

APPENDIX B-5-3: CALEXICO 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 port on the California-Baja, Mexico border. In 2013, the POE processed \$5.8 billion in exports and \$7.4 billion in imports ranking seventh among the United States (US) POEs. The same year, the port processed over 325,000 trucks; nearly 3.2 million passenger vehicles carrying just under 6 million people; and over 700,000 pedestrians, which is nearly double from 2012.¹ The POE includes a bridge that crosses the All American Canal. A binational conveyor belt is also located east of the Calexico East POE. The conveyor belt is almost one quarter of a mile long and transports aggregate materials across the US-Mexico international border and is open upon request.

PORT INFRASTRUCTURE AND FACILITIES

Commercial Facility

Northbound truck lanes: 3

Regular commercial lane: 1

Commercial FAST² lane: 1³

Commercial lane – empty trucks: 1

Southbound truck lanes: *

Northbound conveyor belt: 1

Passenger Facility

Northbound total pedestrian lanes: 6

Northbound total passenger lanes: 8

Southbound passenger lanes: *



At least one of each regular, Bus⁴, READY⁵, and SENTRI⁶ lanes are open during operating hours. The number of each type of lane varies depending upon demand and staffing.

OPERATIONS

Import and export facilities operate Monday through Friday from 6:00 a.m. to 8:00 p.m., with reduced hours on Saturdays. Passenger facilities (autos and pedestrians) operate from 6:00 a.m. to 10:00 p.m., seven days per week.

SURFACE TRANSPORTATION NETWORK

Access to the POE is via I-8 and SR-7 with SR-98 providing east/west access.

* To be provided in a final draft of the California Freight Mobility Plan.

¹ Department of Transportation: Research and Innovative Technology Administration (RITA) <http://transborder.bts.gov>

² Free and Secure Trade (FAST) is a commercial clearance program for known low-risk shipments entering the U.S. from Canada and Mexico.

³ All lanes are FAST compatible.

⁴ The bus lane could also act as a SENTRI lane when no buses are present.

⁵ READY lanes allow express crossing to the U.S. with a valid Radio Frequency Identification (RFID) document.

⁶ The Secure Electronic Network for Travelers Rapid Inspection (SENTRI) program provides expedited processing for pre-approved, low-risk travelers at the southern land border POEs.

PORT DATA

2013 Port Statistics (Northbound)⁷

| | |
|----------------------|-----------|
| Trucks: | 325,690 |
| Trains: ⁸ | 250 |
| Buses: | 2,571 |
| Personal vehicles: | 3,198,849 |
| Vehicle passengers: | 6,019,407 |
| Pedestrians: | 717,009 |

BUSINESS CHALLENGES

- The POE opened in 1996. Its infrastructure and facilities are inadequate for current volumes of traffic.
- Because of delays experienced by trucks at the border, it is estimated that Imperial County lost \$40 million in net revenue in 2008.
- 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.

CALTRANS FOCUS AREAS

- Continue to collaborate with US and Mexican agencies, community members, and stakeholders.
- Improve Imperial County goods movement routes.⁹

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 US and Mexico are working together to expand the Calexico East POE. Future project expansion includes:
 - Add three new northbound truck lanes, which will double the capacity to a total of six truck inspection lanes.
 - Add six new northbound auto lanes for a total of 14 auto inspection lanes.
 - Widen the bridge over the All American Canal.

⁷ *Ibid.*

⁸ Trains cross the international border through the Calexico West POE. However, data are reported for the Calexico East POE.

⁹ Via future SR-98 east or Jasper Road expansion project, SR-111/Imperial Avenue interchange reconstruction, and SR-115 extension.

- Preliminary project cost is estimated at a range of \$60 to \$75 million.
- The Imperial Valley regional stakeholders are pursuing the potential to include these improvements as part of a regional effort to complete a “Binational Toll Pilot Project” to finance and complete improvements at the Calexico East POE.
- The project is identified as a priority in the California-Baja California Border Master Plan 2014 Update.

TRANSPORTATION PLANNING PARTNERS

US Agencies and Stakeholders

- Federal Highway Administration
- US Customs and Border Protection
- US General Services Administration
- Caltrans
- California Highway Patrol
- Southern California Association of Governments
- Imperial County Transportation Commission (ICTC)
- County of Imperial
- City of Calexico
- Calexico Chamber of Commerce

Mexican Agencies

- Secretariat of Communications and Transportation
- Secretariat of Foreign Relations
- General Customs Administration
- Institute of Administration and Estimates of National Real Estate
- Secretariat of Infrastructure and Urban Development of Baja California
- Municipal Institute for Research and Urban Planning of Mexicali

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/>

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

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

US CBP <http://www.cbp.gov/>