

California Border Planning

Facilitating Transportation Across the Southern Border



California Border Transportation Planning

Border planning involves the development of goals, objectives, and strategies for moving people and goods across the U.S.–Mexico border. FHWA works to improve coordination and communication between federal, state, and local agencies, the private sector, and various stakeholders.

An efficient border transportation system is important for mobility, economic competitiveness, and improved quality of life. In California, two regional planning agencies—the San Diego (SANDAG) and Southern California (SCAG) Association of Governments, along with the California Department of Transportation (Caltrans)—work cooperatively on border transportation planning issues and topics.

In 2016, **1.3 million trucks, 31 million personal vehicles, 55.5 million vehicle passengers, and 16.2 percent**—or \$26.8 billion—of all State exports crossed through the **seven Land Ports of Entry (LPOEs)** along California's **140 miles of shared border** with the state of Baja California, Mexico.¹



FHWA staff and stakeholders attend the ribbon cutting of the new San Ysidro PedWest Facility.
Source: FHWA

Focus on the California Border

Along the California border, planning efforts include:

Coordination



In 1994, FHWA and its counterparts in Mexico created the U.S. – Mexico Joint Working Committee on Transportation Planning (JWC). In 2016, JWC hosted

two border planning-related workshops in San Diego, CA: a workshop on border infrastructure finance in January, and one on improving border wait times in August.

Policy, Plans, and Programs



The **California-Baja California Border Master Plan** was first completed in 2008 and was updated in 2014. The Plan is a binational, comprehensive approach

to coordinate planning and delivery of projects and transportation infrastructure at LPOEs in the California-Baja California region.

Research



At the Calexico West and East crossings alone, **border delays** cost California and Baja California a total of 8,700 jobs and \$1.25 billion in lost revenue in 2012.² In April 2016, CalTrans, SANDAG, and the

Imperial County Transportation Commission (ICTC) co-funded a study to assess the economic and environmental impacts of border delays. The study was completed in 2017.

FHWA Project Spotlight:

SR 11/Otay Mesa East Port of Entry

In 2016, the Otay Mesa LPOE was one of the nation's busiest border crossings. The volume of commercial traffic traveling through the port can lead to peak wait times of nearly two hours. To alleviate current and projected congestion, California began development on the State Route 11/Otay Mesa East Land Port of Entry in 2013. The \$722.4 million project will add border crossing capacity and 2.1 miles of new, four-lane tolled highway.² The first segment of State Route 11 opened in early 2016 and is expected to be fully operational in early 2018.

FHWA Project Spotlight:

San Ysidro LPOE Improvements

In July 2016, the Virginia Avenue Transit Center (VATC) and the adjacent PedWest Crossing opened on the west side of the existing San Ysidro LPOE. VATC is a multi-modal facility that can accommodate passengers, while PedWest includes 10 northbound and two reversible southbound pedestrian lanes. FHWA administered funds to the General Services Administration (GSA) and CalTrans for both projects, which are part of the \$741 million reconstruction of the San Ysidro port.

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To learn more, visit: www.fhwa.dot.gov/planning/border_planning

California Border Transportation: Facts and Figures

2040 Projection: Major Flows by Truck, CA



Credit: U.S. Department of Transportation, Federal Highway Administration. Freight Analysis Framework, version 3.4. Office of Freight Management and Operations.

The Busiest Land Port of Entry in the U.S.

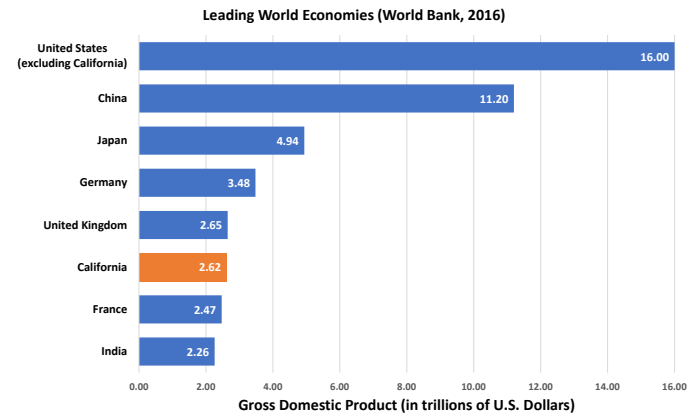
The port of **San Ysidro/Virginia Avenue–Puerta México/El Chaparral** is the busiest LPOE in the Western Hemisphere. San Ysidro serves as a critical link between San Diego and Tijuana, with 50,000 northbound vehicles and 25,000 northbound pedestrians crossing there every day.³

In 2016, crossings at **San Ysidro** represented substantial portions of the all U.S. crossings:

Category	# Crossings ¹	% of All U.S. Crossings
 Buses	36,215	13.4% of All Bus Crossings
 Pedestrians	7,382,363	17.3% of All Crossings
 Personal Vehicles	13,701,967	13.3% of All Personal Vehicle Crossings
 Personal Vehicle Passengers	24,014,192	12.6% of All Personal Vehicle Passenger Crossings

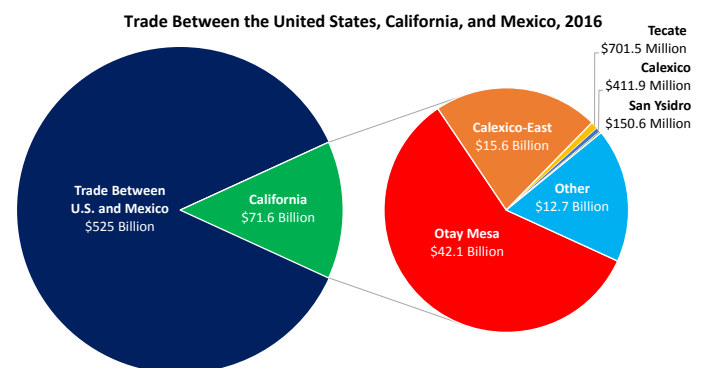
Importance of California – Mexico Border Transportation to the U.S. Economy

California had the **sixth-largest economy in the world** in 2016, producing a gross regional product of \$2.62 trillion.^{1,4}



Mexico has been California's top trading partner since 1999.² In 2016, California accounted for **13.6 percent of all trade** the U.S. conducted with Mexico, second only to Texas (33 percent).¹

Below is the trade value seen by each California LPOE in 2016:



- Approximately **63.2 million people** crossed through **San Ysidro** in 2016. For comparison, the fourth-busiest airport in the U.S. (**Dallas/Fort Worth International**) handled **65.7 million passengers** in 2016.²
- Computer and electronic products accounted for **21.7 percent of all California exports** to Mexico in 2016.⁵ Other top categories included transportation equipment, machinery (except electrical), and chemicals.⁶

Citations

1. Bureau of Transportation Statistics
2. San Diego Association of Governments
3. U.S. General Services Administration

4. World Bank
5. California Chamber of Commerce
6. International Trade Administration



February 2018

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