

APPENDIX B-5-3: CALEXICO EAST PORT OF ENTRY

Port Address

1699 East Carr Road
Calexico, CA 92231

Port Website

<http://www.cbp.gov/contact/ports/calexico-east-class>

Caltrans Contacts

District 11: Sergio Pallares; (619) 688-3610; sergio.pallares@dot.ca.gov
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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 United States (US). 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 FAST ² 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
READY ³ lanes:	5
SENTRI ⁴ 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
Trains ⁵ :	250
Buses:	2,571
Personal vehicles:	3,198,849
Vehicle passengers:	6,019,407
Pedestrians:	717,009
<u>Southbound Statistics:</u>	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 2008⁶.
- 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 County⁶.

CALTRANS FOCUS AREAS

- Continue to collaborate with US 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 a “Binational Toll Pilot Project” to finance and complete improvements at 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 bridge over the All American Canal.
 - Preliminary project cost for all components is estimated at \$60 - \$75 million.

TRANSPORTATION PLANNING PARTNERS

US Agencies and Stakeholders

- Federal Highway Administration
- US Customs and Border Protection (CBP)
- US 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 Assembly Member 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
- San Diego and Imperial Counties Comprehensive Freight Gateway Study Update, 2010, SanDAG ICTC

SOURCES AND ADDITIONAL INFORMATION

Caltrans D11

<http://www.dot.ca.gov/dist11/departments/planning/pages/planningproducts.htm#goodsmovement>

ICTC <http://www.imperialctc.org/>

US GSA <http://www.gsa.gov/>

US 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.