The Calexico East Port of Entry (POE) is the principal gateway for trade by truck in Imperial Valley and the second busiest commercial POE on the California-Baja California border. In 2013, the POE processed $5.8 billion in exports and $7.4 billion in imports ranking seventh among the United States POEs. The same year, the POE processed over 325,000 trucks; nearly 3.2 million passenger vehicles carrying just under six million people; and over 700,000 pedestrians, which is nearly double from 2012.¹ This POE includes a General Services Administration (GSA) owned bridge spanning the All American Canal. A unique feature of this POE is an aggregate conveyor belt which processes various types of quarried materials from Mexico into the U.S. The conveyor belt is almost one quarter of a mile long and is open as needed by the private owner.

PORT INFRASTRUCTURE AND FACILITIES

**Commercial Facility**
- Northbound truck lanes: 3
  - Commercial lanes: 1
  - Commercial FAST¹ lanes: 1
  - Commercial – empty trucks: 1
- Southbound truck lanes: 2
- Northbound conveyor belt (privately owned)

**Passenger Facility**
- Northbound passenger lanes: 8
  - Regular passenger lanes: 2
  - READY³ lanes: 5
  - SENTRI⁴ lanes: 1-3
- Northbound pedestrian lanes: 6
  - Normally only 2 are open
- Southbound pedestrian lanes: 2

OPERATIONS

Commercial hours of operation are as follows:
- Monday through Friday: 6:00 a.m. to 8:00 a.m. - Empty trucks only
  8:00 a.m. to 8:00 p.m. - All trucks
- Saturdays and Holidays: 10:00 a.m. to 6:00 p.m.

Hours of operation for autos are 3:00 a.m. to 12:00 midnight, Monday through Friday and 6:00 a.m. to 12:00 midnight on Saturdays, Sundays, and major holidays.

PORT DATA

2013 Port Statistics (Northbound)¹
- Trucks: 325,690
- Trains⁵: 250
- Buses: 2,571
- Personal vehicles: 3,198,849
- Vehicle passengers: 6,019,407
- Pedestrians: 717,009
- Southbound Statistics: No data available

SURFACE TRANSPORTATION NETWORK

Access to the POE is via I-8 and SR-7 with SR-98 providing east/west access.
BUSINESS CHALLENGES
- Because of delays experienced by trucks at the border, it is estimated that Imperial County lost $40 million in net revenue in 2008\(^6\).
- Accounting for the indirect and induced effects of net revenue losses, the total impact amounts to a $58 million loss in business output and 276 jobs lost in Imperial County\(^6\).

CALTRANS FOCUS AREAS
- Continue to collaborate with U.S. and Mexican agencies, community members, and stakeholders.
- Improve Imperial County goods movement routes.

PORT-RELATED PROJECTS
- The region is working together to identify low cost, high impact, expedited implementation of vehicular (passenger and commercial) capacity enhancing projects.
- The Imperial Valley regional stakeholders are undertaking an effort to complete a “Binational Toll Pilot Project” to finance and complete improvements at the Calexico East POE.
  - Future expansion of the commercial facility is identified as the fourth priority in the California-Baja California Border Master Plan Update (2014) and includes:
    - Add three new northbound truck lanes, for a total of six truck inspection lanes.
    - Construct inspection booths with associated canopy, electrical service, and lighting, etc.
  - Project components for the automobile portion of the POE include the construction of six additional passenger lanes.
  - Widen the bridge over the All American Canal.
  - Preliminary project cost for all components is estimated at $60 - $75 million.

TRANSPORTATION PLANNING PARTNERS
U.S. Agencies and Stakeholders
- Federal Highway Administration (FHWA)
- U.S. Customs and Border Protection (CBP)
- U.S. General Services Administration (GSA)
- California Department of Transportation (Caltrans)
- California Highway Patrol (CHP)
- Southern California Association of Governments (SCAG)
- Imperial County Transportation Commission (ICTC)
- County of Imperial
- City of Calexico
- Calexico Chamber of Commerce

Mexican Agencies
- Secretariat of Communications and Transportation (SCT)
- Secretariat of Foreign Relations (SRE)
- General Customs Administration (Aduanas)
- Institute of Administration and Estimates of National Real Estate (INDAABIN)
- Secretariat of Infrastructure and Urban Development of Baja California (SIDUE)
- Municipal Institute for Research and Urban Planning of Mexicali (IMIP)

Binational
- Binational Alliance Committee (ICTC, GSA, CBP, Office of Congressman Juan Vargas, Office of Assemblymember V. Manuel Perez, SIDUE, IMIP, SCT, INDABBIN, among others)

PLANNING DOCUMENTS
- California-Baja California Border Master Plans (2008 and 2014)
- SCAG Regional Transportation Plan 2012-2035
- Imperial County Long Range Transportation Plan 2013 Update
- Freight Gateway Study Update

SOURCES AND ADDITIONAL INFORMATION
Caltrans D11
http://www.dot.ca.gov/dist11/departments/planning/pages/planningproducts.htm#goodsmovement
ICTC http://www.imperialctc.org/
U.S. GSA http://www.gsa.gov/
U.S. CBP http://www.cbp.gov/

1Department of Transportation: Research and Innovative Technology Administration (RITA) http://transborder.bts.gov
2Free and Secure Trade (FAST) is a commercial clearance program for known low-risk shipments entering the U.S. from Canada and Mexico.
3READY lanes allow express crossing to the U.S. with a valid Radio Frequency Identification (RFID) document.
4The Secure Electronic Network for Travelers Rapid Inspection (SENTRI) program provides expedited processing for pre-approved, low-risk travelers at the Southern land border POEs.
5Trains cross the border at Calexico West POE, but are reported at Calexico East POE.
6Economic Impacts of Wait Times at the California-Mexico Border 2009 Update.