GOODS MOVEMENT BORDER CROSSING STUDY AND ANALYSIS

Modeling Task Force Meeting

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SCAG
INTRODUCTION / PROJECT OBJECTIVES

- Support regional planning efforts
- Assess current infrastructure needs in the California-Baja California border region
- Assess the mobility of commerce at the California-Baja California border region
- Develop freight planning strategies to address long term trade and transportation infrastructure needs
OVERVIEW OF THE STUDY AREA

- Three Major Cities in Imperial County (El Centro, Calexico, and Brawley)
- Mexicali is the capital and second largest city in the State of Baja California
- Three Ports-of-Entry in Imperial County (Calexico West, Calexico East, and Andrade)
PROJECT OVERVIEW

- Task 1 - Overview of International Trade in the Region
  - Manufacturing Companies, Custom Brokers

- Task 2 - Cross-Border Origin and Destination Survey
  - Manufacturing Companies
  - Truck Intercept

- Task 3 - Collection of International Border Travel Time and Delay Data
  - Wait Time – Passenger and Commercial

- Task 4 – Data Analysis and Final Study Report
Task 1 - Overview of International Trade

- Logistics and Supply Chain
- Private Sector Processes
  - Drayage is a common component of border-crossing goods transportation
- International Border-Crossing Travel Time
  - Unpredictable
- Trusted Traveler Programs
  - FAST / C-TPAT
Task 2 - Origin and Destination Survey Summary

Data from Manufacturing Companies and Custom Brokers

- Shipment Data O/D Summary (847 shipments)
- Significance of Industrial Parks in Mexicali

![Pie chart showing destination for Northbound Company Shipments]

- *Calexico Area, CA: 22%
- Los Angeles, CA: 20%
- Long Beach, CA: 11%
- Other: 47%
- Lathrop, CA: 5%
- Irvine, CA: 3%
- Fresno, CA: 3%
- San Diego, CA: 5%
Task 2 – Origin and Destination Survey Summary

Truck Intercept Survey Summary (430 Trucks)

- Willingness to Pay
  - Northbound - 50% Companies and Truck Drivers
  - Southbound - 33% Companies and Truck Drivers

- Willing to pay up to $10 for a 2-Hour Reduction – Northbound
Task 3 - International Border Crossing

Time Measurement Summary

- Data Collection at Calexico (Downtown) and Calexico East POEs
- Separation by Regular, SENTRI and FAST Lanes
- License Plate Survey Method using PDA – Passenger vehicles
- Photographic Time Stamp Method – Commercial vehicles
- About 5,000 sample observations of Passenger vehicles
- About 2,700 sample observations of Commercial vehicles
Task 3 - International Border Crossing
Time Measurement Summary

- Passenger Vehicles:
  - 40 minutes average wait time – General Lanes
  - Less than 5 minutes average wait time – SENTRI Lane
  - Southbound – less than 5 minutes

- Commercial Vehicles Northbound:
  - 50 minutes average wait time – FAST Lanes
  - 1 Hour average wait time – General Lanes

- Commercial Vehicles Southbound:
  - 40 minutes average wait time – Empties
  - 1 Hour 10 Minutes average wait time – Loaded Trucks
### Task 3 - International Border Crossing Time Measurement Summary

#### Northbound

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- Calexico East ranks fourth in border crossing times

- Southern borders (California, Arizona, New Mexico and Texas) with similar issues
  - Otay Mesa, El Paso, Nogales, Hidalgo and Laredo
Economic Impacts of Border Delays

- California Border Impact Model (CALBIM)
- Significant revenue and output losses in the region
- Employment losses are felt on the U.S side of the border
- Annual losses due to commercial and passenger vehicle delays:
  - $620 Million to State of California
  - $384 Million to Imperial County
  - $755 Million to Mexico
  - $629 Million to Baja California
Policy Recommendations

- Optimize use of existing system and infrastructure
  - Initiate appointment system
  - Explore variable and value pricing

- Improve throughput
  - Exclusive lanes for low risk agricultural products
  - Expand trusted traveler program

- Increase capacity
  - Explore expansion of physical infrastructure
  - Increase staffing and operation
Next Steps

- Build and expand the study – Phase II coming soon
- Study the macroeconomic implications in the region
- Support and promote expansion of port-of-entry in Imperial County
- Opportunity to collaborate and jointly work with SANDAG, ICTC, Caltrans and Mexico to address the border crossing challenges
Thank You

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