

San Diego Association of Governments
COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES

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AGENDA ITEM NO.: **7**

Action Requested: INFORMATION

2017 SAN DIEGO–BAJA CALIFORNIA BORDER CROSSING
AND TRADE STATISTICS HIGHLIGHTS

File Number 3400200

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 2017. Border crossing data is presented in two main categories: vehicles (private vehicles, buses, and trucks) and individuals (pedestrians, passengers in personal vehicles, and passengers in buses). For trade statistics the two categories are trade carried by truck and trade carried by rail.

Background and Trend Highlights

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 the Cross Border Xpress (CBX), a privately-funded hybrid crossing facility, which serves as an airport access terminal for ticketed 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 in trade value among the southern border land ports. The Tecate–Tecate POE is the smallest land POE in the region and is located in the eastern portion of San Diego County. CBX opened in December 2015 and is the world’s only airport terminal access facility that is located directly on an international boundary.

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 increases or declines in crossing volumes including; increased security standards after September 11, 2001, the implementation of the Western Hemisphere Travel Initiative and the economic impacts due to the global recession in 2008, growth in trusted traveler programs like the Secure Electronic Network for Travelers Rapid Inspection (SENTRI), the use of technologies like radio frequency identification designed to expedite processing (e.g. Ready Lanes, Free and Secure Trade or FAST), and the numerous capital investments made to expand border infrastructure in recent years.

Looking at the historical data, general trends for border crossings through the San Diego-Baja California border show that total crossings for vehicles and individuals saw a long period of decline from the mid-2000s to the early 2010s. Although total crossings have since rebounded to some degree, they have not yet reached levels comparable to peak years in the early to mid-2000s. However, looking at available data for individual POEs, specific categories of crossing statistics begin to show notable trends – for example:

- Between 2007 and 2017, the San Ysidro–Puerta México/El Chaparral POE saw six consecutive years of declining volumes in total private vehicle crossings before finally seeing increases in 2014 and in 2015. In the past decade, 2017 was the third-highest year for private vehicle crossings through this POE at nearly 13.8 million.
- At the Otay Mesa–Mesa de Otay POE, private vehicle crossings in the past decade have grown by 80 percent from 4.6 million in 2007 to 8.3 million in 2017 while pedestrian crossings through the POE have more than doubled over the same period from 1.4 million to nearly 3.4 million.
- In 2017, the Tecate–Tecate POE processed almost 2.8 million northbound individual crossings, its highest volume of northbound individual crossings in more than a decade. This POE also saw a record year for pedestrian crossings in 2017.
- Total crossings at CBX increased by over 41 percent between 2016 to 2017, processing a combined total of 1.9 million northbound and southbound crossers in its second full year of operation.

Attachment 1 to this report includes border crossing volumes and trade statistics for the San Diego-Baja California border POEs from 1998 to 2017. The tables found in the attachment include the annual figures along with year-over-year percentage changes by crossing type at each POE.

Attachment: 1. 2017 San Diego–Baja California Border Crossing and Trade Statistics by Port of Entry

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2017 San Diego–Baja California Border Crossing And Trade Statistics By Port of Entry

Border Crossing Statistics 1998-2017

San Ysidro–Puerta México/El Chaparral Port of Entry: Border Crossings

Since 2010, infrastructure on both sides of the border at the San Ysidro–Puerta Mexico/El Chaparral Port of Entry (POE) has been under construction. The final phase of the current modernization and expansion project is scheduled to be completed in 2019¹. In the meantime, border crossers have been subject to diverse conditions related to the construction activity with various entry points being temporarily moved, downsized, closed, and reopened. The data reflects some fluctuations for both pedestrian and private vehicle crossings that may have been influenced by such and other factors to some degree.

Table 1 shows the total vehicles (private vehicles and buses) that crossed northbound through the San Ysidro POE. This POE processed nearly 13.8 million private vehicles in calendar year 2017. For comparison, this figure is close to the California Department of Motor Vehicles' 2017 estimate of almost 13.9 million fee-paid autos registered in the counties of San Diego, Imperial, Orange, Riverside, Los Angeles, and San Bernardino combined². In essence, the San Ysidro POE processed nearly the same number of personal vehicles as all the registered autos in southern California in 2017.

Table 1
San Ysidro Port of Entry – Northbound Vehicle Crossings

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

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection.

¹ <https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/san-ysidro-land-port-of-entry>

² Department Of Motor Vehicles Estimated Vehicles Registered By County (2017)

Table 2 shows the total number of individuals traveling as either occupants in personal vehicles, as bus passengers or on foot as pedestrians crossing northbound at San Ysidro. In 2017 the POE processed nearly 32.2 million total individual crossings northbound from Tijuana to San Diego, a 1.7 percent increase from 2016. As southbound border crossing counts are not regularly produced and made publicly available, it is estimated that a similar number of crossings occur from San Diego to Tijuana each year. As a point of reference, the combined 64.4 million northbound and southbound crossings at the San Ysidro POE is comparable in size to the 2017 population estimate for France³. The category of crossings with the largest year-over-year increase in 2017 was pedestrian crossings – up 12.1 percent over 2016.

Table 2
San Ysidro Port of Entry – Northbound Individual Crossings

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

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection.

³ https://esa.un.org/unpd/wpp/Publications/Files/WPP2017_KeyFindings.pdf, Page 18

Otay Mesa–Mesa de Otay Port of Entry: Border Crossings

The Otay Mesa–Mesa de Otay POE also has experienced construction activity. The Mexican commercial processing facilities recently have been reconfigured and modernized and customs agencies on both sides of the border have been testing and implementing programs aimed to expedite commercial crossings⁴. There also are plans for future improvements on the United States side of the POE⁵. Most recently, the U.S. Customs and Border Protection (CBP) and Mexican Customs have been implementing the Unified Cargo Processing Pilot Program.

Table 3 provides the annual volumes of commercial trucks, private vehicles and buses crossing through the Otay Mesa POE. This crossing continues to be the main gateway for commercial trucks moving across the California–Mexico as well as the number two port for commercial trucks along the entire U.S.-Mexico border. In 2017, northbound truck crossings through Otay Mesa reached nearly 930,000 – its highest level on record and a 26 percent increase over the same figure a decade prior. The upward trend provides evidence of the growth in commercial crossborder truck travel due to the enactment of the North American Free Trade Agreement and the growing interconnectedness of businesses involved in crossborder industries. Personal vehicle crossings at Otay Mesa also have grown by a significant margin. With 8.3 million personal vehicles processed in 2017, this POE has seen an 80 percent increase in this type of crossing over the decade.

Table 3
Otay Mesa Port of Entry – Northbound Vehicle Crossings

Year	Total Vehicles (Trucks, Private Vehicles and Buses)		Trucks		Private Vehicles		Buses	
	Value	% Change	Value	% Change	Value	% Change	Value	% Change
1998	4,960,148	-	606,384	-	4,326,786	-	26,978	-
1999	5,172,755	4.3%	646,587	6.6%	4,480,026	3.5%	46,142	71.0%
2000	5,581,371	7.9%	688,340	6.5%	4,845,348	8.2%	47,683	3.3%
2001	4,723,242	-15.4%	708,446	2.9%	3,956,842	-18.3%	57,954	21.5%
2002	4,937,375	4.5%	731,291	3.2%	4,140,610	4.6%	65,474	13.0%
2003	5,682,800	15.1%	697,152	-4.7%	4,912,899	18.7%	72,749	11.1%
2004	6,960,764	22.5%	726,164	4.2%	6,193,568	26.1%	41,032	-43.6%
2005	7,442,450	6.9%	730,253	0.6%	6,672,994	7.7%	39,203	-4.5%
2006	6,456,059	-13.3%	749,472	2.6%	5,661,794	-15.2%	44,793	14.3%
2007	5,402,331	-16.3%	738,765	-1.4%	4,616,308	-18.5%	47,258	5.5%
2008	5,575,413	3.2%	776,972	5.2%	4,750,683	2.9%	47,758	1.1%
2009	4,825,296	-13.5%	684,425	-11.9%	4,106,276	-13.6%	34,595	-27.6%
2010	4,697,271	-2.7%	729,605	6.6%	3,933,036	-4.2%	34,630	0.1%
2011	4,993,236	6.3%	744,929	2.1%	4,213,804	7.1%	34,503	-0.4%
2012	6,162,938	23.4%	778,929	4.6%	5,346,210	26.9%	37,799	9.6%
2013	7,047,331	14.4%	769,886	-1.2%	6,235,300	16.6%	42,145	11.5%
2014	7,761,634	10.1%	810,193	5.2%	6,910,219	10.8%	41,222	-2.2%
2015	7,801,356	0.5%	829,581	2.4%	6,933,472	0.3%	38,303	-7.1%
2016	8,659,903	11.0%	899,336	8.4%	7,722,264	11.4%	32,877	-14.2%
2017	9,270,557	7.1%	929,614	3.4%	8,309,476	7.6%	31,467	-4.3%

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection.

⁴ For example, the Unified Cargo Processing (UCP) program implemented by CBP and Mexican Aduanas.

⁵ <https://www.gsa.gov/cdnstatic/Otay%20Mesa%20Fact%20Sheet%20April%202018.pdf>

Table 4 shows the annual individual crossings through the Otay Mesa POE. In the past decade, total personal vehicle passengers saw three years of decline but have since posted seven consecutive years of increase – reaching a new high of 13.6 million in 2017. Also noteworthy is that, similar to the trends seen across the region, volumes of bus passenger crossings have been decreasing substantially, reaching a new low in 2017. Various market factors and fluctuations in the local tourism economy have in part contributed to the decline in the number of private bus companies that service the San Diego-Tijuana area.

Table 4
Otay Mesa Port of Entry – Northbound Individual Crossings

Year	Total Individual Crossings (Total Passengers and Pedestrians)		Total Passengers (Private Vehicles)		Total Passengers (Buses)		Pedestrians	
	Value	% Change	Value	% Change	Value	% Change	Value	% Change
1998	10,373,371	-	9,518,925	-	235,288	-	619,158	-
1999	10,852,444	4.6%	9,856,055	3.5%	312,342	32.7%	684,047	10.5%
2000	11,691,899	7.7%	10,659,498	8.2%	845,775	170.8%	648,756	-5.2%
2001	9,865,998	-15.6%	8,405,047	-21.1%	457,980	-45.9%	1,002,971	54.6%
2002	11,339,951	14.9%	9,109,341	8.4%	546,493	19.3%	1,684,117	67.9%
2003	12,790,033	12.8%	11,019,106	21.0%	303,756	-44.4%	1,467,171	-12.9%
2004	13,611,857	6.4%	11,840,769	7.5%	251,461	-17.2%	1,519,627	3.6%
2005	14,143,415	3.9%	12,395,605	4.7%	251,614	0.1%	1,496,196	-1.5%
2006	12,541,581	-11.3%	10,843,585	-12.5%	312,862	24.3%	1,385,134	-7.4%
2007	10,364,123	-17.4%	8,656,559	-20.2%	296,637	-5.2%	1,410,927	1.9%
2008	10,454,205	0.9%	8,473,725	-2.1%	240,026	-19.1%	1,740,454	23.4%
2009	10,212,849	-2.3%	8,085,681	-4.6%	147,186	-38.7%	1,979,982	13.8%
2010	9,449,719	-7.5%	7,051,569	-12.8%	147,129	0.0%	2,251,021	13.7%
2011	10,147,742	7.4%	7,502,114	6.4%	167,219	13.7%	2,478,409	10.1%
2012	12,667,065	24.8%	9,297,601	23.9%	163,672	-2.1%	3,205,792	29.3%
2013	14,357,197	13.3%	10,884,910	17.1%	182,509	11.5%	3,289,778	2.6%
2014	15,643,173	9.0%	12,040,318	10.6%	186,898	2.4%	3,415,957	3.8%
2015	15,775,485	0.8%	12,225,410	1.5%	138,590	-25.8%	3,411,485	-0.1%
2016	17,145,186	8.7%	13,583,328	11.1%	57,058	-58.8%	3,504,800	2.7%
2017	17,008,665	-0.8%	13,600,059	0.12%	47,117	-17.4%	3,361,489	-4.1%

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection.

Tecate-Tecate POE Port of Entry: Border Crossings

Table 5 provides the annual vehicle crossings through the Tecate POE. 2017 was the first year in which the POE saw more than 1 million personal vehicle crossings in over a decade and also marks a 7.4 percent year-over-year increase from 2016. Although truck crossings through the POE did see year-over-year increases in 2017, over the past decade the volume of truck crossings has declined by 24 percent from its peak level in 2007 at 77,320 trucks down to 59,128 trucks in 2017.

Table 5
Tecate Port of Entry – Northbound Vehicle Crossings

Year	Total Vehicles (Trucks, Private Vehicles and Buses)		Trucks		Private Vehicles		Buses	
	Value	% Change	Value	% Change	Value	% Change	Value	% Change
1998	1,051,884	-	50,805	-	1,000,699	-	380	-
1999	1,275,170	21.2%	59,606	17.3%	1,214,949	21.4%	615	61.8%
2000	1,226,957	-3.8%	62,878	5.5%	1,163,471	-4.2%	608	-1.1%
2001	1,205,225	-1.8%	60,887	-3.2%	1,143,827	-1.7%	511	-16.0%
2002	1,263,569	4.8%	57,655	-5.3%	1,205,430	5.4%	484	-5.3%
2003	1,344,206	6.4%	59,363	3.0%	1,284,525	6.6%	318	-34.3%
2004	1,253,159	-6.8%	69,670	17.4%	1,183,222	-7.9%	267	-16.0%
2005	1,098,791	-12.3%	69,586	-0.1%	1,028,854	-13.0%	351	31.5%
2006	1,021,819	-7.0%	73,441	5.5%	948,060	-7.9%	318	-9.4%
2007	950,480	-7.0%	77,320	5.3%	872,943	-7.9%	217	-31.8%
2008	969,192	2.0%	75,595	-2.2%	893,308	2.3%	289	33.2%
2009	898,276	-7.3%	65,039	-14.0%	833,040	-6.7%	197	-31.8%
2010	865,891	-3.6%	55,208	-15.1%	810,453	-2.7%	230	16.8%
2011	876,719	1.3%	51,930	-5.9%	824,507	1.7%	282	22.6%
2012	817,002	-6.8%	43,245	-16.7%	773,647	-6.2%	110	-61.0%
2013	793,414	-2.9%	47,762	10.4%	745,541	-3.6%	111	0.9%
2014	865,016	9.0%	52,239	9.4%	812,540	9.0%	237	113.5%
2015	964,878	11.5%	52,090	-0.3%	908,482	11.8%	176	-25.7%
2016	1,029,530	6.7%	56,269	8.0%	971,193	6.9%	94	-46.6%
2017	1,102,356	7.1%	59,128	5.1%	1,043,225	7.4%	3	-96.8%

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection.

Table 6 shows the annual individual crossings through the Tecate POE. The total annual individual crossings through Tecate have decreased only twice in the last decade (in 2009 and 2010), and have posted seven consecutive years of increase since then reaching 2.8 million in 2017. Pedestrian crossers, which represented 27 percent of all the individuals crossing through the POE in 2017, reached a new record high after a 14.5 percent increase over 2016.

Table 6
Tecate Port of Entry – Northbound Individual Crossings

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

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection.

Cross Border Xpress: Border Crossings

Table 7 shows the annual individual crossings through the Cross Border Xpress (CBX) facility. Comparing available data for the two full years of operations (2016 and 2017) this crossing has seen significant growth in the number users as the facility gains more popularity with those seeking convenient access to air travel via the Tijuana International Airport (TIJ). The growth in the number of users indicates that CBX is likely becoming a more attractive option for travelers looking to access inter-Mexico flights as well as a number of connections from Mexico to Asia offered by airline carriers at TIJ.

Table 7
Cross Border Xpress – Individual Crossings

Individual Statistics	Year	Total Individual Crossings		Total Northbound Crossers		Total Southbound Crossers	
		Value	% Change	Value	% Change	Value	% Change
		2015	-	-	-	-	-
	2016	1,359,456	-	751,565	-	607,891	-
	2017	1,922,010	41.4%	1,066,628	41.9%	855,382	40.7%

Note: CBX officially opened in December 2015. The table compares only the two full years of operations.

Source: Gudiño, Nancy, "RE: CBX crossing data through 2017" Message to Zach Hernandez, SANDAG (August 29, 2018). Email.

Crossborder Trade Statistics 1998-2017:

The majority of binational trade in the region occurs via commercial trucks that cross the border through the Otay Mesa–Mesa de Otay POE. The Tecate POE, which also processes commercial trucks, accommodated about 2 percent of the total trade value via truck through the region’s land POEs. The U.S. Department of Transportation also reports commercial rail trade figures for the San Ysidro POE, which now operates solely as an export facility.

In addition to operational improvements to make commercial processing more efficient, potential improvements to existing commercial processing infrastructure have been identified at the Otay Mesa POE by the General Services Administration⁶. Other potential improvements and expansions of commercial processing infrastructure include a possible rehabilitation of the San Diego & Arizona Eastern Railway (promoted primarily by private entities) as well as the State Route 11/Otay Mesa East project lead by the California Department of Transportation (Caltrans) and the San Diego Association of Governments (SANDAG), which has obtained a presidential permit to construct a new port of entry to the east of the existing POE in Otay Mesa.

⁶ <https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/otay-mesa-land-port-of-entry>

Otay Mesa–Mesa de Otay Port of Entry: Trade

The Otay Mesa POE continues to rank third among all U.S-Mexico border crossings in terms of the dollar value of total trade via commercial trucks and ranks second with regard to the total volume of truck crossings in 2017. The POE is surpassed only by the Laredo–Nuevo Laredo POE in Texas, which operates a system of multiple toll bridges with lanes dedicated to commercial trucks and rail movements, as well as the El Paso–Ciudad Juárez POE in Texas, which also operates separated bridge structures dedicated to processing trucks. Amongst the California-Mexico border POEs Otay Mesa remains the busiest commercial border crossing.

Table 8 shows the annual U.S.- Mexico truck trade that occurs through the Otay Mesa POE and is presented as the total trade value in U.S. dollars. After a slight decrease in 2016, 2017 was yet another record year in terms of the value of total trade via truck Otay Mesa at nearly \$42.8 billion. This represents a 2.4 percent increase over 2016. In 2017, exports by truck accounted for nearly 36 percent of the total trade value moving through the POE and the value of exports has been increasing steadily for the last eight years, reaching a new record high of approximately \$15.3 billion.

Table 8
Otay Mesa Port of Entry – Trade by Truck

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

Note: These figures are nominal and have not been adjusted for inflation.

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection.

Tecate-Tecate Port of Entry: Trade

The Tecate POE continues to accommodate trade transported by truck and there has been no commercial rail trade activity reported at this POE since 2008. As shown in Table 9, the total trade by truck through the Tecate POE has decreased by 37 percent since its peak level in 2007 when it processed almost \$1.2 billion down to almost \$749 million in 2017. The year-over-year change from 2016 to 2017 reflect an increase of 6.8 percent – mostly attributed to an increase in the total value of exports.

Table 9
Tecate Port of Entry – Trade by Truck

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

Note: These figures are nominal and have not been adjusted for inflation.

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection.

San Ysidro–Puerta México Port of Entry: Trade

The San Ysidro POE currently accommodates trade transported by rail after transferring all commercial truck operations to the Otay Mesa POE in 1995. As shown in Table 10, the total trade by rail decreased by nearly one-third from 2016 to 2017. The peak year for trade by rail at this POE was in 2012 when it processed nearly \$264.2 million.

Table 10
San Ysidro Port of Entry – Trade by Rail

	Year	Total Trade by Rail (Exports and Imports)		Exports by Rail		Imports by Rail	
		Value	% Change	Value	% Change	Value	% Change
U.S. - Mexico Trade	1998	\$43,398,623	-	\$43,096,821	-	\$301,802	-
	1999	\$61,628,528	8.4%	\$60,450,466	40.3%	\$1,178,062	290.3%
	2000	\$65,980,901	7.1%	\$64,941,077	7.4%	\$1,039,824	-11.7%
	2001	\$71,551,437	8.4%	\$71,335,135	9.8%	\$216,302	-79.2%
	2002	\$65,541,805	-8.4%	\$65,299,988	-8.5%	\$241,817	11.8%
	2003	\$68,407,265	4.4%	\$68,033,554	4.2%	\$373,711	54.5%
	2004	\$135,859,906	98.6%	\$135,705,761	99.5%	\$154,145	-58.8%
	2005	\$162,978,657	20.0%	\$161,339,532	18.9%	\$1,639,125	963.4%
	2006	\$175,858,450	7.9%	\$175,489,616	8.8%	\$368,834	-77.5%
	2007	\$217,230,963	23.5%	\$216,869,666	23.6%	\$361,297	-2.0%
	2008	\$249,879,073	15.0%	\$249,484,628	15.0%	\$394,445	9.2%
	2009	\$146,346,117	-41.4%	\$146,314,768	-41.4%	\$31,349	-92.1%
	2010	\$189,099,275	29.2%	\$189,041,649	29.2%	\$57,626	83.8%
	2011	\$161,039,009	-14.8%	\$161,039,009	-14.8%	\$0	-100.0%
	2012	\$264,169,368	64.0%	\$264,155,868	64.0%	\$13,500	100%
	2013	\$200,358,764	-24.2%	\$200,354,878	-24.2%	\$3,886	-71.2%
	2014	\$150,509,445	-24.9%	\$150,375,217	-24.9%	\$134,228	3354.1%
	2015	\$88,337,029	-41.3%	\$88,337,029	-41.3%	\$0	-100.0%
2016	\$150,644,223	70.5%	\$150,644,223	70.5%	\$0	0.0%	
2017	\$101,974,861	-32.3%	\$101,974,861	-32.3%	\$0	0.0%	

Note: These figures are nominal and have not been adjusted for inflation.

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection.