamber of Commerce
When: September 23, 2017
Where: Community of San Ysidro
More Info: Jason Wells, (619) 817-2018 or jwells@sanysidrochamber.org

Mission to Washington D.C.
San Diego Regional Chamber of Commerce
When: September 24-26, 2017
Where: Washington, D.C.
More Info: Katie Tran, (619) 544-1370 or ktran@sdchamber.org

13th Annual Elected Officials Reception
South County Economic Development Council
When: September 28, 2017 – 4 to 6:30 p.m.
Where: Pier 32, National City, California
More Info: (619) 424-5143 or scedc@southcountyedc.com

Regional West – U.S.-Mexico Binational Bridges and Border Crossings
Department of State and Secretaría de Relaciones Exteriores
When: October 23, 2017 – 4 to 6:30 p.m.
Where: Hermosillo, Sonora, México
More Info: Litah N. Miller, (202) 647-9894 or millern2@state.gov

30th Annual Dinner and Awards
Otay Mesa Chamber of Commerce
When: November 2, 2017 – 5:30 p.m.
Where: San Diego Country Club
More Info: (619) 661-6111 or info@otaymesa.org

Key Staff Contact: Héctor Vanegas, (619) 699-1972, 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 2016. 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. Border crossings data 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 as well as an additional hybrid crossing facility in the new San Diego–Tijuana Airport Cross Border Xpress (CBX), a privately-funded facility, which opened in December 2015 and serves as an airport access terminal for users of the Tijuana International Airport (TIJ).

The San Ysidro–Puerta México/El Chaparral POE is one of the world’s busiest international land border crossings and the busiest between the United States and Mexico. The Otay Mesa–Mesa de Otay POE is the main commercial gateway for international trade between California and Mexico, ranking third overall in commercial operations in terms of trade value 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. There are numerous factors that may be influencing the dynamics of crossing behavior and overall volume including increased secruty standards through U.S. Customs after September 11, 2001, the implementation of the Western Hemisphere Travel Initiative and the economic impacts due to the recession in 2008. Likewise, there are numerous factors that may be contributing to increases in crossborder travel, such as the growth in trusted traveler programs like the Secure Electronic Network for Travelers Rapid Inspection, the employment of technologies like radio frequency identification designed to expedite processing, and the numerous capital investments made to expand border infrastructure in recent years.

Looking at the historical data, general trends have shown gradual increases in the 1990s to early 2000s and gradual decreases from the early 2000s to 2009. However, looking at available data for individual POEs, specific categories of statistics begin to show notable trends – for example:
Between 2004 and 2014, the San Ysidro–Puerta México/El Chaparral POE saw nine consecutive years of declining numbers in total private vehicle crossings before finally seeing an increase in 2014 and again in 2015. 2016 marks another year of decline, decreasing by 5.2 percent since 2015.

At the Otay Mesa–Mesa de Otay POE, personal vehicle crossings have almost doubled from 3.9 million in 2010 to 7.7 million in 2016 while pedestrian crossings through Otay Mesa also has grown more than 50 percent from 2.3 million to 3.5 million over the same period.

In 2016, the Tecate–Tecate POE processed almost 2.6 million northbound individual crossings, its highest volume of northbound individual crossings since its 2004 level of over 2.9 million. In 2004, over 85 percent of those individuals crossed in private vehicles, whereas in 2016, that figure has decreased to about 74 percent.

San Ysidro–Puerta México/El Chaparral POE: Crossing Statistics

The San Ysidro–Puerta México POE processed more than 31.6 million total individual crossings northbound from Tijuana to San Diego in 2016, a 5.2 percent decrease from the previous year. As southbound border crossings counts are not formally produced and publicly available, it is estimated that a similar number of crossings occurs from San Diego to Tijuana. As a point of reference, the Dallas/Fort Worth (DFW) International Airport, the fourth busiest airport in the United States, handled about 65.7 million total passengers in 2016, compared to an estimated 63.2 million northbound and southbound crossings at San Ysidro.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>13,760,116</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>14,345,252</td>
<td>20.8%</td>
<td>51,693</td>
<td>-9.6%</td>
</tr>
<tr>
<td>2016</td>
<td>13,738,182</td>
<td>-5.2%</td>
<td>13,701,967</td>
<td>-5.1%</td>
<td>36,215</td>
<td>-29.9%</td>
</tr>
</tbody>
</table>


¹ DFW: https://www.dfwairport.com/stats/P2_707965.pdf
Since 2010, the San Ysidro–Puerta Mexico/El Chaparral POE has been under construction, and the reconfiguration and expansion project is scheduled to be completed in 2019. In the meantime, border crossers have been subject to diverse conditions related to the construction activity. The data reflects some fluctuations for both pedestrian and private vehicles crossings that may have been influenced by such factors to some degree. In general, 2016 appears to be a down year in total vehicle crossing volumes in comparison to consecutive years of increase in 2014 and 2015 at this POE.

Table 2 shows the total number of people (passengers) by way of vehicles and pedestrian crossings northbound at San Ysidro, following a similar pattern to the vehicular data.

### Table 2

**San Ysidro Port of Entry – Northbound Individual Crossings**

<table>
<thead>
<tr>
<th>Individual Statistics</th>
<th>Year</th>
<th>Total Individual Crossings</th>
<th>% Annual Change</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></td>
<td>1998</td>
<td>39,644,307</td>
<td>-</td>
<td>32,734,925</td>
<td>-</td>
<td>6,909,382</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>1999</td>
<td>42,005,306</td>
<td>6.0%</td>
<td>34,447,132</td>
<td>5.2%</td>
<td>7,558,174</td>
<td>9.4%</td>
</tr>
<tr>
<td></td>
<td>2000</td>
<td>39,351,555</td>
<td>-6.3%</td>
<td>31,809,105</td>
<td>-7.7%</td>
<td>7,542,450</td>
<td>-0.2%</td>
</tr>
<tr>
<td></td>
<td>2001</td>
<td>45,336,547</td>
<td>15.2%</td>
<td>33,900,601</td>
<td>6.6%</td>
<td>11,435,946</td>
<td>51.6%</td>
</tr>
<tr>
<td></td>
<td>2002</td>
<td>45,274,997</td>
<td>-0.1%</td>
<td>37,371,514</td>
<td>10.2%</td>
<td>7,903,483</td>
<td>-30.9%</td>
</tr>
<tr>
<td></td>
<td>2003</td>
<td>48,727,602</td>
<td>7.6%</td>
<td>40,425,492</td>
<td>8.2%</td>
<td>8,302,110</td>
<td>5.0%</td>
</tr>
<tr>
<td></td>
<td>2004</td>
<td>43,872,934</td>
<td>-10.0%</td>
<td>34,415,334</td>
<td>-14.9%</td>
<td>9,457,600</td>
<td>13.9%</td>
</tr>
<tr>
<td></td>
<td>2005</td>
<td>41,417,164</td>
<td>-5.6%</td>
<td>33,260,814</td>
<td>-3.4%</td>
<td>8,156,350</td>
<td>-13.8%</td>
</tr>
<tr>
<td></td>
<td>2006</td>
<td>40,740,621</td>
<td>-1.6%</td>
<td>32,929,007</td>
<td>-1.0%</td>
<td>7,811,614</td>
<td>-4.2%</td>
</tr>
<tr>
<td></td>
<td>2007</td>
<td>37,022,194</td>
<td>-9.1%</td>
<td>29,265,625</td>
<td>-11.1%</td>
<td>7,756,569</td>
<td>-0.7%</td>
</tr>
<tr>
<td></td>
<td>2008</td>
<td>33,310,098</td>
<td>-10.0%</td>
<td>26,020,236</td>
<td>-11.1%</td>
<td>7,289,862</td>
<td>-6.0%</td>
</tr>
<tr>
<td></td>
<td>2009</td>
<td>30,576,138</td>
<td>-8.2%</td>
<td>24,388,012</td>
<td>-6.3%</td>
<td>6,188,126</td>
<td>-15.1%</td>
</tr>
<tr>
<td></td>
<td>2010</td>
<td>30,590,858</td>
<td>0.0%</td>
<td>24,150,906</td>
<td>-1.0%</td>
<td>6,439,952</td>
<td>4.1%</td>
</tr>
<tr>
<td></td>
<td>2011</td>
<td>30,444,678</td>
<td>-0.5%</td>
<td>21,990,287</td>
<td>-8.9%</td>
<td>8,454,391</td>
<td>31.3%</td>
</tr>
<tr>
<td></td>
<td>2012</td>
<td>28,662,981</td>
<td>-5.9%</td>
<td>20,528,502</td>
<td>-6.6%</td>
<td>8,134,479</td>
<td>-3.8%</td>
</tr>
<tr>
<td></td>
<td>2013</td>
<td>28,136,014</td>
<td>-1.8%</td>
<td>20,394,804</td>
<td>-0.7%</td>
<td>7,741,210</td>
<td>-4.8%</td>
</tr>
<tr>
<td></td>
<td>2014</td>
<td>29,532,518</td>
<td>5.0%</td>
<td>21,607,147</td>
<td>5.9%</td>
<td>7,925,371</td>
<td>2.4%</td>
</tr>
<tr>
<td></td>
<td>2015</td>
<td>33,142,128</td>
<td>12.2%</td>
<td>26,086,106</td>
<td>20.7%</td>
<td>7,056,022</td>
<td>-11.0%</td>
</tr>
<tr>
<td></td>
<td>2016</td>
<td>31,638,430</td>
<td>-4.5%</td>
<td>24,256,067</td>
<td>-7.0%</td>
<td>7,382,363</td>
<td>4.6%</td>
</tr>
</tbody>
</table>


Despite the decrease in vehicle and vehicle passenger crossings in 2016, pedestrian crossings at San Ysidro have gone up by 4.6 percent since 2015, perhaps reflecting the increase in pedestrian processing capacity related to the opening of the new PedWest facilities in July 2016.
Otay Mesa–Mesa de Otay POE: Crossing Statistics

The Otay Mesa–Mesa de Otay POE also has been under construction. The Mexican commercial processing facilities have recently been reconfigured and modernized and a new automated system known as PITA (Proyecto de Integración Tecnológica Aduanera) has been introduced. There are plans for future improvements to the commercial processing facilities on the United States side of the border as well. This POE continues to be the main San Diego–Baja California border crossing for trucks. In 2016, northbound truck crossings through Otay Mesa reached 899,336 trucks – its highest level, which was 75 percent higher than the 1998 figure. This upward trend provides evidence of the growth in northbound commercial travel due to the enactment of the North American Free Trade Agreement.

Table 3 shows the total volume of northbound vehicular border crossings (including trucks and private vehicles) at the Otay Mesa–Mesa de Otay POE steadily increasing since its 2010 low. In 2016, northbound private vehicle crossings reached its highest level on record through this POE, processing almost 7.8 million, an 11.3 percent increase over 2015. This comes after posting its sixth consecutive year of increase in this category.

Table 3

<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>4,960,148</td>
<td>-</td>
<td>606,384</td>
<td>-</td>
<td>4,353,764</td>
<td>-</td>
</tr>
<tr>
<td>1999</td>
<td>5,172,755</td>
<td>4.3%</td>
<td>646,587</td>
<td>6.6%</td>
<td>4,526,168</td>
<td>4.0%</td>
</tr>
<tr>
<td>2000</td>
<td>5,581,371</td>
<td>7.9%</td>
<td>688,340</td>
<td>6.5%</td>
<td>4,893,031</td>
<td>8.1%</td>
</tr>
<tr>
<td>2001</td>
<td>4,723,242</td>
<td>-15.4%</td>
<td>708,446</td>
<td>2.9%</td>
<td>4,014,796</td>
<td>-17.9%</td>
</tr>
<tr>
<td>2002</td>
<td>4,937,375</td>
<td>4.5%</td>
<td>731,291</td>
<td>3.2%</td>
<td>4,206,084</td>
<td>4.8%</td>
</tr>
<tr>
<td>2003</td>
<td>5,682,800</td>
<td>15.1%</td>
<td>697,152</td>
<td>-4.7%</td>
<td>4,985,648</td>
<td>18.5%</td>
</tr>
<tr>
<td>2004</td>
<td>6,960,764</td>
<td>22.5%</td>
<td>726,164</td>
<td>4.2%</td>
<td>6,234,600</td>
<td>25.1%</td>
</tr>
<tr>
<td>2005</td>
<td>7,442,450</td>
<td>6.9%</td>
<td>730,253</td>
<td>0.6%</td>
<td>6,712,197</td>
<td>7.7%</td>
</tr>
<tr>
<td>2006</td>
<td>6,456,059</td>
<td>-13.3%</td>
<td>749,472</td>
<td>2.6%</td>
<td>5,706,587</td>
<td>-15.0%</td>
</tr>
<tr>
<td>2007</td>
<td>5,402,331</td>
<td>-16.3%</td>
<td>738,765</td>
<td>-1.4%</td>
<td>4,663,566</td>
<td>-18.3%</td>
</tr>
<tr>
<td>2008</td>
<td>5,575,413</td>
<td>3.2%</td>
<td>776,972</td>
<td>5.2%</td>
<td>4,798,441</td>
<td>2.9%</td>
</tr>
<tr>
<td>2009</td>
<td>4,825,296</td>
<td>-13.5%</td>
<td>684,425</td>
<td>-11.9%</td>
<td>4,140,871</td>
<td>-13.7%</td>
</tr>
<tr>
<td>2010</td>
<td>4,697,271</td>
<td>-2.7%</td>
<td>729,605</td>
<td>6.6%</td>
<td>3,967,666</td>
<td>-4.2%</td>
</tr>
<tr>
<td>2011</td>
<td>4,993,236</td>
<td>6.3%</td>
<td>744,929</td>
<td>2.1%</td>
<td>4,248,307</td>
<td>7.1%</td>
</tr>
<tr>
<td>2012</td>
<td>6,162,938</td>
<td>23.4%</td>
<td>778,929</td>
<td>4.6%</td>
<td>5,384,009</td>
<td>26.7%</td>
</tr>
<tr>
<td>2013</td>
<td>7,047,331</td>
<td>14.4%</td>
<td>769,886</td>
<td>-1.2%</td>
<td>6,277,445</td>
<td>16.6%</td>
</tr>
<tr>
<td>2014</td>
<td>7,761,634</td>
<td>10.1%</td>
<td>810,193</td>
<td>5.2%</td>
<td>6,951,441</td>
<td>10.7%</td>
</tr>
<tr>
<td>2015</td>
<td>7,801,356</td>
<td>0.5%</td>
<td>829,581</td>
<td>2.4%</td>
<td>6,971,775</td>
<td>0.3%</td>
</tr>
<tr>
<td>2016</td>
<td>8,659,903</td>
<td>11.0%</td>
<td>899,336</td>
<td>8.4%</td>
<td>7,760,567</td>
<td>11.3%</td>
</tr>
</tbody>
</table>

Table 4 reflects the total northbound individual crossings at the Otay Mesa–Mesa de Otay POE. In 2016, the Otay Mesa–Mesa de Otay POE reached a record level of total northbound individual crossings with over 17.1 million, correlating to the record level of 13.6 million total vehicle passengers and 3.5 million pedestrian crossings as well. Notable is that the increases in vehicle as well as individual crossings through Otay Mesa in 2016 come in the same year as decreases experienced in the same categories for the San Ysidro POE. Overall, combined individual crossings through Otay Mesa and San Ysidro have remained virtually flat between 2015 and 2016 (48.9 million in 2015 compared to almost 48.8 million in 2016).

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>-</td>
<td>619,158</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>
<tr>
<td>2016</td>
<td>17,145,186</td>
<td>8.7%</td>
<td>13,640,386</td>
<td>10.3%</td>
<td>3,504,800</td>
<td>2.7%</td>
</tr>
</tbody>
</table>

The Tecate–Tecate POE is the smallest of the land POEs in the San Diego–Baja California region, handling about 5 percent of the total individual crossings along all three POEs and about 6 percent of the total number of trucks through the San Diego–Baja California region’s commercial POEs. For comparison, the number of trucks crossing through Tecate reached its peak in 2007 with over 77,000. In that year, Tecate’s share of total truck crossings was about 9 percent. Data in Table 5 shows an overall increase in 2016 of total vehicle crossings – the first year in a decade that this POE has processed over 1 million vehicles.

### Table 5

<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>-3.8%</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>5.5%</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>
<tr>
<td>2016</td>
<td>1,029,530</td>
<td>6.7%</td>
<td>56,269</td>
<td>8.0%</td>
<td>973,261</td>
<td>6.6%</td>
</tr>
</tbody>
</table>

Table 6 shows the total northbound individual crossings at the Tecate–Tecate POE. Although total individual crossings have not reached the same level as their peak in 2000, this POE has seen six consecutive years of growth since 2010. Noticeable is that total pedestrian crossings have declined 10.2 percent since their peak in 2013.

Table 6

<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>-</td>
<td>251,228</td>
<td>-</td>
</tr>
<tr>
<td>1999</td>
<td>3,302,561</td>
<td>2.3%</td>
<td>3,015,065</td>
<td>1.3%</td>
<td>287,496</td>
<td>14.4%</td>
</tr>
<tr>
<td>2000</td>
<td>3,680,416</td>
<td>11.4%</td>
<td>3,392,260</td>
<td>12.5%</td>
<td>288,156</td>
<td>0.2%</td>
</tr>
<tr>
<td>2001</td>
<td>2,531,194</td>
<td>-31.3%</td>
<td>2,171,029</td>
<td>-36.0%</td>
<td>359,165</td>
<td>24.6%</td>
</tr>
<tr>
<td>2002</td>
<td>2,806,133</td>
<td>10.9%</td>
<td>2,366,613</td>
<td>9.0%</td>
<td>439,520</td>
<td>22.4%</td>
</tr>
<tr>
<td>2003</td>
<td>3,232,509</td>
<td>15.2%</td>
<td>2,787,585</td>
<td>17.8%</td>
<td>444,924</td>
<td>1.2%</td>
</tr>
<tr>
<td>2004</td>
<td>2,964,291</td>
<td>-8.3%</td>
<td>2,540,934</td>
<td>-8.8%</td>
<td>423,357</td>
<td>-4.8%</td>
</tr>
<tr>
<td>2005</td>
<td>2,534,347</td>
<td>-14.5%</td>
<td>2,063,301</td>
<td>-18.8%</td>
<td>471,046</td>
<td>11.3%</td>
</tr>
<tr>
<td>2006</td>
<td>2,386,375</td>
<td>-5.8%</td>
<td>1,836,391</td>
<td>-11.0%</td>
<td>549,984</td>
<td>16.8%</td>
</tr>
<tr>
<td>2007</td>
<td>2,383,017</td>
<td>-0.1%</td>
<td>1,835,727</td>
<td>0.0%</td>
<td>547,290</td>
<td>-0.5%</td>
</tr>
<tr>
<td>2008</td>
<td>2,390,584</td>
<td>0.3%</td>
<td>1,882,548</td>
<td>2.6%</td>
<td>508,036</td>
<td>-7.2%</td>
</tr>
<tr>
<td>2009</td>
<td>2,153,310</td>
<td>-9.9%</td>
<td>1,653,601</td>
<td>-12.2%</td>
<td>499,709</td>
<td>-1.6%</td>
</tr>
<tr>
<td>2010</td>
<td>2,051,126</td>
<td>-4.7%</td>
<td>1,543,186</td>
<td>-6.7%</td>
<td>507,940</td>
<td>1.6%</td>
</tr>
<tr>
<td>2011</td>
<td>2,100,913</td>
<td>2.4%</td>
<td>1,575,601</td>
<td>2.1%</td>
<td>525,312</td>
<td>3.4%</td>
</tr>
<tr>
<td>2012</td>
<td>2,217,293</td>
<td>5.5%</td>
<td>1,514,551</td>
<td>-3.9%</td>
<td>702,742</td>
<td>33.8%</td>
</tr>
<tr>
<td>2013</td>
<td>2,222,060</td>
<td>0.2%</td>
<td>1,471,675</td>
<td>-2.8%</td>
<td>750,385</td>
<td>6.8%</td>
</tr>
<tr>
<td>2014</td>
<td>2,347,794</td>
<td>5.7%</td>
<td>1,604,128</td>
<td>9.0%</td>
<td>743,666</td>
<td>-0.9%</td>
</tr>
<tr>
<td>2015</td>
<td>2,389,613</td>
<td>1.8%</td>
<td>1,781,254</td>
<td>11.0%</td>
<td>608,359</td>
<td>-18.2%</td>
</tr>
<tr>
<td>2016</td>
<td>2,584,086</td>
<td>8.1%</td>
<td>1,910,481</td>
<td>7.3%</td>
<td>673,605</td>
<td>10.7%</td>
</tr>
</tbody>
</table>


Cross Border Xpress: Crossing Statistics

As was previously discussed, the CBX facility was opened in December of 2015 and operates as an enclosed pedestrian bridge for TIJ passengers crossing the United States–Mexico border. Users pay a fee that offers them direct access southbound to TIJ and northbound to the United States after clearing inspections. This privately-funded facility, made possible through a public-private partnership, has garnered much attention for its innovative operations – unique amongst all POEs in the United States – and its ability to offer crossborder travelers a different experience. While CBX crossing statistics are not yet reported through the U.S. Department of Transportation Bureau of Transportation Statistics, in 2016 CBX reported that it served nearly 1.4 million passengers (northbound and southbound).
Mexico continues to be California’s number one export market. In 2016, California exported almost $25.3 billion in goods to Mexico, accounting for 15.5 percent of all California exports. Likewise, California imported over $46.3 billion worth of goods from Mexico in the same year, which accounts for 11.3 percent of all imports to California.\(^2\) When considering trade value, virtually all surface trade between California and Mexico at commercial land POEs was transported by truck in 2016 (99.6 percent).

On a national scale, Mexico is the United States’ third largest trading partner, after Canada and China, accounting for $525.1 billion in bilateral trade in 2016, a decrease from the 2015 figure of $531.1 billion.\(^3\) Over $43.3 billion in United States–Mexico trade was handled through San Diego–Baja California POEs. The Otay Mesa–Mesa de Otay and Tecate–Tecate commercial land POEs accounted for approximately 81 percent of all surface trade between California and Mexico.

The above figures demonstrate the magnitude of United States–Mexico trade that is facilitated through our region and the important economic implications our international border carries beyond the San Diego–Baja California region.

**Otay Mesa–Mesa de Otay POE: Trade Statistics**

The Otay Mesa–Mesa de Otay POE commercial crossing continues to rank third among all United States–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 also is 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 2016, over 899,336 trucks carried nearly $27 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 approximately $41.8 billion in 2016 was a slight decrease from the POEs peak in value of trade by truck seen in 2015. It is interesting to note that the decrease in 2016 was seen only in the value of imports by truck while exports by truck actually increased by a margin of 4.3 percent.


\(^3\) U.S. Census Bureau, Foreign Trade: [https://www.census.gov/foreign-trade/statistics/highlights/top/top1612yr.html](https://www.census.gov/foreign-trade/statistics/highlights/top/top1612yr.html)
Table 7

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

**Tecate–Tecate POE: Trade Statistics**

Currently the Tecate–Tecate POE accommodates trade transported by truck; there has been no formal rail activity at this POE since 2008. As shown in Table 8, the total trade by truck through the Tecate POE had its most productive years between 2004 and 2008 when it consistently processed over $1 billion in total trade by truck. Since then, the value of trade has declined.

### Table 8

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Trade by Truck</th>
<th>% Annual Change Total Trade</th>
<th>Exports by Truck</th>
<th>% Annual Change Exports</th>
<th>Imports by Truck</th>
<th>% Annual Change Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td>$886,485,462</td>
<td>-</td>
<td>$413,826,332</td>
<td>-</td>
<td>$472,659,130</td>
<td>-</td>
</tr>
<tr>
<td>1999</td>
<td>$984,718,335</td>
<td>11.1%</td>
<td>$468,007,379</td>
<td>13.1%</td>
<td>$516,710,956</td>
<td>9.3%</td>
</tr>
<tr>
<td>2000</td>
<td>$920,176,520</td>
<td>-6.6%</td>
<td>$432,768,494</td>
<td>-7.5%</td>
<td>$487,408,026</td>
<td>-5.7%</td>
</tr>
<tr>
<td>2001</td>
<td>$850,093,767</td>
<td>-7.6%</td>
<td>$385,793,569</td>
<td>-10.9%</td>
<td>$464,300,198</td>
<td>-4.7%</td>
</tr>
<tr>
<td>2002</td>
<td>$950,062,252</td>
<td>11.8%</td>
<td>$461,317,587</td>
<td>19.6%</td>
<td>$488,744,665</td>
<td>5.3%</td>
</tr>
<tr>
<td>2003</td>
<td>$897,933,362</td>
<td>-5.5%</td>
<td>$410,793,578</td>
<td>-11.0%</td>
<td>$487,139,784</td>
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<tr>
<td>2004</td>
<td>$1,003,823,069</td>
<td>11.8%</td>
<td>$465,119,844</td>
<td>13.2%</td>
<td>$538,703,225</td>
<td>10.6%</td>
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<tr>
<td>2005</td>
<td>$1,152,246,335</td>
<td>14.8%</td>
<td>$532,658,355</td>
<td>14.5%</td>
<td>$619,587,980</td>
<td>15.0%</td>
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<tr>
<td>2006</td>
<td>$1,191,948,673</td>
<td>3.4%</td>
<td>$571,135,015</td>
<td>7.2%</td>
<td>$620,813,658</td>
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<tr>
<td>2007</td>
<td>$1,194,532,553</td>
<td>0.2%</td>
<td>$595,403,763</td>
<td>4.2%</td>
<td>$599,128,790</td>
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<td>2008</td>
<td>$1,115,736,675</td>
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<td>$546,484,361</td>
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<td>2009</td>
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<td>$412,209,272</td>
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<td>2010</td>
<td>$942,505,700</td>
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<td>$431,292,772</td>
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<td>$511,212,928</td>
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<td>2011</td>
<td>$752,430,102</td>
<td>-20.2%</td>
<td>$306,458,194</td>
<td>-28.9%</td>
<td>$445,971,908</td>
<td>-12.8%</td>
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<td>2012</td>
<td>$606,709,871</td>
<td>-19.4%</td>
<td>$263,210,526</td>
<td>-14.1%</td>
<td>$343,499,345</td>
<td>-23.0%</td>
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<td>2013</td>
<td>$673,739,012</td>
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<td>$302,255,076</td>
<td>14.8%</td>
<td>$371,483,936</td>
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<td>2014</td>
<td>$655,943,111</td>
<td>-2.6%</td>
<td>$280,428,243</td>
<td>-7.2%</td>
<td>$375,514,868</td>
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<td>2015</td>
<td>$680,247,882</td>
<td>3.7%</td>
<td>$270,844,464</td>
<td>-3.4%</td>
<td>$409,403,418</td>
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<td>2016</td>
<td>$701,259,349</td>
<td>3.1%</td>
<td>$269,559,080</td>
<td>-0.5%</td>
<td>$431,700,269</td>
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</tbody>
</table>

San Ysidro–Puerta México POE: Trade Statistics

Lastly, although commercial truck operations were transferred from the San Ysidro POE to the Otay Mesa POE in 1995, the San Ysidro–Puerta México POE continues to handle trade through the region’s only intermodal rail cargo facility. As shown in Table 9, total trade by rail through this POE reached its peak of $264 million in 2012, and subsequently saw three years of decrease until 2016 when total trade by rail (which is entirely consisted of exports) through San Ysidro/Puerta México again increased to about $150.6 million.

### Table 9

<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>
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</thead>
<tbody>
<tr>
<td>1998</td>
<td>$43,398,623</td>
<td>-</td>
<td>$43,096,821</td>
<td>-</td>
<td>$301,802</td>
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<td>1999</td>
<td>$61,628,528</td>
<td>8.4%</td>
<td>$60,450,466</td>
<td>40.3%</td>
<td>$1,178,062</td>
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<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>
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<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>
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<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>
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<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>
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<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>
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<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>
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<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>
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<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>
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<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>
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<td>2009</td>
<td>$146,346,117</td>
<td>-41.4%</td>
<td>$146,314,768</td>
<td>-41.4%</td>
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<td>2010</td>
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<td>$189,041,649</td>
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<td>-14.8%</td>
<td>$161,039,009</td>
<td>-14.8%</td>
<td>$0</td>
<td>-100.0%</td>
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<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>
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<tr>
<td>2013</td>
<td>$200,358,764</td>
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<td>$200,354,878</td>
<td>-24.2%</td>
<td>$3,886</td>
<td>-71.2%</td>
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<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>
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<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>
<tr>
<td>2016</td>
<td>$150,644,223</td>
<td>70.5%</td>
<td>$150,644,223</td>
<td>70.5%</td>
<td>$0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>


Key Staff Contact: Zach Hernandez, (619) 699-6912, zachary.hernandez@sandag.org
2016 SAN DIEGO-BAJA CALIFORNIA BORDER CROSSING AND TRADE STATISTICS

SAN DIEGO-BAJA CALIFORNIA LAND POES

- San Ysidro / Puerta México - El Chaparral
- Otay Mesa / Mesa de Otay
- Tecate / Tecate
- Cross Border Xpress (CBX)
BORDER CROSSING & TRADE STATISTICS OVERVIEW

• Northbound Individual Crossings
  – Vehicle Passengers (Includes Private Vehicles and Buses)
  – Pedestrians

• Northbound Vehicle Crossings
  – Private Vehicles
  – Buses
  – Trucks

• Trade Value by Truck (Imports & Exports)
  – Otay Mesa / Mesa de Otay
  – Tecate / Tecate

BIG PICTURE – SAN DIEGO/TIJUANA

Northbound Individual Crossings

- Pedestrians (San Ysidro)
- Pedestrians (Otay Mesa)
- Vehicle Passengers (Otay Mesa)
- Vehicle Passengers (San Ysidro)
- Total Individual Crossings (San Ysidro and Otay Mesa)
**Northbound Individual Crossings**

- **Vehicle Passengers (Private Vehicle and Bus)**
- **Pedestrians**
- **Total Individual Crossings**

**Northbound Vehicle Crossings**

- **Private Vehicles (Private Vehicles and Buses)**
- **Trucks**
U.S. - MEXICO TRADE THROUGH THE SAN DIEGO-BAJA CALIFORNIA REGION (2016)

OTAY MESA / MESA DE OTAY – TRADE BY TRUCK

Two-Way (U.S. - Mexico) Trade by Truck

Billions

Exports by Truck
Imports by Truck
U.S. - MEXICO TRADE (2016)


• 3rd largest trading partner for U.S. ($525.5 billion in total trade)
• #1 or #2 export market for 28 states
• 32 states exported more than $1B
• California Exports to Mexico: $25.3B

FACTORS INFLUENCING TRAVEL BEHAVIOR

• Increased security after September 11, 2001

• Increased documentation requirements
  – i.e. Western Hemisphere Travel Initiative (WHTI) -2007

• Global economic downturn in 2008

• Construction activity and new facilities increasing capacity
  – San Ysidro LPOE Expansion, PedWest etc.

• Promotion of SENTRI/Ready programs
  – In conjunction with the implementation of RFID technologies

...MANY others
THANK YOU

Questions 🎯

Contact:
Zach Hernandez
Regional Planner
Email: zachary.hernandez@sandag.org
Phone: +1 (619)699-6912
San Ysidro Air Study

Today's Presentation

Community & CALEnviroscreen

Elements of the Study

Update Next Steps
San Ysidro Port of Entry
Pollution Concerns

- Freeways
- San Ysidro Port of Entry
- Commercial trucks from Otay Port of Entry
- Freight Trains
- Municipal airport to east (Brown Field)

- Sources in Tijuana
  - Trash burning
  - Industrial Traffic
  - Planned burns
  - Illicit burning
  - Unpaved roads

CalEnviroScreen

- Science-based tool
- Uses 19 indicators of environmental, health and socioeconomic conditions
- Evaluates multiple pollution sources
- While accounting for a community’s vulnerability to pollution
- http://oehha.ca.gov/calenviroscreen/maps-data
TODAY'S PRESENTATION

COMMUNITY & CALENVIROSCREEN

ELEMENTS OF THE STUDY

NEXT STEPS
Modeled After the Imperial County Community Air Monitoring Project

Goals
San Ysidro Community Air Monitoring

- Assess community needs and concerns
- Collect data using next generation low-cost instruments
- Access spatial and temporal gradients NOT captured by the regulatory monitoring network
- Develop capacity to continue collecting data
- Support ongoing improvement in public health
- Provide data for CalEnviroScreen

http://deohs.washington.edu/san-ysidro-air-quality-and-border-traffic-study
The Study Partners

Funded by the California Office of Environmental Health Hazard Assessment

San Ysidro Study Timeline: 2016-2018

Community Workshops → CSC (Community Steering Committee) → TAG (Technical Advisory Group)

Website Development → Network Unveiling

Website Unveiling → Research to Action Initiatives & Sustainability → Report findings and next steps

Lab testing & Collocations
Advanced Low-Cost Monitoring Equipment

- Non-regulatory research instruments: Modified Dylos particle counter with 4-size bins measuring between PM 0.5 – 10 um. Alphasense electrochemical sensors for traffic-related gas pollutants (CO, NO, NO₂, O₃). Temperature and Relative Humidity.

- Cellular network for real-time data transmission to UW to website.

- Internet server for storing and sharing data.

- Calibration factors applied BEFORE data displayed.

Network Performance as of June 2017

- Network fully operational since January 1st, 2017
- 11 Sites have been monitored in this period
  - One site was discontinued due to frequent power problems

Data completeness:
> 80 % for most sites

Data issues:
- Sensors need replacement
- Power supply
- Access to sites
- Weather and elements (wind storms, sea spray)
**Purpose:**

Provide particulate monitoring data for interpretation of the particulate and gas air pollution values transmitted from the UW community real-time air monitors. Data will increase knowledge of particle size and composition.

**When:**

At least two seasons in sampling year for 5 – 14 days

**What:**

- Real-time particulate matter
  - ultrafine particles <0.1 um (traffic-related)
  - PM1,2.5,4 and 10
  - black carbon (a marker for diesel soot)
- Gravimetric (filter) samples
  - PM2.5
  - 1-nitropyrene (a marker for diesel)

**Visualization Functionality Based on CSC Input**

- Tabbed display for ease and organization
- Map with visual indicator of pollution level (color grading)
- Indication of absolute concentration
- Additional information on each pollutant
- Time series display of hourly concentrations
- Indicator of whether hourly concentrations exceed CAAQS values
- Link to current AQI values provided by SDAPCD
- Data request form

[http://syairstudy.org/]
Time Series Display of Hourly Concentrations

http://syairstudy.org/

Interpreting this data with respect to government health based standards:

For these sites, on this day, there are hours when \( \text{PM}_{2.5} \) is measured by the sensor network exceeds the 24 hour NAAQS standard of 10 \( \mu g/m^3 \) set by the EPA.

The data presented here is NOT regulatory data and errors may exist. Please follow current outdoor conditions and health recommendations from the San Diego County APCC.

TODAY'S PRESENTATION

COMMUNITY & CALENVIROSCREEN

ELEMENTS OF THE STUDY

NEXT STEPS
Next Steps

- Potential funding from Border 2020 to place monitors in Tijuana, Mexico
- Continue to collect and analyze data including detailed particle analysis (SDSU)
- Continue to share air pollution results and allow access to data (website)
- Investigate likely major sources of air pollution – source apportionment
- Methodological approach to integrate results into CalEnviroScreen
- Begin discussing exposure reduction strategies (research to action)
- Develop capacity of the San Ysidro community to sustain this project
- Disseminate key lessons learned
Acknowledgements

Community Steering Committee

Research Team
  David Flores - Casa Familiar 501(c)(3)
  Edmund Seto & Elena Austin - University of Washington
  Penelope (Jenny) Quintana & Zohir Chowdhury - San Diego State University
  Graduate Research Assistants

Technical Advisory Committee

Comite Civico Del Valle

California Environmental Health Tracking Program

OEHHA State of California (funding agency)

Questions?

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Penelope JE Quintana  jquintan@mail.sdsu.edu
Vanessa Galaviz  vanessa.galaviz@oehha.ca.gov
SAN DIEGO-TIJUANA EARTHQUAKE SCENARIO
Two Cities, Two States, Two Countries: One Response

Roberto Ruiz-Salas, PE
September 5, 2017

Content

• Introduction
• Scenario earthquake
• Buildings and Infrastructure assessments
• Socio-Economic Impact
• Preliminary loss estimate
• Potential policy recommendations
Introduction

- San Diego-Tijuana is a $230 billion economic engine with over 5 million residents

- Busiest land border crossing in the Western hemisphere; crossing back and forth every single day:
  - ~120,000 passenger vehicles
  - ~63,000 pedestrians
  - ~6,000 trucks

- Value of trade between San Diego and Tijuana consistently exceeds $4 billion per year

- Numerous examples of collaboration and exchange between SD and TJ: medicine, medical tourism, the arts, the environment, epidemiology, security, and post-disaster

San Diego

- Innovative industry: Biotechnology and pharmaceutical, biomedical, software and communication clusters
- $52 billion innovation economy with over 400,000 jobs

Tijuana

- World’s largest medical device cluster and Mexico’s top aerospace, electronics and defense clusters
- Many of these clusters have administration and operations facilities on the US side of the border
- There are nearly 600 export manufacturing plants and 50 contract manufacturing options meeting world-class quality standards
- Adds close to $20 billion to San Diego’s production each year
The Fault – *Rose Canyon Fault*

10:20am on Oct 20, 20XX

- M6.9
- Crustal Strike-Slip (Right Lateral)
- Surface Rupture (South)
  - Offshore-LJ-OT-SD-Silver Strand
  - Length 69km (43 miles)
  - Slip 2m max (6.6ft Horiz)
  - Unilateral Rupture
  - Directivity Towards Tijuana
- Epicenter ★
  - Location N33.01 W117.32
  - Depth 7.7km (4.8 miles)
- Recurrence Interval 1,000 years
  - 2mm/yr Slip Rate (0.08 inches)

Buildings and Infrastructure assessments

**US & Mexico subgroups**

- **GBS**
  - Commercial
  - Residential
  - Office
  - Industrial
  - Religious
  - Non-Structural

- **Essential Facilities**
  - Hospitals
  - Schools
  - Fire Stations
  - Police Stations
  - Emergency Op Ctr
  - High Potential Loss (e.g. Dams)

- **Special Studies**
  - URM
  - Non-ductile Conc
  - Soft-story woodframe
  - Tilt-up Conc
  - Pre-1994 SMRF
  - Historic
  - City Gov't Facilities

- **Lifelines (Transportation)**
  - Highways
  - Bridges
  - Railways
  - Light Rail
  - Ports
  - Airports

- **Lifelines (Utilities)**
  - Water
  - Waste Water
  - Oil
  - Natural Gas
  - Power
  - Communications

SAN DIEGO-TIJUANA EARTHQUAKE SCENARIO
SAN DIEGO-TIJUANA EARTHQUAKE SCENARIO

Older Concrete Infill Frame Bldgs

Concrete Infill Frame Bldgs with moderate to severe damage
Two Realities in Tijuana

High-end construction

Low-end construction
The Scenario Earthquake may create significant damage for the San Diego and Tijuana regions that needs to be evaluated for earthquake planning efforts.
### Potential Policy Recommendations:

1. US-Mexico border crossing resiliency planning
2. Cross-border lifelines resiliency planning
3. Bi-national emergency response planning
4. Seismic retrofit planning & funding
5. Infrastructure Lifelines protection planning
6. Communications & Internet service protection
7. Business continuity planning
8. Temporary housing planning
9. Hazard mapping & mitigative zoning

---

**San Diego – Tijuana Earthquake Scenario**

**THANK YOU!**

**Contact info:**

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Website:  
https://sandiego.eeri.org/?page_id=265