



February 8, 2008 United States-Mexico Border Efficiency Conference Recommendations

SAN YSIDRO-PUERTA MEXICO Port of Entry

The San Ysidro-Puerta Mexico Port of Entry (POE) is the busiest Border Crossing in the Western Hemisphere. 10% of all travelers visiting the United States enter through the San Ysidro-Puerta Mexico POE.

EXISTING FACILITIES:

- 24 northbound lanes into the United States, 4 of those are SENTRI lanes.
- 6 southbound lanes into Mexico.

2007 Northbound Border Crossings - Source: Customs and Border Protection (CBP)

• Passenger Vehicles	15,696,262
• Passenger Arrivals	28,464,192
• SENTRI Arrivals	3,183,566
• Buses	97,726
• Bus Passenger Arrivals	769,467
• Pedestrian Arrivals	7,756,569

It is estimated that equivalent numbers crossed the border southbound in 2007.

San Ysidro-El Chaparral Port of Entry Expansion Project

- Cost: \$577 million
- Available Funding: \$256.9 million
Will complete all design, site acquisition, and Phase I construction of the project.
- Completion: Phase I = 2012; Phase II – 2014
The Phase III completion depends on Mexico's upgrading of the El Caparral portion of the Puerta Mexico POE and the pedestrian southbound crossing east of I-5 and south of the current Trolley Terminal.

REQUIRED ENHANCEMENTS:

- Build additional SENTRI lanes, with multiple-stacking capability -- consider SENTRI lanes on west side.
- Extend SENTRI hours of operations. Two of these SENTRI lanes need to be open 24 hours/7 days a week.
- Keep all lanes (SENTRI and regular lanes) open, especially during peak times.
- Fund and make permanent the pilot project of stacked booths at regular lanes, with 4 multiple-stacked booths by summer 2008.
- Establish a northbound feeder lane with access to multiple booths to improve traffic conditions during the conversion to the expanded POE.
- Improve pedestrian crossings, including resurrection of the SENTRI pedestrian program. Build a southbound pedestrian lane on the east side of the POE.
- Incorporate in the POE *smart* border technology capable of reading Radio-Frequency Identification (RFID) technology efficiently and without delay.
- Identify, test and implement innovative ways of customs screening for vehicles in all lanes.
- Extend SENTRI hours of operations and keep all lanes open, especially during peak times. Two of these SENTRI lanes need to be open 24 hours/7 days a week.
- Identify innovative methods to fund border infrastructure and operations needs.

- Collaborate with Mexican officials/agencies regarding traffic management & vehicular approach improvements to the POE, signage on the Mexican side. Mexico needs to share its roadway plans for vehicles exiting El Chaparral.
- Mexico also needs to share its schedule for El Chaparral.
- Long-term staffing must incorporate & provide for workload increases caused by increased Border Patrol staffing/enforcement between the POEs, new entry requirements at POEs, CBP Officer attrition, double-stacked primary booths, increased hours of POE primary lane operations.

PROPOSED SAN DIEGO-TIJUANA CROSS-BORDER AIRPORT TERMINAL (CBT)

CONCEPT:

A pedestrian crossing facility located on the U.S. side of the U.S./Mexican border, adjacent to Tijuana's Abelardo Rodriguez International Airport (ARIA) will allow U.S.-based air passengers to expeditiously cross the border to fly in and out of the region using ARIA's airfield.

The San Diego County Airport Authority has selected a consultant team and formed an outside advisory group to lead a study to examine the potential market demand for a cross-border terminal. Initial results of the study were discussed at the conference.

BENEFITS:

The CBT would facilitate additional air carrier service for the San Diego region through ARIA, thereby:

- Relieving demand pressures on San Diego's Lindbergh Field.
- Providing travelers with more non-stop flights and more international flights to more destinations.
- Reducing congestion at nearby airports.

What is needed to move the Project forward?

From the U.S. and Mexican Governments:

- Proper Federal approvals for a new international pedestrian-only crossing.
- Open-minded collaboration with and guidance to the project sponsor.
- Willingness to support San Diego and Northern Baja California as a unified region.
- Identification of a Project Sponsor to apply for the Presidential Permit and construct the needed facilities.

ASSISTANCE:

- Federal Aviation Administration (FAA): With regulations & flight planning.
- NADBank: With funding.
- Caltrans/Local Governments: With transportation/transit support via highways and local streets to and from the Cross Border Terminal.
- DHS/CBP/DOT/FAA: With direction on security measures needed to ensure that this project is both safe and efficient.
- City of San Diego: Inclusion of CBT and supporting highway/off-ramp/road links in Otay Mesa Community Plan Update and improvements to local streets.

OTAY MESA-MESA DE OTAY COMMERCIAL Port of Entry

The Otay Mesa-Mesa de Otay Commercial Port of Entry is the busiest Commercial Border Crossing on the California-Mexico Border

EXISTING FACILITIES:

- Ranks third in terms of trade value (after Laredo and El Paso)
- 13 passenger lanes
- 1 SENTRI lane
- 7 commercial lanes
- 1 lane for empty trucks;
- 1 FAST lane; 1 bus lane

2007 Northbound Border Crossings - Source: Customs and Border Protection (CBP)

• Passenger Vehicles	4,616,308
• Passenger Arrivals	8,524,677
• SENTRI Arrivals	816,562
• Pedestrians	1,410,927
• Buses	47,258
• Bus Passenger Arrivals	260,598

It is estimated that equivalent numbers crossed the border southbound in 2007.

According to SANDAG's *Economic Impacts on Wait Times in the San Diego-Baja California Border Region* study, **the Otay Mesa Commercial POE handled more than 1.4 million trucks and \$28.6 billion worth of goods in both directions in 2006.** This represents the third highest dollar value of trade among all land border crossings between the United States and Mexico.

REQUIRED ENHANCEMENTS:

- Complete SR-905 freeway, which will connect SR-805 to the current Otay Mesa/Mesa de Otay Commercial POE.
- Expand hours of operations for southbound empty trucks: opening at 7:00 a.m. vs. 8 a.m. and closing at 9:00 p.m. vs. 8:00 p.m.
- Expand SENTRI hours on weekdays from 8:00 p.m. to at least 10:00 p.m. or midnight.
- Install 3 additional SENTRI lanes.
- Install additional FAST lanes.
- Complete all of the above POE improvements to improve functionality and capacity until new POE is completed in 2015.
- Incorporate in the POE *smart* border technology capable of reading RFID technology efficiently and without delay.
- Keep all lanes open during peak times.
- Collaborate with Mexican officials/agencies regarding traffic management & vehicular approach improvements to the POE on the Mexican side.
- Long-term staffing must incorporate & provide for workload increases caused by increased Border Patrol staffing/enforcement between the POEs, new entry requirements at POEs, CBP Officer attrition, double-stacked primary booths, increased hours of POE primary lane operations.

STATE ROUTE 11 & OTAY MESA EAST/MESA DE OTAY II Port of Entry

PROJECT:

The proposed Otay Mesa East/Mesa the Otay II Port of Entry (POE) will be located approximately two miles east of the existing Otay Mesa Commercial POE. It will be connected with a new three-mile, four-lane highway, State Route 11 (SR-11). On the Mexican side, the new POE will be connected to the Tijuana Rosarito Corridor, with links to the Tijuana-Tecate and the Tijuana-Ensenada toll roads.

Considering the limited resources available, one of the unique elements of this project is that both governments are proposing an innovative financing package for both the federal POE and highway. Thus, the project is considered a high priority not only because the project has a proven need, but also for its ability to demonstrate a new model for innovative financing never achieved for federal border crossing facilities.

On the U.S. side, a financial feasibility study has determined the project a viable candidate for toll or fee-based facilities. As proposed, the POE would be built by Caltrans as a “turnkey” operation for U.S. General Services Administration (GSA) and Customs and Border Protection (CBP) at no cost to the federal government, except to provide staffing and project oversight to ensure the project is built and equipped with all required furnishings, electronics, software, etc. to meet or exceed federal standards and protocols for a state-of-the-art land border crossing. The total project cost for highway and POE is estimated at \$600 million.

A Presidential Permit application has been submitted to the U.S. Department of State by Caltrans in January 2008 and is currently under review by federal agencies (i.e., members of the White House Counsel on Homeland Security and the White House Council on Environmental Quality), and other interested stakeholders.

OBJECTIVE:

The new POE will help reduce congestion at the San Ysidro-Puerta Mexico and Otay Mesa-Mesa de Otay Commercial Ports of Entry.

REQUIRED ENHANCEMENTS:

There is a need to obtain the necessary Presidential Permit by Spring 2008 and proceed with the following actions:

- Appropriate U.S. and Mexican government agencies need to secure the rights of way for the project on both sides of the border. On the U.S. side, it is critical to move forward since the collection of parcels is one of the last available that is zoned for commercial and industrial purposes, and the development pressures are mounting.
- Mexico needs to share its roadway plans for connecting the new POE with downtown Tijuana with the appropriate U.S. agencies.
- Mexico needs to define a clear approval process for this new Port of Entry.
- 100+ acres are dedicated for the U.S. facility. Only 70+ acres are dedicated for the Mexican facility. There need to be discussions whether this acreage accommodates growth projections for the next 30 years.
- There is a need to assist in the pursuit of public-public or public-private partnerships/funding opportunities, e.g. user fees/tolls at the POE and SR-11.
- Work with U.S. Congressional and State delegations to obtain necessary approvals/legislation for toll/user fees and finance partnerships to expedite development of the new border crossing and SR-11.
- Implement financing strategies and partnerships for public-public investment (i.e., revenue bonds) and/or private sector joint venture partnerships.
- Develop a bi-national coordinated financial strategy on both sides of the border.
- Use advanced technologies to facilitate efficient and secured cross-border movement of people and goods. facilities.

TECATE-TECATE Port of Entry

EXISTING FACILITIES:

- 2 Passenger Lanes
- 1 Bus Lane
- 2 Pedestrian Lanes
- 1 Commercial Lane

2007 Northbound Border Crossings -Source: Customs & Border Protection (CBP) (11 months only/July 07 Statistics not available)

• Passenger Vehicles	797,479
• Passenger Arrivals	1,679,598
• Buses	198
• Bus Passenger Arrivals	4,276

It is estimated that equivalent numbers crossed the border southbound in 2007.

According to SANDAG's *Economic Impacts on Wait Times in the San Diego-Baja California Border Region* study, the Tecate POE handled more than 140,000 trucks and \$1.2 billion worth of goods in both directions in 2006.

REQUIRED ENHANCEMENTS:

- Extend the hours of operations.
- Mexico needs to share the status of the Mexican new proposed facility in Tecate with the appropriate U.S. agencies.

CALEXICO WEST-MEXICALI I Port of Entry

The Calexico West-Mexicali I Port of Entry (POE) is the third busiest land crossing along the California and Baja California Border. Personal trips and surface freight movements contribute significantly to the growth of the Imperial Valley and Mexicali economy. Long wait times cause adverse impacts on people and truck deliveries, especially during the summer when the temperature often reaches 110 degree Fahrenheit.

EXISTING FACILITIES:

- 10 inbound/6 outbound vehicle lanes
- 1 SENTRI lane
- 1 bus lane
- 4 pedestrian lanes

2007 Northbound Border Crossings - Source: Customs and Border Protection (CBP)

• Passenger Vehicles	5,747,309
• Passenger Arrivals	10,952,879
• SENTRI Arrivals	775,723
• Pedestrians	5,290,971
• Buses	996
• Bus Passenger Arrivals	22,844

It is estimated that equivalent numbers crossed the border southbound in 2007.

REQUIRED ENHANCEMENTS:

- Re-configure and expand the POE to increase security, alleviate congestion and reduce cross-border wait times.
- Increase seating capacity, shade on the Mexican side, particularly for elderly and disabled people waiting to cross.
- Support Reconfiguration Plan and mitigate for transportation impacts on local and state transportation infrastructure.
- Support community's quest for access to road and railroad infrastructure funding.
- Install as many stacked booths as infrastructure allows.
- Incorporate in the POE *smart* border technology capable of reading Radio-Frequency Identification (RFID) technology efficiently and without delay.
- Mexico needs to share its schedule for the project.
- Long-term staffing must incorporate & provide for workload increases caused by current and projected increases on cross-border travel demands and new entry requirements at POEs, CBP Officer attrition, double-stacked primary booths, increased hours of POE primary lane operations.

CALEXICO EAST-MEXICALI II Port of Entry

The Calexico East-Mexicali II Port of Entry (POE) serves all commercial truck traffic crossing between Imperial County and Mexicali. Border delays adversely affect on-time deliveries.

EXISTING FACILITIES:

- 8 passenger lanes
- 4 pedestrian lanes
- 4 commercial lanes
- 1 FAST lane
- 1 bus lane

2007 Northbound Border Crossings - Source: Customs and Border Protection (CBP)

• Passenger Vehicles	3,417,977
• Passenger Arrivals	7,031,172
• Buses	1,170
• Bus Passenger Arrivals	24,971

It is estimated that equivalent numbers crossed the border southbound. In 2006, the Calexico East commercial POE handled more than 600,000 trucks and \$11.3 billion worth of goods in both directions.

REQUIRED ENHANCEMENTS

- Implement pedestrian SENTRI lane.
- Implement additional SENTRI and FAST lanes.
- Install as many stacked booths as existing infrastructure allows.
- Incorporate in the POE *smart* border technology capable of reading Radio-Frequency Identification (RFID) technology efficiently and without delay.
- Increase hours of operations.
- Increase the number of inspection lanes within the existing right of way (low cost project).
- Long-term staffing must incorporate & provide for workload increases caused by increased Border Patrol staffing/enforcement between the POEs, new entry requirements at POEs, CBP Officer attrition, double-stacked primary booths, increased hours of POE primary lane operations.

ANDRADE-ALGODONES Port of Entry

The Andrade-Algodones Port of Entry (POE) is an important POE for pedestrian tourism and retail between California and Baja California. The majority of travelers park in California and cross by foot.

EXISTING FACILITIES:

- 2 passenger lanes.
- 4 pedestrian lanes
- 1 informal commercial lane.

2007 Northbound Border Crossings -Source: Customs and Border Protection (CBP)

• Passenger Vehicles	547,032
• Passenger Arrivals	1,234,160
• Pedestrians	1,599,513

It is estimated that equivalent numbers crossed the border southbound in 2007.

REQUIRED ENHANCEMENTS:

- Expansion of the POE is necessary to accommodate the high volume of cross-border pedestrian traffic.
- Implement pedestrian SENTRI lane.
- Upgrade facilities, including a pedestrian bridge.
- Expand parking for pedestrian pick-up on the U.S. side.
- Increase seating capacity, shade on the Mexican side, particularly for elderly and disabled people waiting to cross.