What is it?

- Binational, comprehensive approach
- Commissioned by the U.S.-Mexico Joint Working Committee (JWC)
- Led by Caltrans and SIDURT (formerly SIDUE)
- Coordinates planning and delivery of Port of Entry (POE) and transportation infrastructure projects serving POEs in the California-Baja California region
# BMP Agencies (Kickoff Meeting January 2020)

![Image of a meeting room with people seated at tables]

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## 18 U.S. Agencies; 2 Binational

<table>
<thead>
<tr>
<th>Binational</th>
<th>Federal</th>
<th>State</th>
<th>Regional &amp; Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Customs and Border Protection</td>
<td>U.S. Department of Transportation</td>
<td>Caltrans</td>
<td>Caltrans</td>
</tr>
<tr>
<td>Federal Highway Administration</td>
<td></td>
<td></td>
<td>Regional &amp; Local</td>
</tr>
</tbody>
</table>

![Logos of various agencies]

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**Borders Committee and COBRO | Item 5**

**March 26, 2021**
17 Mexican Agencies; 2 Binational

<table>
<thead>
<tr>
<th>Binational</th>
<th>Federal</th>
<th>State</th>
<th>Regional &amp; Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>SRE</td>
<td>INM</td>
<td>SIDUR</td>
<td>Tijuana</td>
</tr>
<tr>
<td>SCT</td>
<td>SENASICA</td>
<td>Baja</td>
<td>IMPLAN</td>
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<td>SEDATU</td>
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<td>Tecate</td>
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<tr>
<td>SAT</td>
<td>INDABIN</td>
<td>IMOS</td>
<td>Gobierno de Mexicali</td>
</tr>
<tr>
<td>INDAABIN</td>
<td></td>
<td></td>
<td>UMP</td>
</tr>
</tbody>
</table>

Area of Influence (2015):
- 6.9 million population
- 2.9 million employed

Northbound Border Crossings (2015):
- 16.6 million pedestrians
- 30.7 million personal vehicles
- 1.2 million commercial vehicles

$59.1 Billion in Bilateral Trade (2015)
2021 BMP: Key Accomplishments

- Engaged Stakeholder Groups in Border Region
- Developed Forecasts of Border Statistics and Profiles of Existing Conditions
- Developed Innovative Strategies for Improving our Binational Transportation System; Developed White Papers
- Updated POE and Transportation Projects using an Enhanced Online Data Portal
- Identified Funding Opportunities and Recommendations
- Created BMP Website calibajabmp.org and BMP Story Map

Notable Stakeholder/Outreach Activities

- Outreach to BMP Agencies – July-December 2019
- Overviews at various binational committees — February-June 2020
- TWG and PAC meetings – Regularly
- Objectives Development – May/June 2020
- Mobility Issues Survey – June 18-29, 2020
- Stakeholder Workshop – July 8, 2020
- Visionaries Workshop – August 12, 2020
Stakeholder Outreach | Top Issues

<table>
<thead>
<tr>
<th>Safety</th>
<th>Wait Times</th>
<th>Access</th>
<th>Operations</th>
<th>Information</th>
<th>Amenities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessibility</td>
<td>Long</td>
<td>Lack of Transit (Mx)</td>
<td>Customs Staff</td>
<td>Old/Inaccurate Information</td>
<td>Pedestrian Amenities</td>
</tr>
<tr>
<td>Lighting</td>
<td>Unpredictable</td>
<td>Distance Between POEs</td>
<td>Queues Block Transit</td>
<td>Direction/ Signage</td>
<td>Dedicated Bicycle Lane</td>
</tr>
<tr>
<td>Poor Signage</td>
<td>Inaccurate</td>
<td>Poor Signage</td>
<td>Modernize Processes</td>
<td>Options Information</td>
<td>Bike Amenities</td>
</tr>
<tr>
<td>Missing Infrastructure</td>
<td></td>
<td></td>
<td>Long Secondary</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Objectives Development

<table>
<thead>
<tr>
<th>#</th>
<th>Concept</th>
<th>Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Mode Shift</td>
<td>Promote a mode shift from single occupancy vehicles to active transportation and transit</td>
</tr>
<tr>
<td>B</td>
<td>Efficient Movement</td>
<td>Efficient movement of people and goods</td>
</tr>
<tr>
<td>C</td>
<td>First / Last Mile</td>
<td>Incorporate enhanced first/last mile options and connections</td>
</tr>
<tr>
<td>D</td>
<td>Environment</td>
<td>Improve the air quality in and around the border region</td>
</tr>
<tr>
<td>E</td>
<td>Coordination</td>
<td>Coordinate binational operations and shared data</td>
</tr>
<tr>
<td>F</td>
<td>Mobility Information</td>
<td>Provide accurate and timely information to the traveling public</td>
</tr>
<tr>
<td>G</td>
<td>Economy</td>
<td>Promote economic growth and vitality for the border region</td>
</tr>
<tr>
<td>H</td>
<td>Resiliency</td>
<td>Enhance resiliency of the border region</td>
</tr>
<tr>
<td>I</td>
<td>Healthy Communities</td>
<td>Support healthy and sustainable communities in the border region</td>
</tr>
<tr>
<td>J</td>
<td>Goods Movement</td>
<td>Promote safe, sustainable, and efficient freight flows</td>
</tr>
<tr>
<td>K</td>
<td>High Speed Connections</td>
<td>Provide high-speed connections to and from the border</td>
</tr>
</tbody>
</table>
Visionaries Workshop

- Generated additional ‘wow’ ideas with a select group of visionaries from academia, regional agencies, and smart and innovation-oriented stakeholders and vetted across multiple measures
- Gave the team a sense of the insights and needs of daily crossers
- Fostered binational collaboration

Strategy Refinement Process

- Master List of Strategies from Multiple Sources
  - Group into 3 Categories
    - People Movement Strategies
      - Group similar strategies
        - People Movement Refined Strategies
    - Goods Movement Strategies
      - Goods Movement Refined Strategies
    - Collaboration/Coordination Strategies
      - Collaboration/Coordination Refined Strategies
Border Vision

Border Region
Promote efficient mobility, modernize border management and operations systems, improve the experience of border crossers, and create a sustainable and resilient border region.

People Movement
Promote/facilitate the efficient, safe, secure, and sustainable movement of people across the California-Baja California border through the implementation of innovative programs and strategies, technology solutions, operational improvements, and infrastructure investments.

Goods Movement
Develop innovative strategies to improve the flow of goods across the California-Baja California border promoting safe, sustainable, and efficient flows applying technology solutions, operational improvements and infrastructure investments.

Coordination/Collaboration
Proactive management of the border region as a binational network of crossing and connective facilities with integrated traveler information, multimodal mobility management, improved resiliency, and evidence based policy decision making.

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People Movement Strategies

<table>
<thead>
<tr>
<th>#</th>
<th>Name</th>
<th>Readiness</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM1</td>
<td>Enhanced/Priority Processing for Pedestrians and Cyclists</td>
<td>Short to Medium Term</td>
</tr>
<tr>
<td>PM2</td>
<td>Pre-Crossing Check-In/Read POVs</td>
<td>Short to Medium Term</td>
</tr>
<tr>
<td>PM3</td>
<td>Daily Trusted Traveler Program</td>
<td>Short Term</td>
</tr>
<tr>
<td>PM4</td>
<td>Pedestrian and Cyclist Amenities/Benefits</td>
<td>Short Term</td>
</tr>
<tr>
<td>PM5</td>
<td>Dedicated Bicycle Lanes/Network</td>
<td>Short Term</td>
</tr>
<tr>
<td>PM6</td>
<td>Smart Mobility Center/Mobility Hub</td>
<td>Short Term</td>
</tr>
<tr>
<td>PM7</td>
<td>Crossborder Transit Service</td>
<td>Medium Term</td>
</tr>
<tr>
<td>PM8</td>
<td>Integrated Traveler Information</td>
<td>Short Term</td>
</tr>
<tr>
<td>PM9</td>
<td>Dynamic Lane Operations</td>
<td>Short Term</td>
</tr>
</tbody>
</table>

*People Movement White Paper*
# Goods Movement Strategies

<table>
<thead>
<tr>
<th>#</th>
<th>Name</th>
<th>Readiness</th>
</tr>
</thead>
<tbody>
<tr>
<td>GM1</td>
<td>Unified Cargo Processing</td>
<td>Short-Term</td>
</tr>
<tr>
<td>GM2</td>
<td>Appointment/Arrival Window System and Staging Area</td>
<td>Medium-Term</td>
</tr>
<tr>
<td>GM3</td>
<td>Dynamic Lane Operations based on Demand and with Appointment</td>
<td>Medium-Term</td>
</tr>
<tr>
<td>GM4</td>
<td>Flexible Hours of Operation Responding to Demand</td>
<td>Short-Term</td>
</tr>
<tr>
<td>GM5</td>
<td>Improved Security and Vehicle Safety Inspection Systems with Modern Technology and Processes</td>
<td>Medium-Term</td>
</tr>
<tr>
<td>GM6</td>
<td>New C-TPAT/FAST program for Non-Manufactured Commodities</td>
<td>Medium-Term</td>
</tr>
<tr>
<td>GM7</td>
<td>Overweight Truck Corridors</td>
<td>Medium-Term</td>
</tr>
<tr>
<td>GM8</td>
<td>Regional ITS Systems</td>
<td>Short to Medium Term</td>
</tr>
<tr>
<td>GM9</td>
<td>Shipment Tracking and Tracing System</td>
<td>Medium-Term</td>
</tr>
</tbody>
</table>

*Goods Movement White Paper

# Collaboration/Coordination Strategies

<table>
<thead>
<tr>
<th>#</th>
<th>Name</th>
<th>Readiness</th>
</tr>
</thead>
<tbody>
<tr>
<td>CC1</td>
<td>Bilingual Border Education Program</td>
<td>Short-Term</td>
</tr>
<tr>
<td>CC2</td>
<td>Border Crosser Process &amp; Procedure Summaries</td>
<td>Short-Term</td>
</tr>
<tr>
<td>CC3</td>
<td>Private Industry Brain Trust</td>
<td>Short-Term</td>
</tr>
<tr>
<td>CC4</td>
<td>Border Performance Monitoring/Metrics System</td>
<td>Medium-Term</td>
</tr>
<tr>
<td>CC5</td>
<td>Regional Border Management System</td>
<td>Short to Medium-Term</td>
</tr>
<tr>
<td>CC6</td>
<td>Binational Border Data Warehouse</td>
<td>Short-Term</td>
</tr>
<tr>
<td>CC7</td>
<td>Improved Binational Border Region Mobility Model</td>
<td>Medium-Term</td>
</tr>
<tr>
<td>CC8</td>
<td>Border Region Studies</td>
<td>Short-Term</td>
</tr>
<tr>
<td>CC9</td>
<td>Multi-Jurisdiction Binational Support Program</td>
<td>Short-Term</td>
</tr>
<tr>
<td>CC10</td>
<td>Border Community Information &amp; Feedback System</td>
<td>Short-Term</td>
</tr>
<tr>
<td>CC11</td>
<td>Border Region Collaboration Management Framework</td>
<td>Medium-Term</td>
</tr>
</tbody>
</table>

*Collaboration/Coordination White Paper
### White Papers

<table>
<thead>
<tr>
<th>People Movement</th>
<th>Goods Movement</th>
<th>Collaboration/Coordination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Smart Pathway and Pedestrian</td>
<td>Unified Cargo Processing, Non-Intrusive Inspection, Appointment Arrival Window</td>
<td>Applying Regional Border Management and Crossborder Transit</td>
</tr>
<tr>
<td>Enhancements</td>
<td>and Staging Area</td>
<td></td>
</tr>
</tbody>
</table>

Borders Committee and COBRO | Item 5
March 26, 2021
Currently, pedestrian crossers must deal with:

- Long lines often in extreme weather conditions
- Manual inspection processes
**People Movement White Paper: Smart Pathway & Pedestrian Enhancements**

- Includes pedestrian enhancements and Smart Pathway features
- Already being discussed at airports and other terminals; would explore specific border context
- Improve the border crossing experience
- Improve efficiency of movement
- Provide increased security

**Concept: Smart Pathway**

- Trusted Traveler Pathway
- Pre-registered users
- Thermal/Biometric Detectors and MAC Address Matching for security

1. Register trip at border kiosk
2. Wait to be notified of your turn to cross
3. Enter smart pathway and start walking
4. Cameras and sensors will check your face and iris
5. Scanners will check luggage with non-intrusive inspection technology
6. Upon exit, crossers will be directed to exit the facility or toward a secondary inspection
Concept: Pedestrian Enhancements

Potential Benefits

✔ Time savings (eliminates queuing, human interaction, need to show travel documents)

✔ Positive user experience – comfortable and enjoyable

✔ Improved experiences for individuals with disabilities, families with children, seniors

✔ Promote crossborder travel and commerce
Goods Movement White Paper

CONSIDERING UNIFIED CARGO PROCESSING (UCP), NON-INTRUSIVE INSPECTION (NII), AND APPOINTMENT SYSTEM (AAWS) WITH STAGING AREA

Why UCP, NII, AAWS?

Currently, goods movement processes are complicated, involving:

- Multiple stakeholders
- Frequent delays that affect industry
- Manual inspection processes (in some cases)
Goods Movement White Paper: Unified Cargo Processing, Non-Intrusive Inspection, and Appointment System with Staging Area

- Explore what’s needed in terms of infrastructure, systems, and communication
- Make the program more holistic
- Maximize border crossing efficiency/reduce travel time
- Reduce costs and emissions
- Improve collaboration

Concept: Unified Cargo Processing

- Joint operations between CBP (US) and SAT (MX)
- Shipment screening and inspection is done at the same location by both Customs agencies
Concept: Appointment / Arrival Window System and Staging Area

Potential Benefits

✓ Reduced travel times and greater reliability
✓ Reduced emissions
✓ Cost reduction
✓ Improve binational coordination
Why Regional Border Management and Crossborder Transit Mobility?

The border region needs to progress in treating the collective POEs, roadways, and facilities as an integrated mobility network. Goals include:

- Ensuring accurate and timely information
- Improve balance of border crossing capacity and demand
- Improve network resiliency, safety, and efficiency by streamlining information
- Supporting new functions
- Providing long-term data for analysis
Concept: Regional Border Management System

- Manages border crossings as a network
- Supports binational information, coordination, event/incident detection, response management

Concept: Binational Border Data Warehouse

- Cloud-based
- Collects on-going data sources and recurring updates from sensors and systems
- Used for planning and programming purposes by public and private interests
**Concept: Border Performance Monitoring/Metrics System**

- Draws on data from a variety of sources
- Public facing and agency internal facing dashboards
- KPIs for border agencies

**Concept: Crossborder Transit Mobility**

- Service available in both directions with pre-screened travelers
- Possible partnership with private entity is advantageous
- MaaS model also an option
Potential Benefits – RBMS

- Improved trust and on-going relationships between border region agencies
- Resiliency and response
- Mobility network congestion reduction and lower overall wait times
- Fundamental element to success of OME
- Improved experience for border crossers
- Reduced emissions and GHG
- Evidence-based policy and procedural decisions

Potential Benefits – Crossborder Transit Mobility

- Reduction in transborder vehicle trips
- Significant economic development opportunities
- Enhanced regional intermodal connections
- Superior transborder mobility for regional needs
- Efficiency improvements for commuters and officers
- Reduced vehicle emissions
# 2021 Recommendations

<table>
<thead>
<tr>
<th>#</th>
<th>Goal</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Establish BMP Process for Future Updates and Maintain Binational Coordination</td>
</tr>
<tr>
<td>2</td>
<td>Expand Border Collaboration and Coordination</td>
</tr>
<tr>
<td>3</td>
<td>Manage the Border as a System</td>
</tr>
<tr>
<td>4</td>
<td>Promote Multimodal Access at the Border</td>
</tr>
<tr>
<td>5</td>
<td>Promote Ease of Goods Movement</td>
</tr>
<tr>
<td>6</td>
<td>Provide Framework and Prioritization for Border Efforts</td>
</tr>
</tbody>
</table>
Questions?

For additional information:

https://calibabajabmp.org/

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Director de Reordenación Territorial
SIDURT
(+52 686) 558-1062
clopezr@baja.gob.mx
California-Baja California Regional Context

- Existing land ports of entry (POEs) in the California-Baja California region
- Crossed through California-Baja California POEs in both directions (2019 estimate)
- Growth in individual border crossings (2009-2019)
- The region’s POEs are the busiest border crossings in the Western Hemisphere
- Northbound truck crossings at Otay Mesa, Tecate, and Calexico East POEs (2019)
Regional Context

- Existing land ports of entry in the San Diego-Baja California region
- Crossed through San Diego County ports of entry in both directions (2019 estimate)
- Growth in individual border crossings (2009-2019)
- The region’s ports of entry are the busiest border crossings in the Western Hemisphere
- Northbound truck crossings at Otay Mesa and Tecate ports of entry (2019)

Challenge
Solution

A new port of entry that will…

- Reduce Wait Times
- Reduce Greenhouse Gas Emissions
- Fuel Economic Growth
- Enhance Regional Mobility
- Strengthen Border Security and Resiliency
- Bolster Binational Trade

Overview

State Route 11/Otay Mesa East Port of Entry Project Features
Construction Update

SR 11/Otay Mesa East Port of Entry Virtual Tour

SR 11/Otay Mesa East Port of Entry Virtual Tour

KeepSanDiegoMoving.com/SR11
Otay Mesa East

SB 1 / TCEP Cycle 2: Otay Mesa East Critical Path Forward Project

- TCEP Award $42.5 Million
- Utility Connections & Relocation
- Design
Binational Coordination

- One Single Toll Collection Location on the U.S. side
- Toll Sharing
- Mirror ITS Functionality
- Mexican side will fund Port of Entry and Right-of-Way with Public Funds and Finance Roadway
- Joint Goal to Open Facility Late 2024

Next Steps

- Agreements
- Financing Strategy
- Utility & Site Preparation
- Design
- Funding the construction phase
Thank you
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- Follow us at @SANDAGregion | @SDCaltrans
- Watch more at SANDAGregion | CaltransDistrict11
- Take a virtual tour at SR11virtualtour.com