

GOODS MOVEMENT BORDER CROSSING STUDY AND ANALYSIS

Modeling Task Force Meeting
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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

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

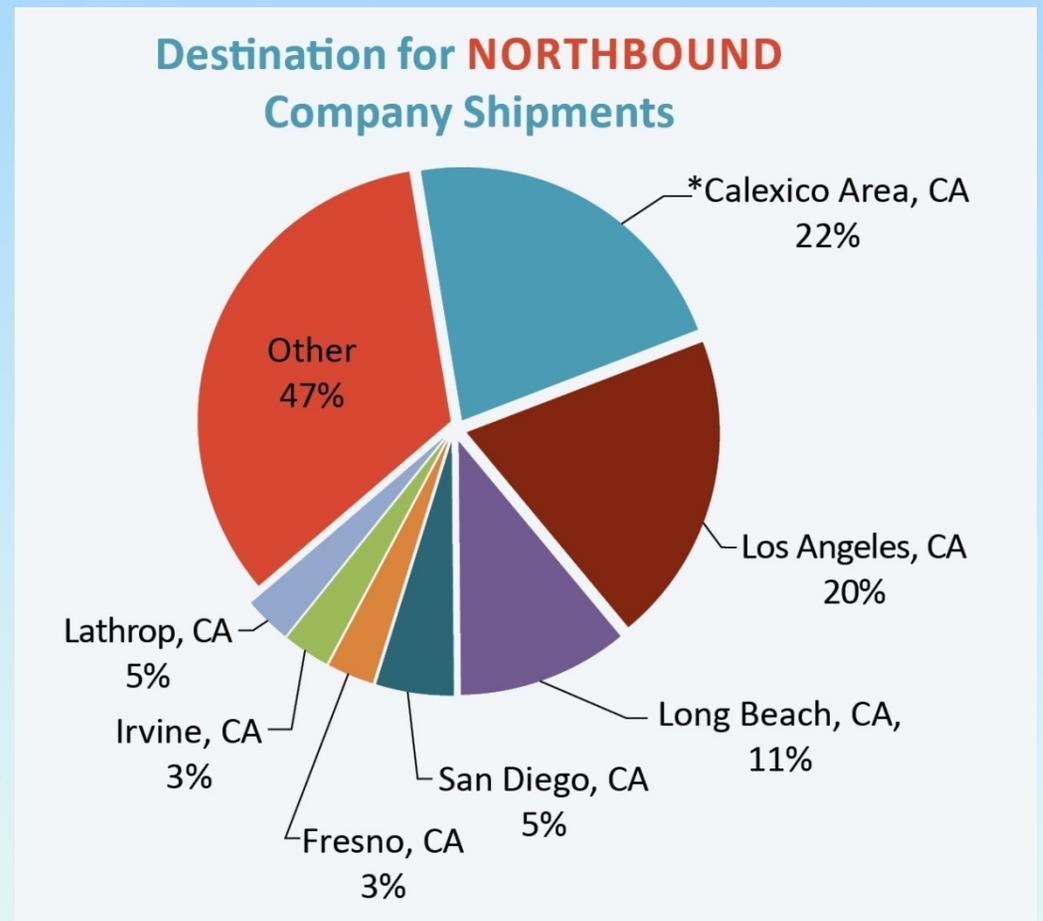
Task 1 – Overview of International Trade

- 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

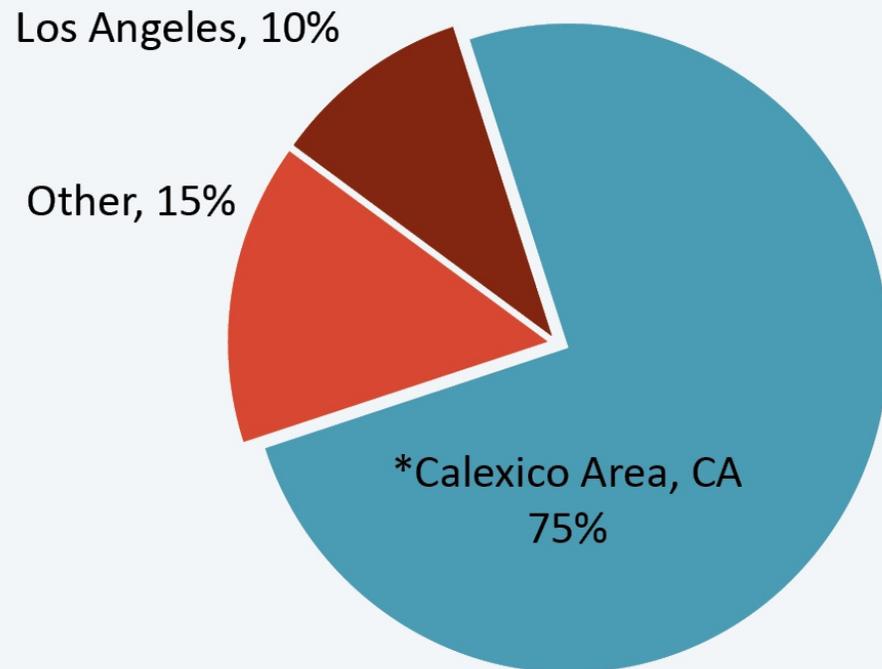


Task 2 – Origin and Destination Survey Summary

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

Destination for **NORTHBOUND** Truck Intercept Survey



Task 3 – International Border Crossing Time Measurement Summary

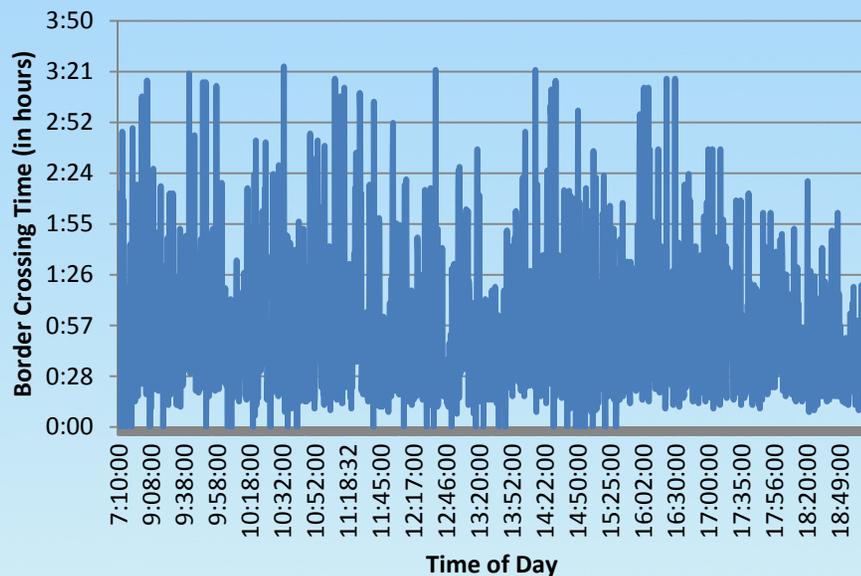
- Data Collection at Calexico (Downtown) and Calexico East POEs
- Separation by Regular, SENTRI and FAST Lanes
- License Plate Survey Method using PDA – Passenger vehicles
- Photographic Time Stamp Method – Commercial vehicles
- About 5,000 sample observations of Passenger vehicles
- About 2,700 sample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



- 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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