

# Stakeholders Working Committee Meeting

MUSEO INTERACTIVO EL TROMPO



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MARCH 5, 2020

TIJUANA

## Agenda

- **Border Innovation Challenge**
- **Binational Axis and Tijuana Local Development Council**
- **Border Dashboard**
- **Insights**
- **Initiative Progress**
- **January Stakeholders Working Committee Meeting Highlights**

## Border Innovation Challenge

- **2<sup>nd</sup> Edition**
- **Format:** Quick Pitch
- **Dates:** March 9 through May 6
- **Prize Money:** \$10,000
- **Participants:** anyone with a direct connection to a college or university in the San Diego-Tijuana border region (student, faculty, staff), self described entrepreneurs in the AI, machine learning and big data environments, seed and early stage companies and software developers.

UC San Diego



## Binational Axis and Tijuana Development Council (CDT)

- **8 key objectives:**
  - **Common agenda with Smart Border Coalition – monitoring and facilitation**
  - **Ties with San Diego**
  - **Mexico entry and exit improvements – Umbral de las Americas, Otay East Port of Entry, Puerta de Mexico**
  - **Enhance binational entrepreneurship**
  - **Additional sources of funding for projects**
  - **Border Dashboard**

## Border Dashboard

- **Task force:**
  - **Spell out purpose and interest in developing a dashboard.**
  - **Looking for Key Performance Indicators:** measure, target, data source, reporting frequency.
  - **Essential to define customer and to be able to maintain the dashboard.**
  - **Is effort public or private?**
  - **Compile sources of information:** Define “low hanging fruit”. There is already good information from Caltrans, SANDAG. CBP should be invited to participate. Find out which sources have APIs (Application Program Interfaces). Should Google become a partner?

## Border Dashboard

Key Indicators	
Wait Times	Purpose for crossing
Southbound Travel Directions (“Know before you Go”)	Pollution levels
Number of trucks on a daily basis	Dollars spent by Mexican consumers on a daily basis
Traffic projections	Traffic conditions close to ports
Value of lost time	Tax revenues

## Border Dashboard

- **Collaboration with San Diego State and UABC:** Professor Eric G. Frost of the Graduate Program in Homeland Security and Dr. Alma Navarro, International Relations Professor.
- We have met with students of the “Imaging and GIS in Disaster Response” course and described the opportunity (GIS = Geographic Information System).
- The dashboard will be their trimester project. We anticipate a formal presentation of the first iteration in May.
- Example of a timely dashboard:
  - <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>

## Insights

- **2019 crossing stats for Otay, San Ysidro and Tecate:**
  - Travelers were up 0.7%, far below the 6.5% from 2017 to 2018.
  - Pedestrian crossings were up 12.9% from 2018. Part of this could be due to PedWest being used for a full calendar year and the launch of the modernized version of PedEast.
  - Passenger vehicles declined 3.25%. Otay Mesa declined 14.6% (vehicles and passengers).
  - Bus use has come down substantially in the last 5 years. We are at 50% of what we had in 2015.
  - CBX stats: 2,897,903 million passengers in 2019, a 28.5% increase over 2018. There were 1,319,275 southbound and 1,578,628 northbound travelers.

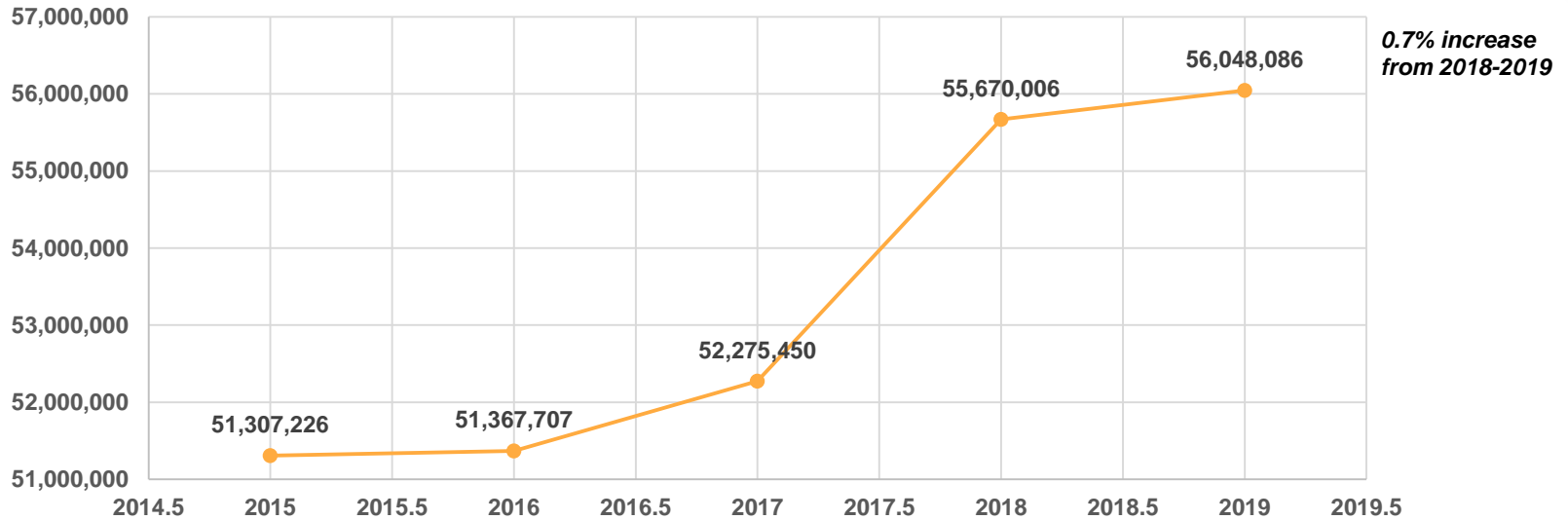


## Insights

- **2019 crossing stats for Otay, San Ysidro and Tecate, Continued:**
  - Trade went from \$52.3 billion in 2018 to \$50.8 billion in 2019, a 2.9% drop.\*
  - Number of trucks at Otay Mesa was down 1.4%, but Tecate was up 5.6%.

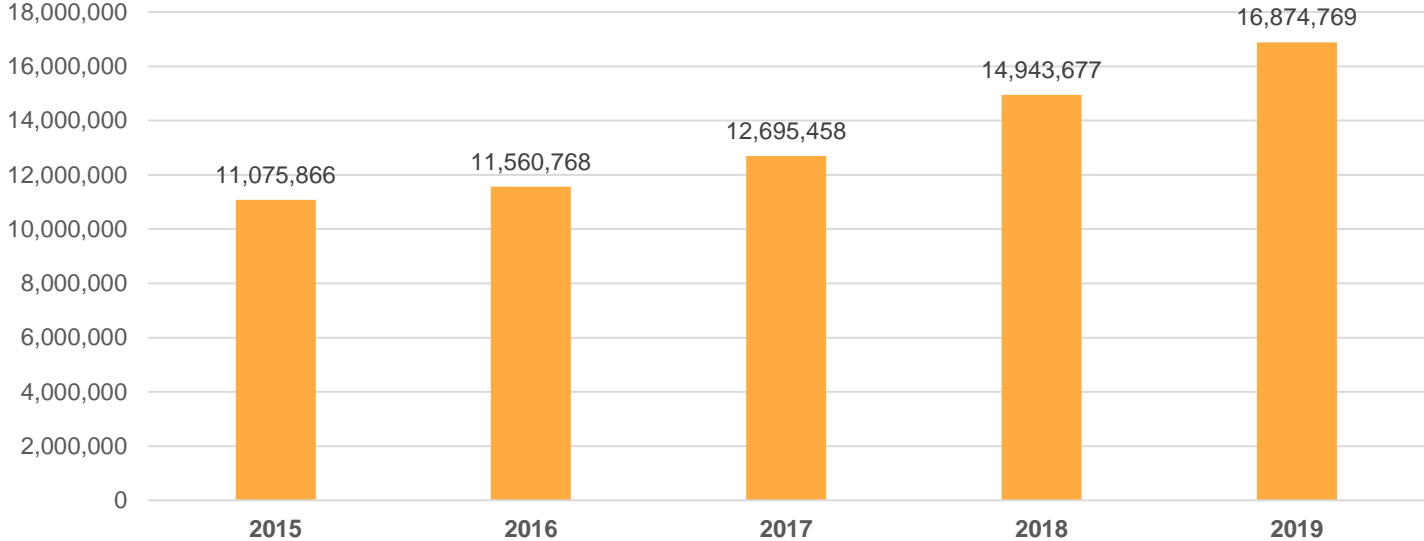
\*Source: Customs and Border Protection

## All Travelers ALL PORTS (Northbound)



Source: Bureau of Transportation Statistics and CBX.

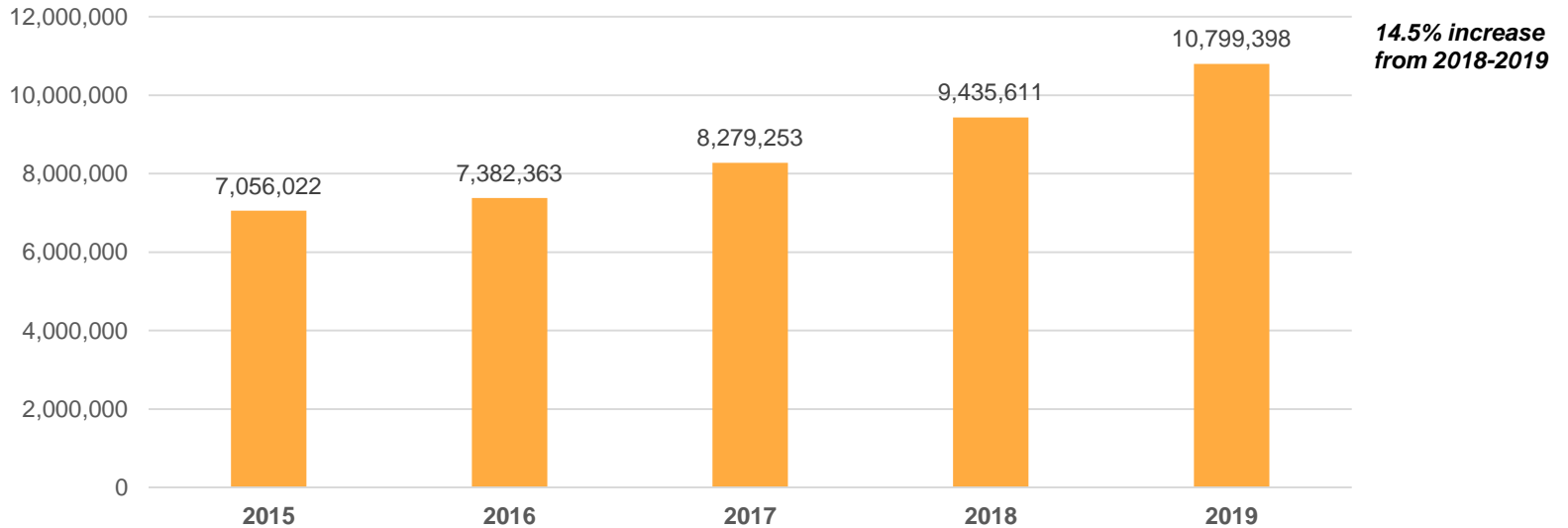
## Pedestrians ALL PORTS (Northbound)



**12.9% increase  
from 2018-2019**

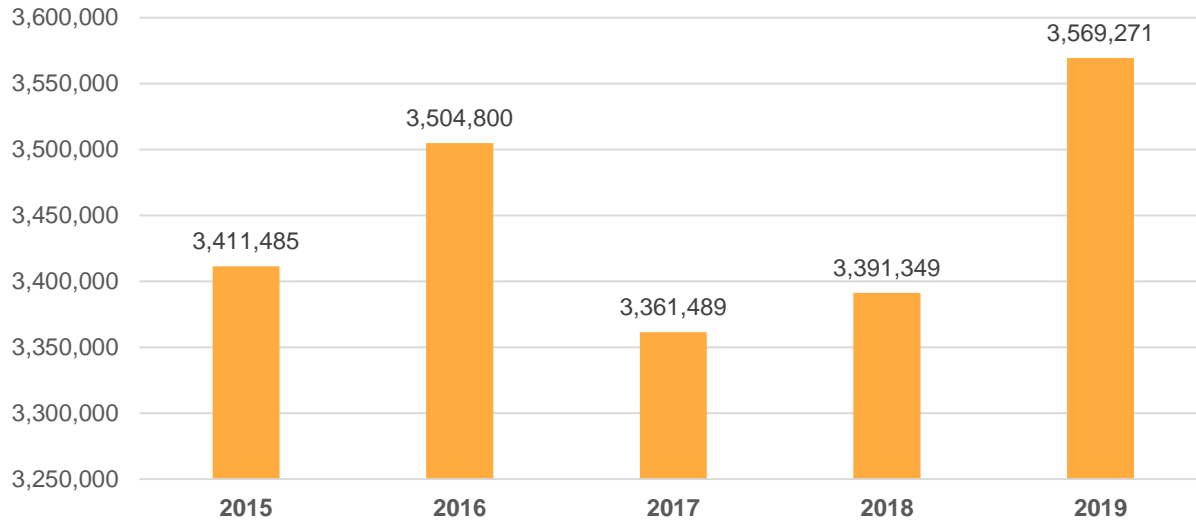
Source: Bureau of Transportation Statistics and CBX.

## Pedestrian Crossings SAN YSIDRO PORT OF ENTRY (Northbound)



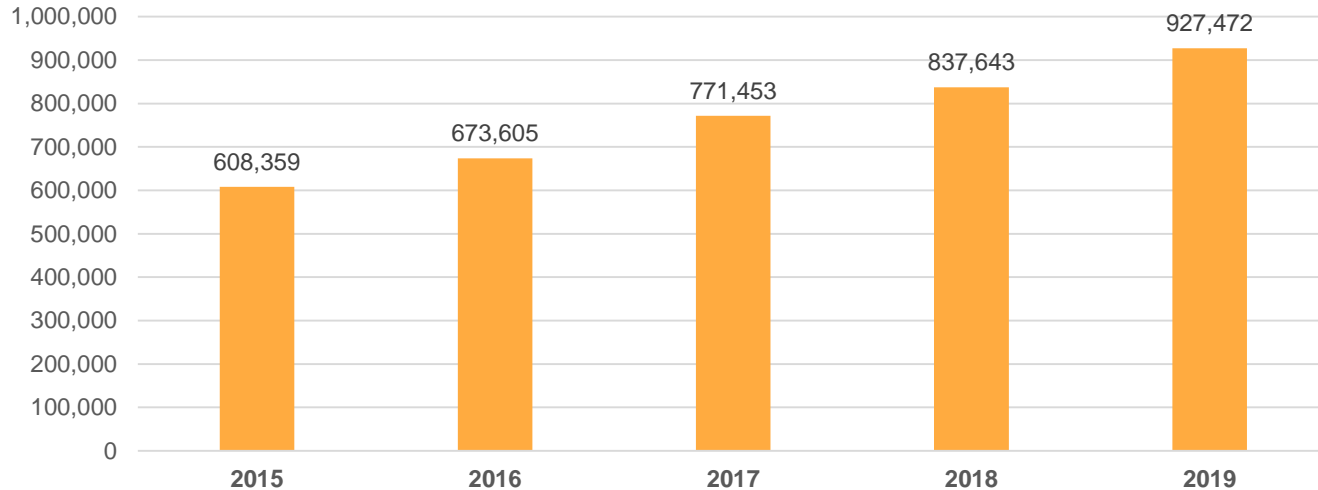
Source: Bureau of Transportation Statistics.

## Pedestrian Crossings OTAY MESA PORT OF ENTRY (Northbound)



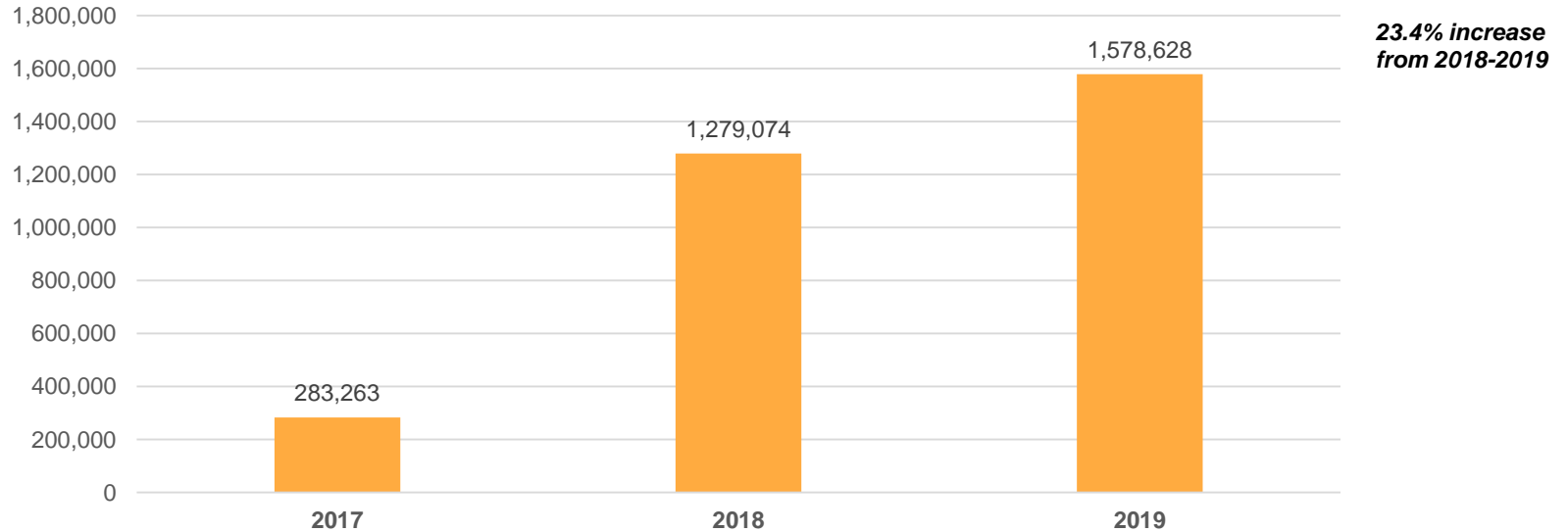
**5.2% increase  
from 2018-2019**

## Pedestrian Crossings TECATE PORT OF ENTRY (Northbound)



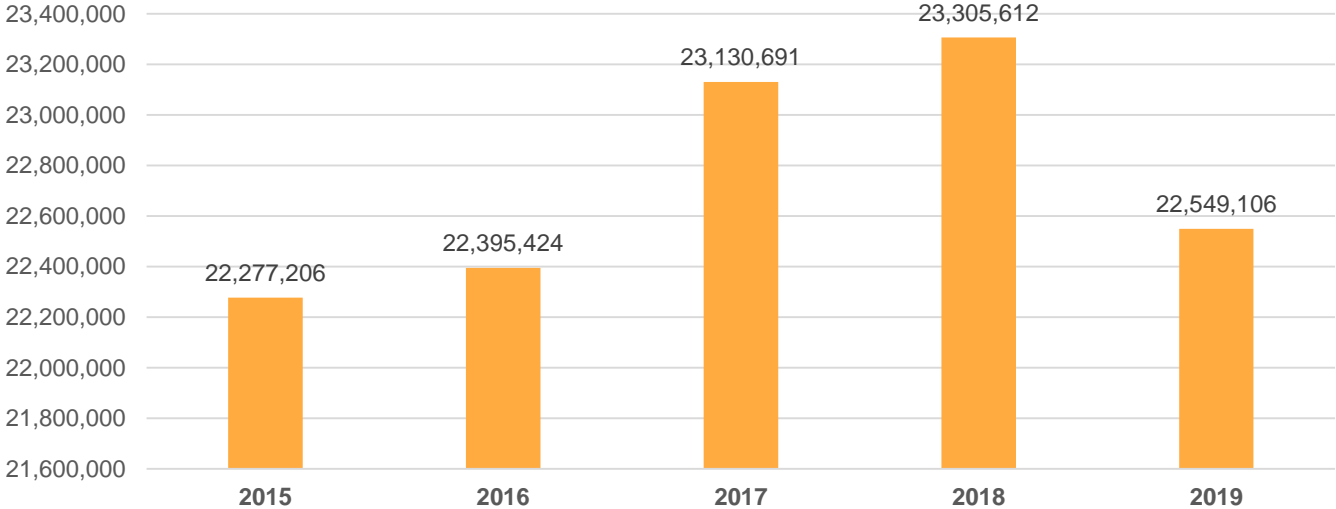
**10.7% increase  
from 2018-2019**

## Pedestrian Crossings CBX (Northbound)



Source: CBX. The total for northbound and southbound travelers was 2,897,903 in 2019, a 28.5% increase from 2018.

## Personal Vehicles ALL PORTS (Northbound)

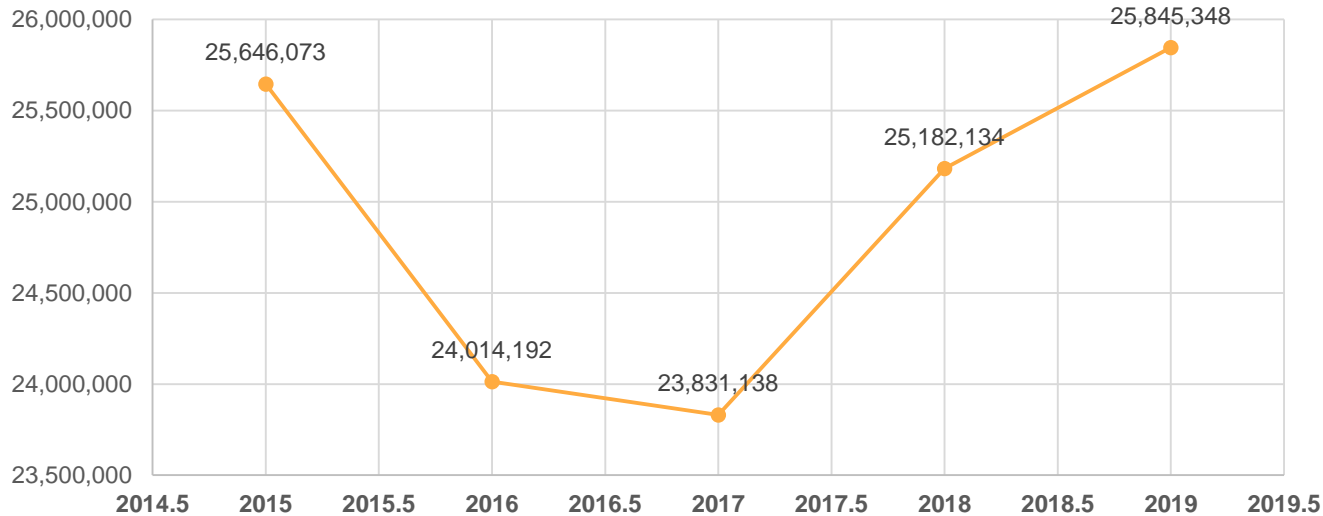


**3.2% decrease  
from 2018-2019**

Source: Bureau of Transportation Statistics.

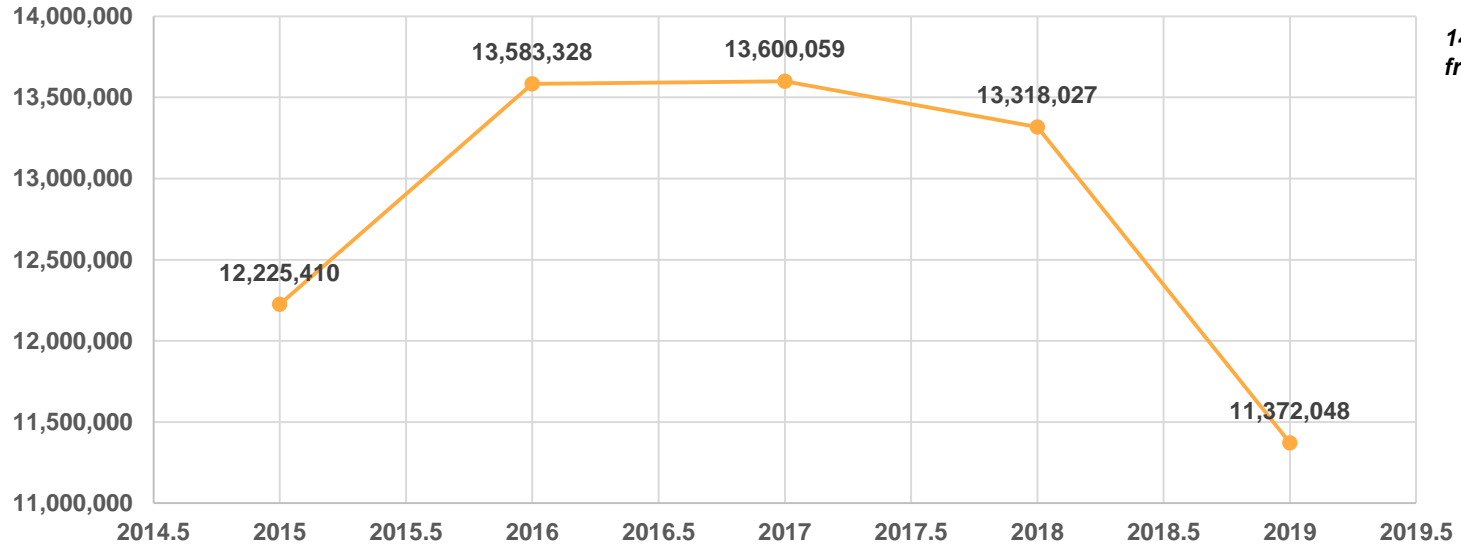


## Personal Vehicle (PV) Passengers SAN YSIDRO PORT OF ENTRY (Northbound)



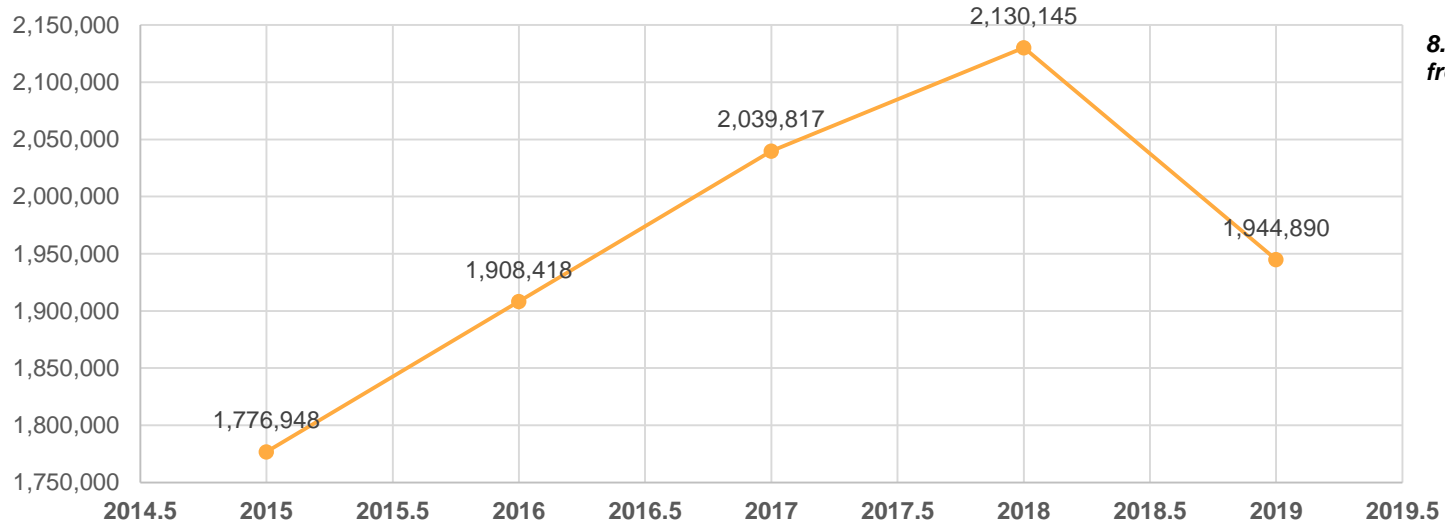
**2.6% increase  
from 2018-2019**

## Personal Vehicle (PV) Passengers OTAY MESA PORT OF ENTRY (Northbound)



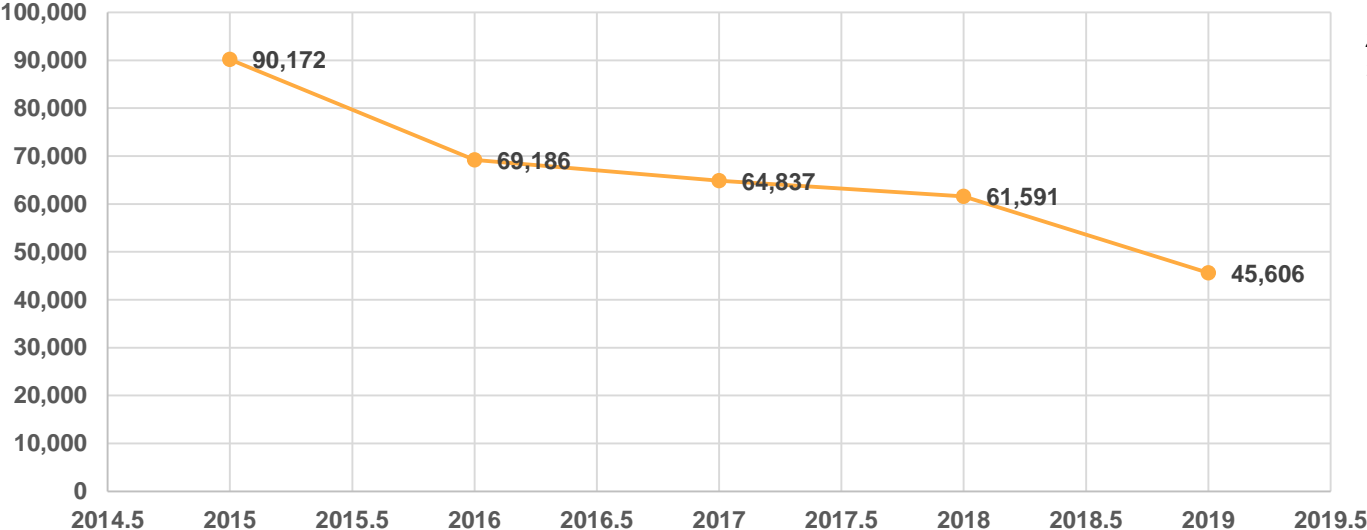
**14.6% decrease  
from 2018-2019**

## Personal Vehicle (PV) Passengers TECATE PORT OF ENTRY



Source: Bureau of Transportation Statistics.

## Buses ALL PORTS (Northbound)



*26% decrease  
from 2018-2019*

Source: Bureau of Transportation Statistics.

## Initiative List and Progress

- **Puerta de Mexico demolition**
  - We have no formal word yet on time frame (in December, Carlos Rascón, Works Resident from the Communications and Transportation Ministry, had stated that project would conclude in June of this year). Investment is estimated at \$40 million pesos (\$2.1 million), 8 lanes (3.8 yard width), distance of 224 yards. There will also be a “Center for Traffic Control and Information” that will measure wait times using WiFi technology. Traffic information to be exchanged between countries. Project is in process of being assigned to a contractor.
  
- **Export Corridor at Otay Mesa POE**
  - We are analyzing the possibility of working with the Tijuana Local Development Council to facilitate the project’s implementation starting this year. This is a federally driven decision that entails high level conversations with SAT (customs authority) and INDAABIN (customs buildings owner).

## Initiative List and Progress

### ○ **Tecate Railroad**

- It was agreed that ADMICARGA and Baja Rail would TOGETHER go to SAT to present the finished executive plan and get formal FINAL authorization for the project. Baja Rail also renewed conversations with MTS to get approval.

### ○ **Otay East Port of Entry (Otay II)**

- Executive study for the access road to the port in Tijuana has been completed. It will be 8 lanes on Avenida Las Torres and will follow the power line route. Concession for build out is about to be assigned. Construction could start in July.
- Baja California SCT Center Director Felipe Verdugo stated on 2/17 that there are \$800 million pesos available to acquire land for the port itself. Land acquisition will start in April. Baja California's Urban Infrastructure Secretariat (SIDURT) has informed us that they have agreed on project leader prerequisites with federal government.
- Caltrans stated on 2/28 that the traffic innovation analysis has been completed. The next stage will be project financing.

## Initiative List and Progress

- 5x5 port, meaning it will have 5 northbound and 5 southbound lanes. Lanes will be reversible, and operational between 2023 and 2025. The goal is to have 20-minute wait times.
- The new port will integrate the latest technology in travel control systems and variable tolls, with travel times and conditions conveyed to travelers well before reaching the port. The idea is to have a DEPENDABLE port.
- **Wait Times:** there are potentially 2 wait time measurement projects in store for 2020. One will be paid for by the California Transportation Commission and the other has been commissioned by the GSA. The Tijuana Local Development Council has a pilot project approved for funding.
- **Signage:** City of Tijuana is working to assign resources to to implement tourism signage for at least 1 district near San Ysidro POE. The Local Development Council would likely lead the implementation effort.

## Initiative List and Progress

- **Access Roads:** CANACAR (Tijuana transportation association) led a group that proposed a new plan for trucks to access lanes near the Otay Mesa POE. City of Tijuana has started to implement the plan but there are no formal results yet.
- **Joint Inspection / Unified Cargo Processing:** increased communication between Mexican trade groups and CBP, new access road strategy in Tijuana as well as the opening of a 10<sup>th</sup> lane on the U.S. side of the border in October have decreased wait times to levels not seen in years: FAST trucks took an average of 1 hour in the last quarter of 2019 vs. 2-3 hours in the 4<sup>th</sup> Quarter of 2018. However, wait time volatility continues to be an issue.



## January Stakeholder Working Committee meeting highlights

- **Ruben Roa-Dueñas, Undersecretary of Economy, Baja California:** Relaunch of Commission of the Californias will focus on 6 areas: environment and energy; agriculture; emergency preparedness and response; economic development and tourism; transportation and infrastructure; and public health. Official meeting will be in September or October.
- **Miguel Marshall, Director of Economic Improvement Districts, Baja California:** The state will create districts in Tijuana, Ensenada, Mexicali, and Rosarito. It has been working with the San Ysidro Chamber of Commerce and the City of San Diego for benchmarking purposes. There is a development structure in place but the initiative must come from citizens.
  - Funding sources: \$75 million pesos from the State Government, \$60 million pesos from Urban Infrastructure Secretariat, and \$75 million pesos from local governments. Team of urban designers will also be involved.

## January Stakeholder Working Committee meeting highlights

- **Mario Orso, Caltrans Corridor Director:**
  - Applauds Border Innovation Challenge and adds that project leaders must get in touch with agencies for implementation possibilities.
  - The Commission of the Californias is excellent news but technical support will be critical to its success. We need short, medium and long term goals.
  - State Route 11 conclusion: \$100 million of construction happening today, with another \$100 million in 2021 for the final connection from SR 125 to 905 West (interchange).
  - Fiber optic connection for 20 miles going to the SY border happening now; by 2022 fiber optic connections will be installed all the way to the CA-BC ports.
  - Caltrans/SANDAG will continue to pursue funding for new port with SB1 and federal resources.

## January Stakeholder Working Committee meeting highlights

- **Caltrans Corridor Director, Cont.:**
  - Northbound wait times: Caltrans has secured \$1 million to install wait time readers; this money will potentially be enough to complete the Otay Mesa Port of Entry as well. Contract procurement will go out in the next 3 months.
  - Investment grade revenue study should be completed this year. This is the basis for port financing plan. Staffing will be an important challenge for the Otay Mesa East POE.

## January Stakeholder Working Committee meeting highlights

- **Venu Sarakki, Sarakki Associates:**
  - His company designed 5 SENTRI lanes in the 2000s.
  - In 2018 was awarded a \$10 million contract from GSA to implement a variety of operation-enhancing projects at U.S.'s northern and southern border.
  - Most significant efforts are to develop real-time traffic simulation for efficient port operations, port-specific software for real time decision making and process baseline for CBP primary and secondary inspection functions.
  
- **Israel Delgado, CANACAR President, Tijuana Chapter:**
  - Collaboration with CBP, SAT and City of Tijuana has helped to reduce average wait times for cargo from 3-4 hours per truck in the 4<sup>th</sup> Quarter 2018 to a 1-hour average in the 4<sup>th</sup> Quarter of 2019. Mexico can process trucks in 12 seconds, whereas the U.S. takes 3 minutes.

## January Stakeholder Working Committee meeting highlights

- **Israel Delgado, Cont.**
  - Looking for technology to have real-time wait times.
  - There are approximately 1,000 empty trucks crossing each day – CANACAR has worked with CBP to mandate the use of emanifest for all empties. This is still being evaluated and if passed will substantially reduce wait times.
  - The more trucks wait in line, the higher the probability of “contamination”.

## January Stakeholder Working Committee meeting highlights

- **Miscellaneous contributions:**

- Ramon Riesgo, GSA: they have the capacity to triple the number of booths / lanes at Tecate once SR 94 is expanded, but this is likely not going to happen. Limitations for SR 94 expansion are local in nature.
- Various contributions, CBP group: for northbound new lanes to San Ysidro, only gates 26-28 are operational. Lanes 29-34 are not being used until Mexico concludes Puerta de Mexico demolition; Ready Lane+All Traffic lane merger at PedEast was based on 10/12 months of short lines; more agents in SENTRI are justified by paying customers; for Global Entry card renewal, CBP has expanded the grace period to one year after expiration so long as the renewal application is sent at least one year in advance.
- Jason Wells, SY Chamber of Commerce: the consistent and constructive dialogue we have enjoyed, and depended on, with CBP over many years has not been as effective in the last 5 months - since administrative changes took place, including the removal of our Assistant Port Director.
- Baja California Congressman Luis Moreno Hernandez just returned from a trip to the Singapore/Malaysian border. He sees many similarities. Border expert from Singapore will be here in March. Moreno is planning a trip to Singapore in May and would welcome any stakeholders.

## Social Media

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**Next meeting is at San Diego Foundation on May 7**

**2020 Meetings:**

**July 9, Tijuana**

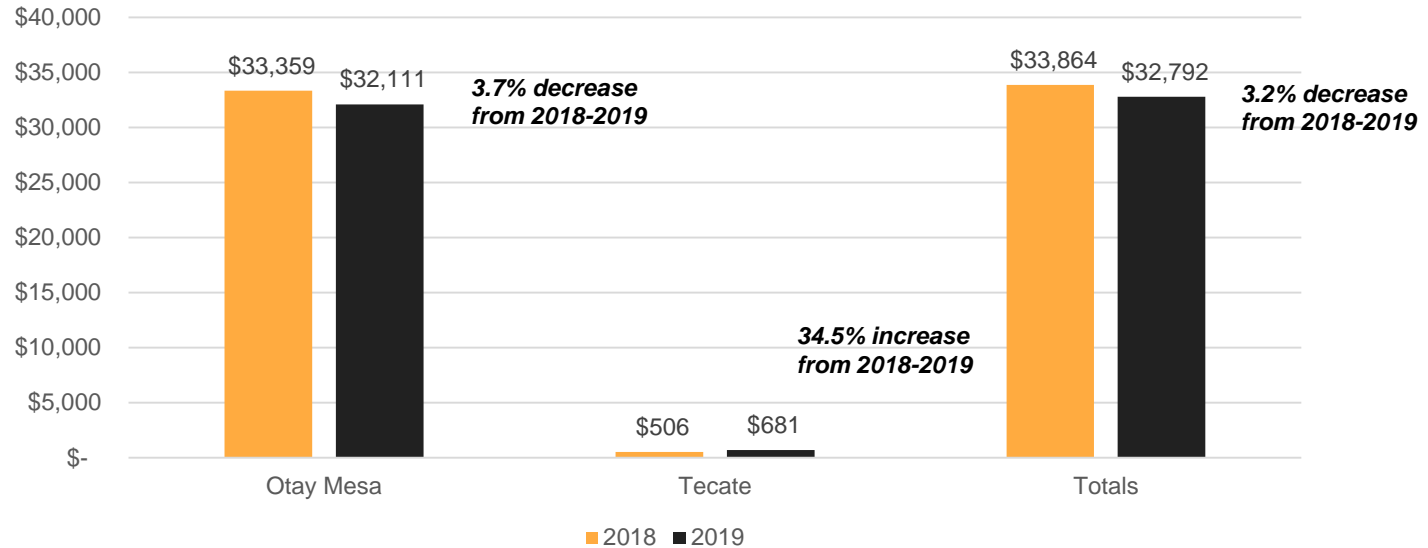
**September 3, San Diego (San Diego Foundation)**

**November 5, Tijuana**

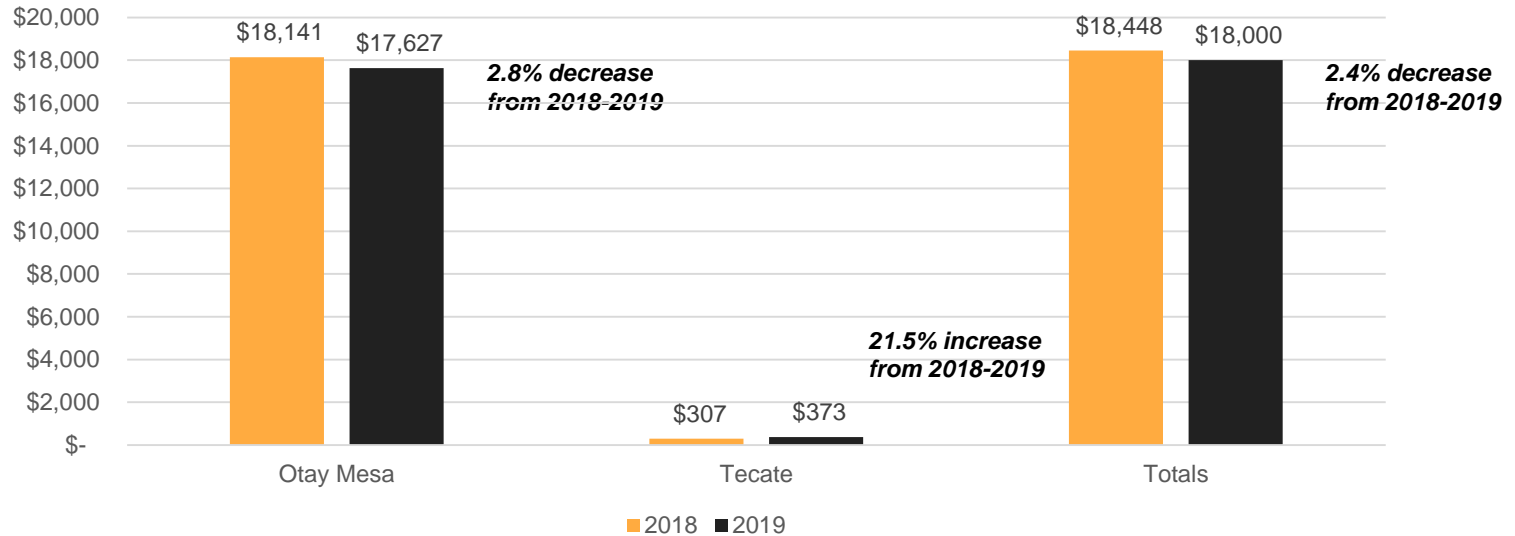
# THANK YOU



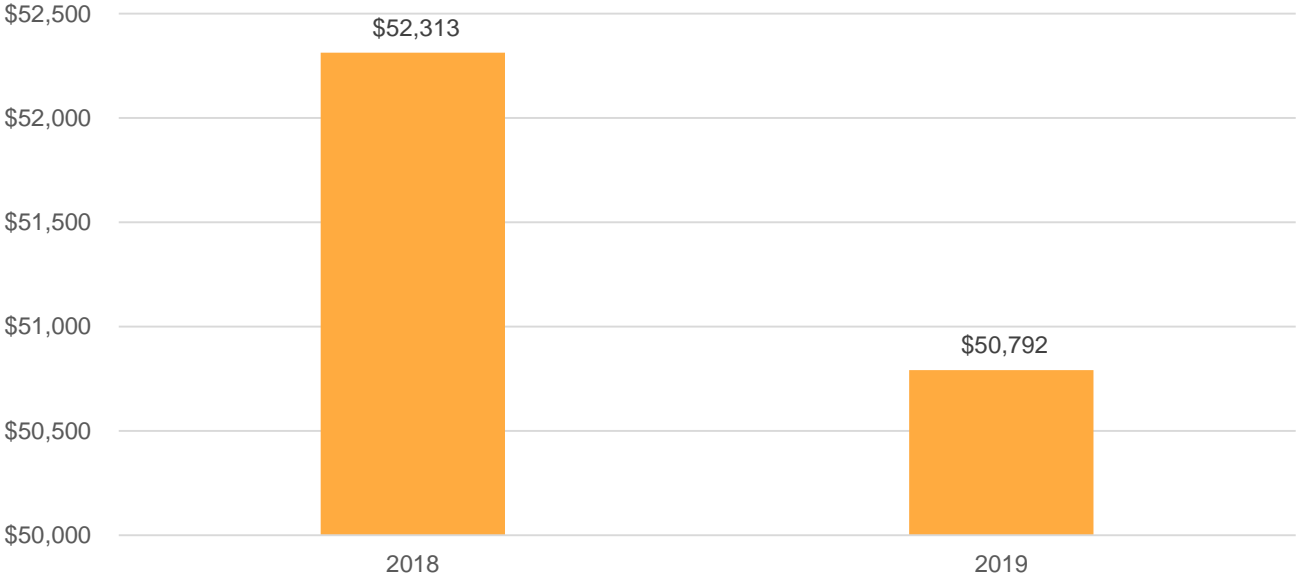
## Imports from Mexico OTAY MESA AND TECATE PORTS OF ENTRY (in millions \$)



## Exports to Mexico OTAY MESA AND TECATE PORTS OF ENTRY (in millions \$)



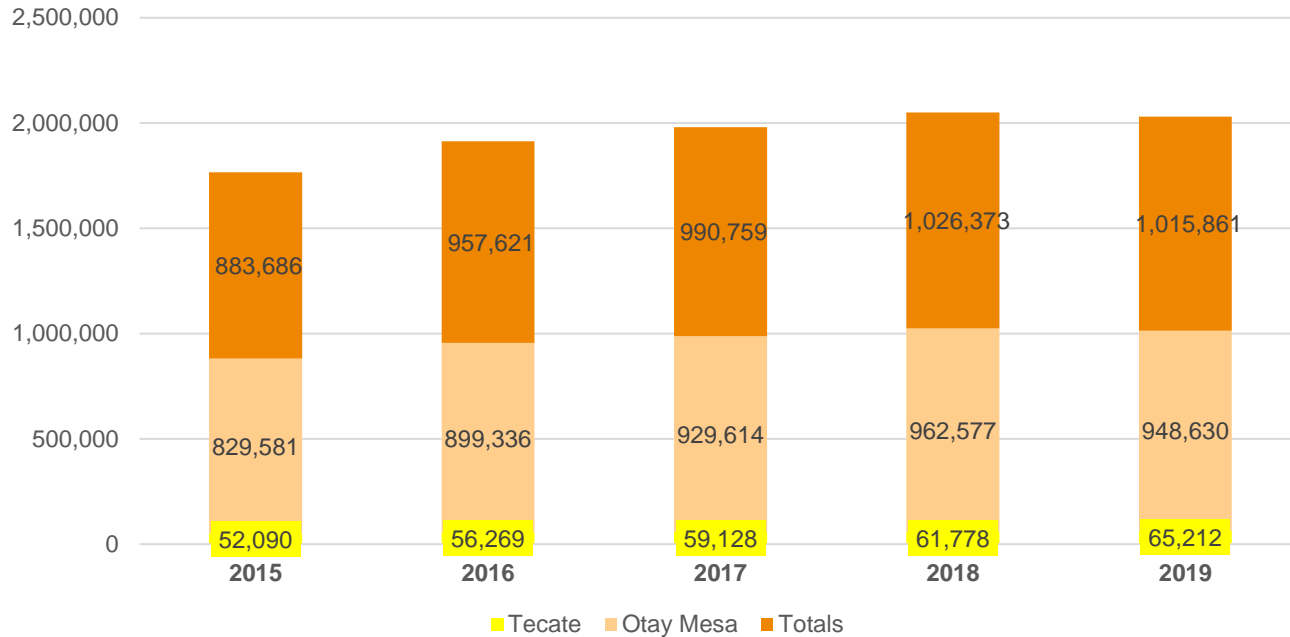
### Trade in Region OTAY MESA AND TECATE PORTS OF ENTRY (in millions \$)



*2.9% decrease  
from 2018-2019*

Source: CBP, Bureau of Transportation Statistics.

## Trucks - ALL PORTS



**1% decrease  
from 2018-2019**