

CROSS-BORDER TRAVEL BEHAVIOR SURVEY  
SUMMARY REPORT

PREPARED FOR SANDAG



AUGUST 17, 2020



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## INTRODUCTION

The San Diego Association of Governments (SANDAG) is the regional planning agency for San Diego County and, as such, serves as a technical and information resource for the region's 18 incorporated cities and the county government. One of SANDAG's primary functions is to plan and invest in the transportation system so that it best meets the mobility needs of the region, now and in the future. By better integrating the region's freeway, transit, and road networks, linking land use and transportation planning, and strategically investing in infrastructure improvements where they are most needed, SANDAG helps to promote a sustainable, high quality of life in the region.

**MOTIVATION FOR STUDY** Successfully fulfilling its planning role requires that SANDAG has up-to-date and reliable information regarding the travel behaviors of residents and visitors who place demands on the region's transportation infrastructure. The primary purpose of the *Cross-border Travel Behavior Survey* described in this report is to provide a statistically reliable profile of the travel behaviors of México residents who cross into San Diego County via the Otay Mesa-Mesa de Otay, San Ysidro-Puerta México, and Tecate-Tecate ports of entry.<sup>1</sup> By recording the types of trips made by México residents, the locations they visit, the modes of transportation used, as well as the purpose, timing, and frequency of trips, this study provides SANDAG with the information it needs to update the cross-border travel model used to forecast travel patterns and associated impacts on the transportation network in the San Diego region.<sup>2</sup>

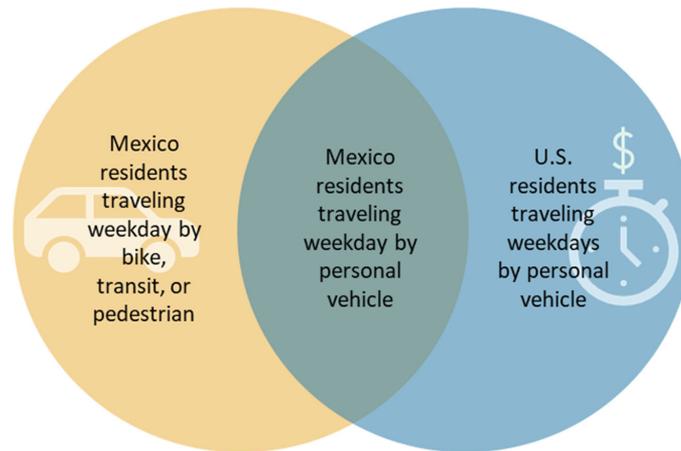
In addition to collecting travel-related information, the study also explored respondents' value of time (VOT), their willingness to pay a toll for expedited border crossings, as well as the factors that shape or condition their intended use of a toll crossing. In combination with respondent and household-level data, this information will help SANDAG estimate demand for the future State Route 11/Otay Mesa East toll crossing<sup>3</sup> and inform the associated Investment Grade Traffic and Revenue Study.

**OVERVIEW OF METHODOLOGY** A full description of the methodology used for this study is included later in this report (see *Methodology* on page 52). To accommodate the various research objectives, the study employed an overlapping sampling strategy for northbound border crossers.<sup>4</sup> For the *travel behavior* component of the study, México residents traveling weekdays in personal vehicles and buses, as well as individuals crossing on foot or using non-

- 
1. The Cross Border Express (CBX) is an exclusive bridge for passengers from Tijuana International Airport that allows passengers to cross between México and the U.S. CBX was not included in this study as it was recently surveyed in a separate study and CBX has a separate, dedicated model component (see [https://www.sandag.org/uploads/publicationid/publicationid\\_4711\\_28158.pdf](https://www.sandag.org/uploads/publicationid/publicationid_4711_28158.pdf)). It was also recognized that the primary market served by CBX (México residents traveling to Tijuana by plane from outlying areas) is different than the market of interest for the current study.
  2. For more information about SANDAG's transportation models, please visit the Regional Models website: <https://www.sandag.org/index.asp?classid=32&fuseaction=home.classhome>.
  3. The tolling infrastructure for the Otay Mesa East Port of Entry will be installed on the approach road, State Route 11.
  4. A stratified, two-stage clustered sampling design was employed with initial interviews being distributed according to data provided by U.S. Customs and Border Protection (CBP) that documented northbound volumes of border crossings based on port of entry, mode, day of week, time of day, and lane type. For more information about the sampling design, see *Methodology* on page 52. Commercial vehicles were not included in the study.

motorized forms of transportation (e.g., bicycle), represented the universe of interest. Questions pertaining to VOT and anticipated use of a future toll crossing, meanwhile, were administered to México residents *and* U.S. residents traveling by personal vehicle during weekdays.<sup>5</sup> Figure 1 illustrates the overlapping subgroups of interest for the travel behavior (left circle) and VOT (right circle) components. Throughout this report, the data have been filtered and weighted to represent the appropriate universe of respondents for the travel behavior and VOT analyses, respectively.

**FIGURE 1** DIAGRAM OF OVERLAPPING TRAVEL AND VOT STUDY SUBGROUPS



There were two interviewing stages for this study. In the first stage, respondents were recruited while waiting to cross the border from México into the United States to participate in an *initial* interview that determined their eligibility, collected key respondent and household-level characteristics, and administered the VOT and toll-related questions (as appropriate). Upon completing the initial interview, residents of México who were crossing the border on a weekday were asked to complete the travel diary portion of the study for the places they visit in the United States during their trip that day, up to the following 24 hour period. The information recorded in the diary, along with additional information, was collected via a follow-up interview in-person at designated locations near the border, using a self-administered online survey, or by follow-up telephone interview. To incentivize participation, qualified respondents were offered a \$50 gift card for completing a travel diary or a \$5 gift card for completing the initial interview with VOT questions.

A total of 7,899 respondents (6,460 México residents; 1,439 U.S. residents) completed an initial interview on a weekday as they waited to cross into San Diego County via the Otay Mesa-Mesa de Otay, San Ysidro-Puerta México, or Tecate-Tecate ports of entry. Among residents of México, 1,911 travel diaries were subsequently completed, which detailed information about the respondent's day of travel into San Diego County.<sup>6</sup> Data collection occurred on weekdays

5. Although weekend travel was also of interest for the VOT component, the arrival of COVID-19 in March 2020 and the subsequent restrictions placed on border crossings prevented the research team from completing a planned second phase of data collection on weekends.

6. An additional 81 diaries (not included in the total described above) were completed with respondents who carried a GPS tracking device. The GPS data was used to validate diary entries and estimate the degree to which respondents may under-report trips (see *GPS Subsample* on page 58 for more information).

between November 6, 2019 and January 16, 2020, pausing for the Thanksgiving, Christmas, and New Year’s holidays. For a detailed breakdown of completed interviews and diaries by port of entry (POE), mode, lane type, and peak/off-peak periods, see *Weekday Interviewing* on page 56.

**ORGANIZATION OF REPORT** This report is designed to meet the needs of readers who prefer a summary of the findings as well as those who are interested in the details of the results. For those who seek an overview of the findings, the section titled *Key Findings* provides a summary of the most important factual findings of the survey. For the interested reader, this section is followed by a more detailed question-by-question discussion of the results from the survey by topic area (see *Table of Contents*), as well as a description of the methodology employed for collecting and analyzing the data. And, for the truly ambitious reader, the questionnaires used for the interviews are contained at the back of this report (see *Questionnaires & Diary* on page 61).

**ACKNOWLEDGMENTS** True North thanks SANDAG for the opportunity to design and conduct this important study. The collective expertise, local knowledge, and insight provided by SANDAG staff improved the overall quality of the research presented here. We also thank Valdemar Carvajal (BTK Consulting) for contributing to the study design and leading the data collection efforts in México.

**DISCLAIMER** The statements and conclusions in this report are those of the authors (Dr. Timothy McLarney and Richard Sarles) at True North Research, Inc. and not necessarily those of SANDAG. Any errors and omissions are the responsibility of the authors.

**ABOUT TRUE NORTH** True North is a full-service survey research firm that is dedicated to providing public agencies with a clear understanding of the values, opinions, priorities and behaviors of their residents and customers. Through designing and implementing scientific surveys, as well as expert interpretation of the findings, True North helps its clients to move with confidence when making strategic decisions in a variety of areas—such as planning, policy evaluation, performance management, establishing fiscal priorities, and developing effective public information campaigns. During their careers, Dr. McLarney (President) and Mr. Sarles (Principal Researcher) have designed and conducted over 1,000 survey research studies for public agencies, including more than 500 studies for councils of government, transportation planning agencies, municipalities, and special districts.



## KEY FINDINGS

As noted in the *Introduction*, this study was designed to provide SANDAG with a statistically reliable profile of the travel behaviors of México residents who cross into San Diego County via the Otay Mesa-Mesa de Otay, San Ysidro-Puerta México, and Tecate-Tecate ports of entry to update SANDAG forecasting models, as well as a realistic assessment of northbound crossers' willingness to pay for expedited border crossings at the future Otay Mesa East tolled border crossing. Whereas subsequent sections of this report are devoted to conveying the detailed results of the study, in this section we attempt to 'see the forest through the trees' by highlighting some of the clear, consistent patterns in the results.

**Cross-border trips originate close to the border in México.** The vast majority of México residents started their trip into the U.S. from Tijuana (84%), with the balance of trips originating in Tecate (6%), Ensenada (5%), and Rosarito (4%). Less than 1% of respondents reported that their trip originated from a location other than these four identified cities. For more details and a breakdown of Tijuana trip origins by delegación, see *Trip Origin in México* on page 8.

**Trip destinations in the U.S. cluster close to the border.** Once across the border, México residents tend not to venture far in their travels. The total miles traveled in the U.S. per crossing was 29.76 on average (mean). Of the 5,868 trip destinations recorded in the study, more than three-quarters were clustered in three south county transportation subregional area boundaries (TSRAs): South Bay (28%), Chula Vista (27%), and Otay Mesa (23%). That said, there were some notable differences based on the port of entry (POE) utilized, with those crossing at San Ysidro being most likely to visit South Bay destinations, those crossing at Otay Mesa POE concentrating their trips in the Otay Mesa TSRA, and Tecate crossers tending to visit destinations in East County TSRAs including Mountain Empire, El Cajon, and Jamul. Tecate crossers also reported a much higher average number of total miles traveled in the U.S. (55.25) when compared to their counterparts. For more details, see *Location of Destinations in San Diego County* on page 21 and *Miles traveled in U.S.* on page 13.

**Shopping is the most common reason for crossing the border.** When asked to describe their *primary* reason for visiting the U.S., shopping accounted for more than half (52%) of all responses, followed by work or business (31%), visiting a friend or relative (9%), medical (2%), and school (2%). Primary trip purpose varied substantially by port of entry, age and gender, as well as employment status. México residents crossing into the U.S. through the San Ysidro and Otay Mesa POEs were most likely to cite *shopping* as the primary purpose of their trip (55% and 52%, respectively), whereas those crossing through Tecate were most likely to mention *work* (55%). When compared to their respective counterparts, those who mentioned work as their primary trip purpose tended to be younger (under 35), male, and employed full-time, whereas shopping was most commonly reported by those over 35 years of age, females, retirees, and homemakers. For more details, see *Primary U.S. Trip Purpose* on page 10.

**The average crosser visits multiple destinations in the U.S. and for a mix of reasons.**

México residents who make trips into San Diego County often visit multiple destinations within the County—with the average (mean) being 3.09 destinations per weekday of travel. Although some stops were naturally linked to the visitor's *primary* trip purpose, many others were for incidental purposes such as refueling, dining, or exchanging money. For example, whereas less

than 1% of respondents indicated that their U.S. trip was *primarily* motivated by dining/eating, more than 12% of all stops made in the U.S. by México residents were for this purpose. For more details, see *Number of Destinations in the U.S.* on page 14.

**Most U.S. destinations are reached by driving alone or in a carpool.** Driving alone (44%) or in a carpool with two to five people (30%) were by far the most common ways that individuals arrived at their destinations in the U.S., accounting for approximately three-quarters of all stops. Alternative and active transportation modes accounted for nearly all of the remaining stops, including bike (12%), Trolley (5%), walking/running (3%), and a local bus (3%). The mode of travel used for trips in the U.S. varied somewhat by the POE used for crossing into the U.S.. When compared to their respective counterparts, México residents crossing into the U.S. at Otay Mesa were the most likely to make trips driving alone in a personal vehicle, whereas those crossing at Tecate had a comparatively high rate of traveling in a carpool. San Ysidro crossers stood out from their counterparts with respect to their more frequent use of bikes and the Trolley for reaching their destinations in the U.S.. For more details, see *Mode of Travel in San Diego County* on page 30.

**The typical U.S. visit lasts less than one day.** The average duration of time respondents spent in the U.S. on their day of travel was 6.28 hours.<sup>7</sup> The duration of visit in the U.S. for those traveling through San Ysidro (6.33) and Otay Mesa (6.29) ports of entry was longer than among those who crossed through Tecate (5.55), on average. The duration of visit in the U.S. for those whose primary purpose was work (7.82), attending school (7.13), or visiting a friend or relative (6.90) was also longer than those whose primary purpose was shopping (5.37). For more details, see *Duration of U.S. Visit* on page 12.

**Proximity to the border also shapes U.S. resident trips to México.** More than nine-in-ten U.S. residents surveyed while crossing back into the U.S. at the San Ysidro, Otay Mesa and Tecate ports of entry reported that they live in southern California. San Diego County residents represented the majority of those surveyed (57%), followed by residents of Los Angeles County (18%), Riverside County (7%), and Orange County (6%). Among San Diego County residents, nearly nine-in-ten reported that they live in one of three south county cities: San Diego (58%), Chula Vista (24%), and National City (6%). For more details, see *Location of U.S. Residence* on page 36.

**U.S. residents generally visit México to socialize.** Whereas México residents' reasons for visiting the U.S. centered on shopping and work (see above), more than half of U.S. residents mentioned that their primary reason for visiting México was to visit a friend or relative (54%), followed by medical care (12%), shopping (10%), vacation (5%), picking-up/dropping-off a passenger (5%), and work or business (5%). For more details, see *Primary Purpose for Visiting México* on page 37.

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7. This estimate does not include time spent waiting to cross the border into the U.S., only the time spent in the U.S..

**The average México visit lasts two days.** Overall, U.S. residents reported staying an average of 2.03 days during their visit to México. However, the average length of stay was somewhat higher (2.40 days) for those visiting a friend or relative, and much higher (4.65 days) for those vacationing in México. For more details, see *Length of Stay in México & Frequency of Visits* on page 39.

**Interest in using the Otay Mesa East tolled border crossing was conditioned by several factors.** Although nearly two-thirds of respondents (México and U.S. residents) traveling by vehicle anticipated that they would *occasionally* use the Otay Mesa East tolled border crossing in the future, their willingness to pay was conditioned by a number of factors including the toll amount, expected wait time, and trip purpose. At the highest toll tested (\$20), approximately one-in-five respondents (22%) were willing to pay to reduce their wait time to less than 20 minutes. As the toll amount decreased to \$10, \$5, and \$3, the percentage of respondents who were willing to pay to cross the border faster increased to 46%, 79%, and 86%, respectively.

The amount of time an individual expected to wait at the border for their trip that day (and thus the amount of time they would save by using a tolled crossing) also shaped their willingness to use a tolled crossing. At the \$20 toll amount, for example, the percentage of respondents willing to pay to reduce their wait time to less than 20 minutes was 17% among those with an anticipated wait time of 80 to 119 minutes, 25% among those expecting a wait time of 120 to 179 minutes, and 32% among those who otherwise expected to wait in line at the border at least 180 minutes. As the toll amount decreased, there was less elasticity in demand based on wait time, with more than eight-in-ten respondents (86%) willing to invest \$3 in a faster crossing regardless of how long they expected to otherwise be waiting at the border that day. For more details, see *Value of Time* on page 40.

**The current study findings are similar to the 2010 study findings** SANDAG commissioned a cross-border travel behavior study in 2010 with many of the same goals as the present study—to profile the travel behaviors of México residents who cross into San Diego County via the Otay Mesa-Mesa de Otay, San Ysidro-Puerta México, and Tecate-Tecate ports of entry and develop a cross-border travel model to forecast travel patterns and associated impacts on the transportation network in the San Diego region. Although a decade has passed since the 2010 study and the economic situation was far different in 2010 (Great Recession) than in strong economy that characterized the latter months of 2019 and early 2020, the results of the current study are quite consistent with the 2010 study in most respects. The notable exceptions are as follows:

- The distribution of primary trip purpose in the current study showed fewer shopping trips (-3%) and trips to visit a friend or relative (-2%) when compared to 2010, coupled with an increase in work-related trips (+5%). The increase in work-related trips was especially pronounced among those crossing at the Tecate POE.
- The balance of trip purposes across border crosser demographics shifted between 2010 and 2019, with younger individuals (under 35 years of age) reporting a substantially higher percentage of work trips in 2019 than in 2010, and full-time workers also reporting a higher percentage of trips into the U.S. for work in 2019.
- The average duration of México residents' stays in the U.S. was higher in 2019 (6.28 hours) when compared to 2010 (5.14 hours).

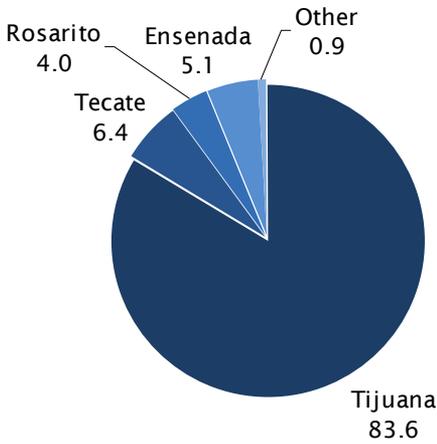
- The average number of destinations visited by México residents in the U.S. was higher in 2019 (3.09) than in 2010 (2.75).
- The number of border crossings that resulted in a stop for dining/eating increased from 23% to 34% between 2010 and 2019. The percentage of crossings that resulted in a work-related stop also increased from 15% in 2010 to 23% in 2019.

## MÉXICO RESIDENT: U.S. TRIP DETAILS

The primary objective of this study was to inform SANDAG’s cross-border travel model, and thus the initial interview and subsequent travel diary focused on the *why*, *when*, *where*, and *how* of trips made by México residents into San Diego County. That is, *why* are México residents traveling into San Diego County? *When* are they making trips? *Where* are they going? And *how* are they getting there? This section of the report presents the answers to these and related questions.

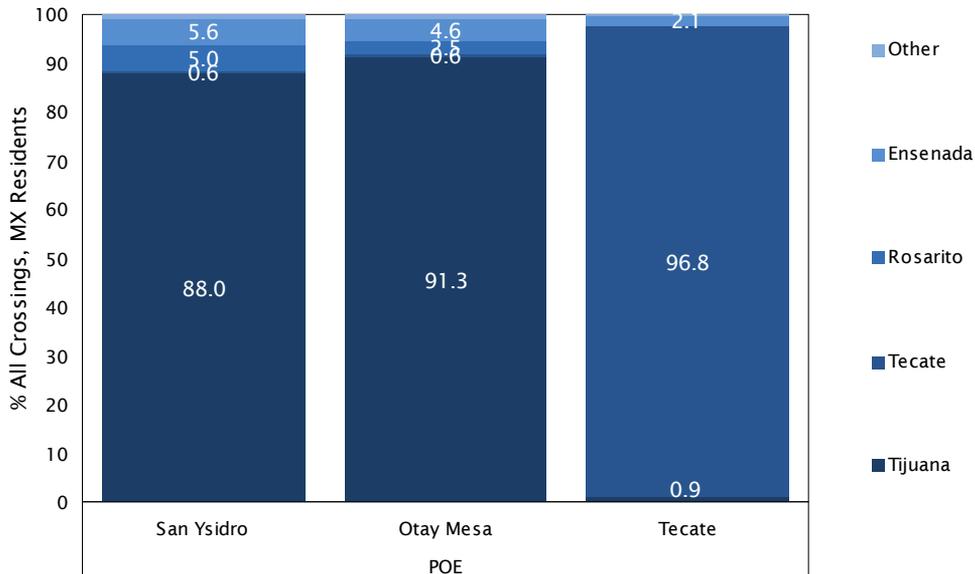
**TRIP ORIGIN IN MÉXICO** Near the outset of the interview, México residents were asked to identify the location from which their trip began that day in México. As shown in Figure 2, the vast majority of travelers started their trip in Tijuana (84%), with the balance of trips originating in Tecate (6%), Ensenada (5%), and Rosarito (4%). Less than 1% of respondents reported that their trip originated from a location other than these four identified cities.

**FIGURE 2 MÉXICO ORIGIN CITY**

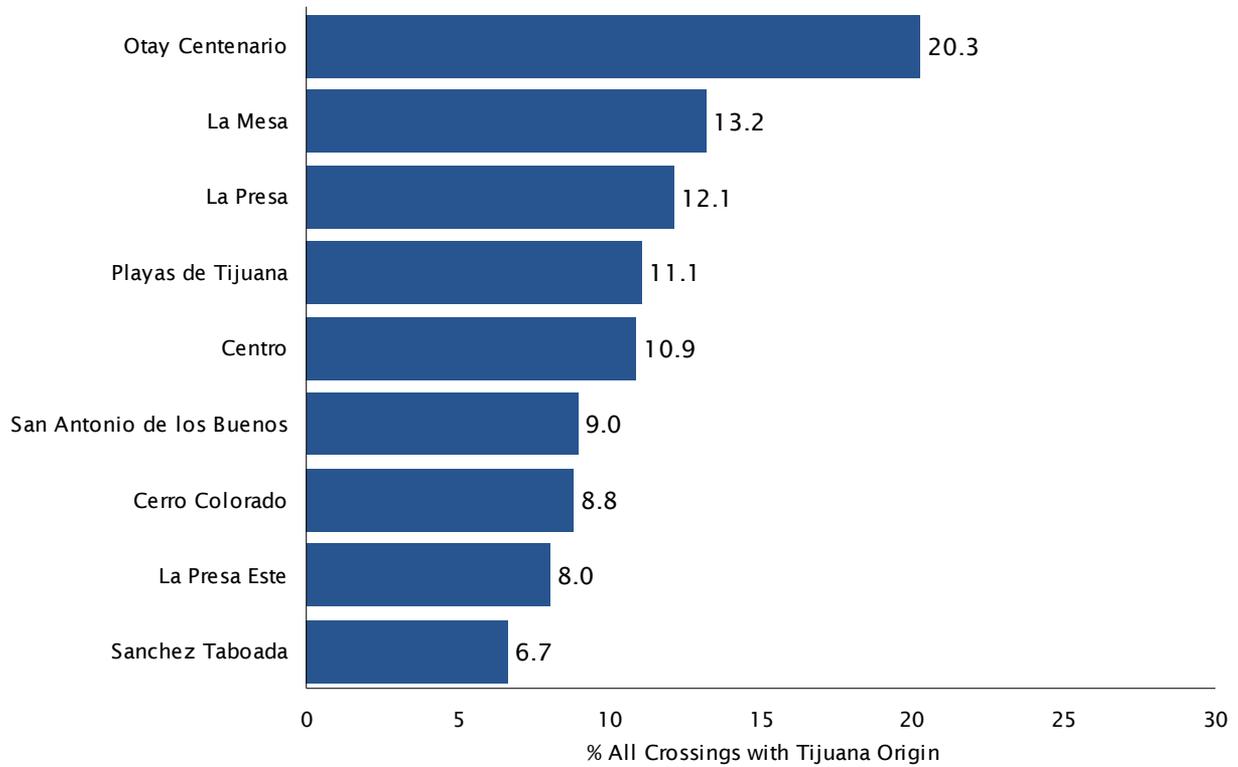


Not surprisingly, the distribution of trip origins varied by port of entry (POE). For both the San Ysidro and Otay Mesa ports of entry, approximately nine in ten trips originated in Tijuana. With the Tecate POE being much further east, nearly all respondents (97%) who crossed at that POE reported that their trip originated in Tecate (see Figure 3). For the interested reader, Figure 4 provides a more detailed breakdown of trip origin by delegación among trips originating in Tijuana, whereas Figure 5 provides the same analysis distinguishing between the POE used for crossing.

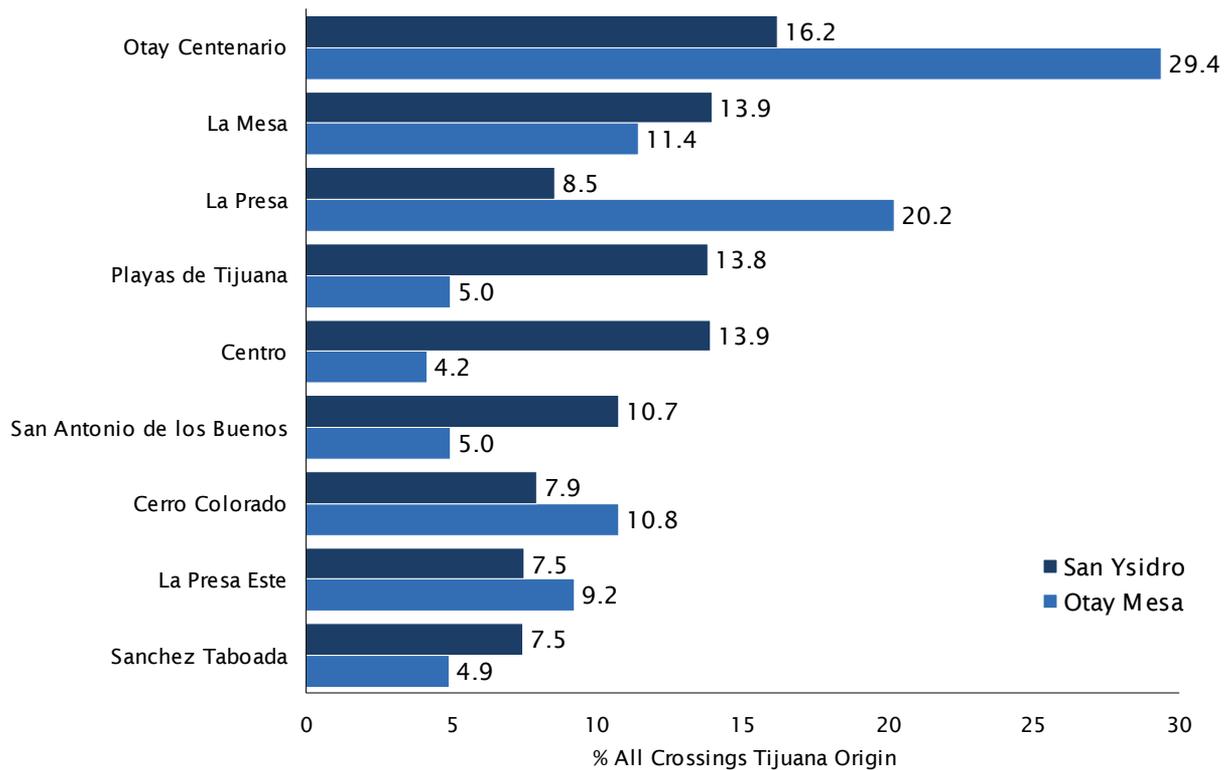
**FIGURE 3 MÉXICO ORIGIN CITY BY POE**



**FIGURE 4 TIJUANA TRIP ORIGIN BY DELEGACIÓN**



**FIGURE 5 TIJUANA TRIP ORIGIN BY DELEGACIÓN BY POE**



**PRIMARY DESTINATION IN UNITED STATES** During the initial interview, respondents were also asked to identify the *primary* destination for their trip into the United States that day. Table 1 presents the overall distribution of primary destinations by city, as well as the patterns according to the POE used by the traveler. The table makes clear that the vast majority of México residents who cross the border into San Diego County have a primary destination in south county. The cities of Chula Vista (43%) and San Diego (30%) alone accounted for nearly three-quarters of primary trip destinations. Adding the San Ysidro area (6%), La Mesa (4%), Otay Mesa area (4%), National City (3%), and El Cajon (1%) to Chula Vista and San Diego accounts for nine in ten primary destinations reported by survey participants.

**TABLE 1 PRIMARY U.S. DESTINATION CITY BY OVERALL & POE**

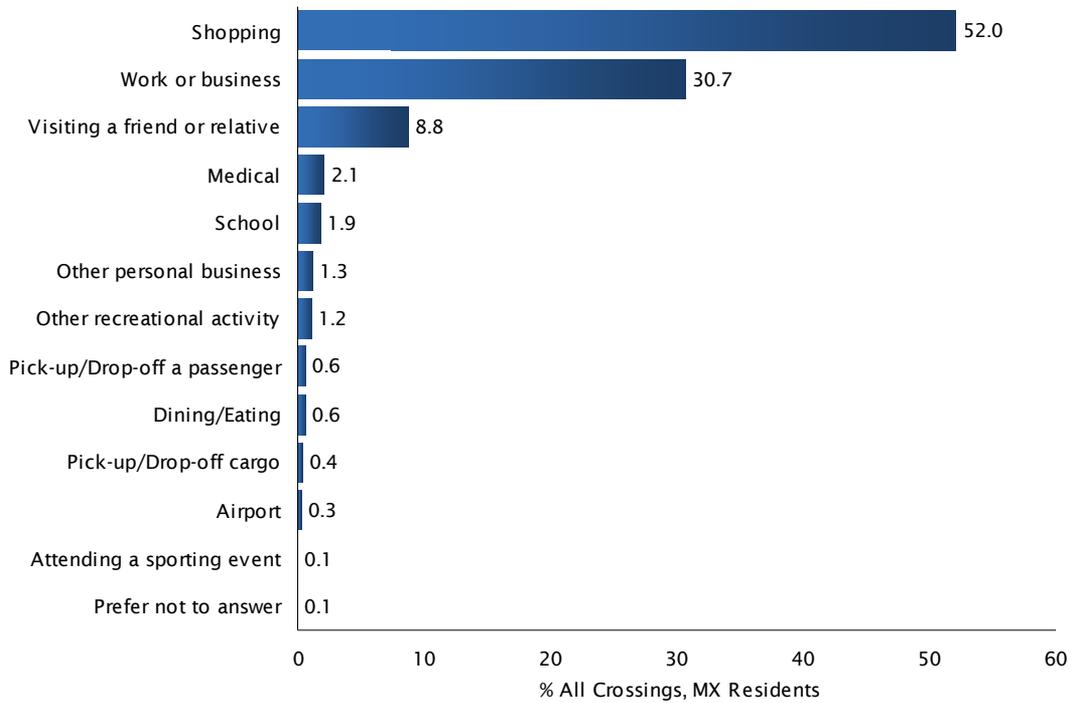
|                   | Overall | POE        |           |        |
|-------------------|---------|------------|-----------|--------|
|                   |         | San Ysidro | Otay Mesa | Tecate |
| Chula Vista       | 42.6%   | 49.8%      | 32.5%     | 12.7%  |
| San Diego         | 30.1%   | 30.0%      | 29.5%     | 35.1%  |
| San Ysidro area   | 5.6%    | 7.0%       | 3.3%      | 0.5%   |
| La Mesa           | 3.9%    | 1.2%       | 10.4%     | 3.1%   |
| Otay Mesa area    | 3.9%    | 0.4%       | 12.7%     | 0.6%   |
| National City     | 2.7%    | 2.8%       | 2.7%      | 0.9%   |
| El Cajon          | 1.4%    | 0.8%       | 0.6%      | 10.4%  |
| Coronado          | 0.8%    | 1.1%       | 0.2%      | 0.0%   |
| Tecate area       | 0.6%    | 0.0%       | 0.0%      | 9.0%   |
| Lemon Grove       | 0.3%    | 0.3%       | 0.1%      | 1.6%   |
| Imperial Beach    | 0.3%    | 0.4%       | 0.2%      | 0.2%   |
| Oceanside         | 0.3%    | 0.3%       | 0.3%      | 0.3%   |
| Escondido         | 0.3%    | 0.2%       | 0.3%      | 0.2%   |
| Campo             | 0.2%    | 0.0%       | 0.0%      | 3.9%   |
| Santee            | 0.2%    | 0.1%       | 0.4%      | 0.0%   |
| Del Mar           | 0.2%    | 0.1%       | 0.2%      | 0.0%   |
| Poway             | 0.2%    | 0.2%       | 0.1%      | 0.0%   |
| Solana Beach      | 0.1%    | 0.1%       | 0.1%      | 0.3%   |
| Carlsbad          | 0.1%    | 0.1%       | 0.0%      | 0.0%   |
| Encinitas         | 0.1%    | 0.1%       | 0.0%      | 0.0%   |
| San Marcos        | 0.0%    | 0.0%       | 0.1%      | 0.0%   |
| Vista             | 0.0%    | 0.0%       | 0.1%      | 0.0%   |
| Outside SD County | 2.9%    | 2.5%       | 2.9%      | 7.3%   |
| Not sure          | 3.3%    | 2.3%       | 3.4%      | 13.8%  |

**PRIMARY U.S. TRIP PURPOSE** Figure 6 on the next page presents the primary reason respondents offered for *why* they chose to travel into San Diego County on a weekday. Shopping accounted for more than half (52%) of all responses, followed by work or business (31%), visiting a friend or relative (9%), medical (2%), and school (2%). No other specific trip purpose accounted for more than 2% of border crossings, overall.<sup>8</sup>

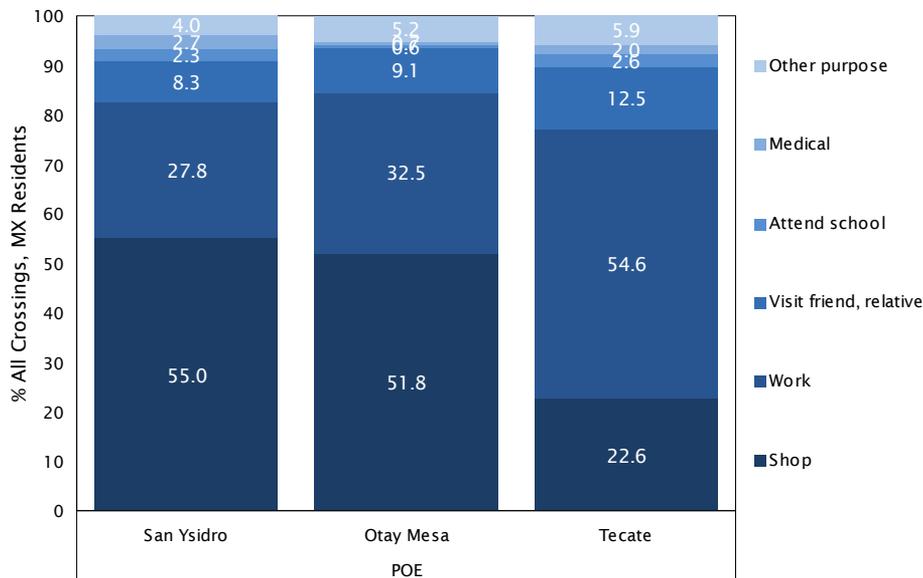
8. One potential concern for the study was a respondent misreporting their true trip purpose in the event they were crossing the border for work without proper authorization. Specifically, an individual may report they were crossing into the U.S. for shopping rather than work. However, close examination of stated trip purpose by frequency of traveling into the U.S. (see Figure 39), trip duration (see Figure 10), number of destinations visited (Figure 12), the timing when crossing the border (see Figure 9), and by respondent employment status (see Figure 9) support the position that under-reporting of work trips did not happen on a significant scale.

Trip purpose varied substantially by POE (Figure 7), age and gender (Figure 8), as well as employment status (Figure 9). México residents crossing into the U.S. through the San Ysidro and Otay Mesa POEs were most likely to cite *shopping* as the primary purpose of their trip (55% and 52%, respectively), whereas those crossing through Tecate were most likely to mention *work* (55%). Those mentioning work as their primary trip purpose also tended to be younger (under 35), male, and employed full-time, whereas shopping was most commonly reported by those over 35 years of age, females, retirees, and homemakers.

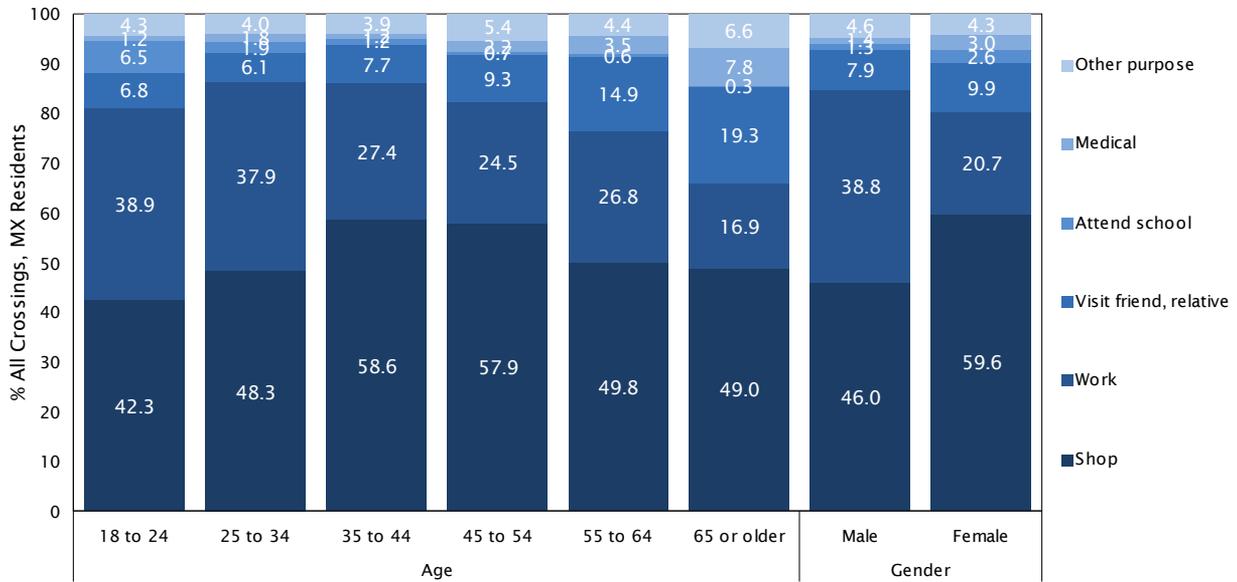
**FIGURE 6 PRIMARY U.S. TRIP PURPOSE**



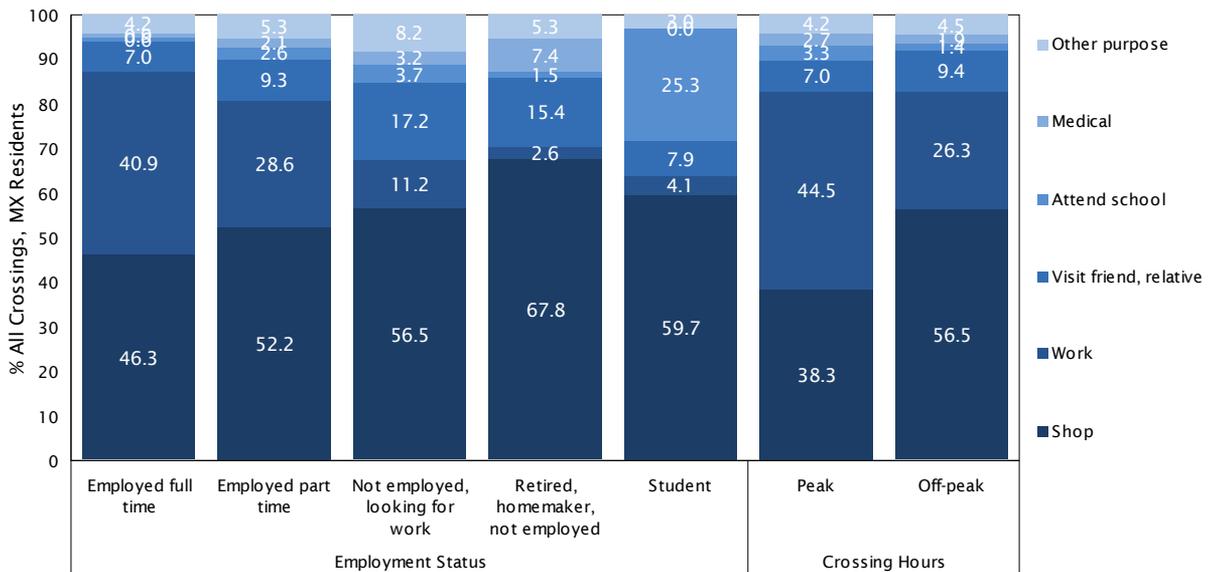
**FIGURE 7 PRIMARY U.S. TRIP PURPOSE BY POE<sup>9</sup>**



**FIGURE 8 PRIMARY U.S. TRIP PURPOSE BY AGE & GENDER**



**FIGURE 9 PRIMARY U.S. TRIP PURPOSE BY EMPLOYMENT STATUS AND TIME OF CROSSING**

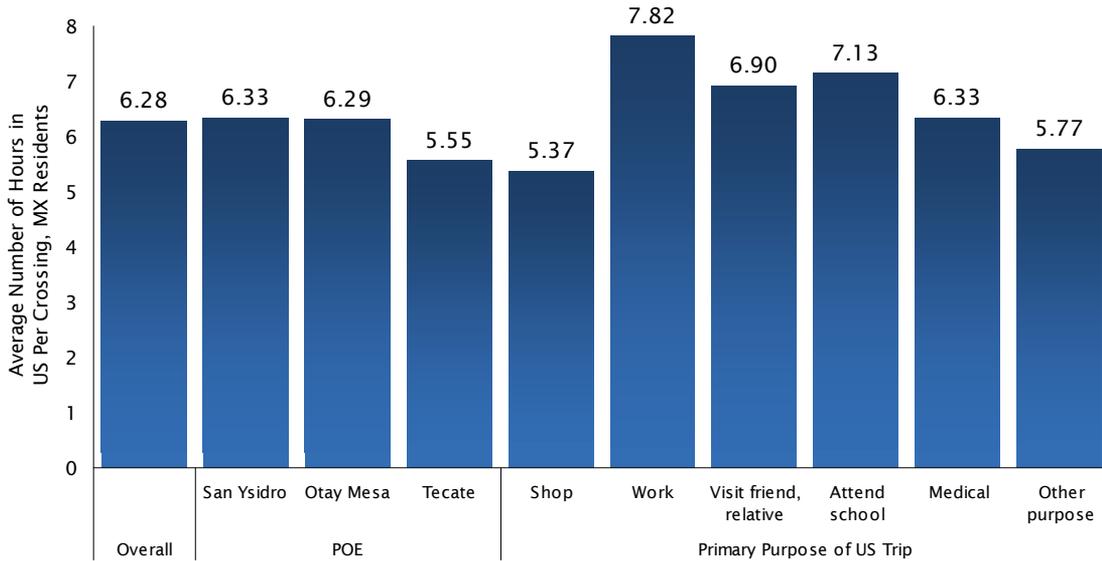


**DURATION OF U.S. VISIT** The travel diary captured the respondent’s time of crossing into the U.S., time of arriving and departing each stop within San Diego County, and time crossing back into México. Using this information, the total duration of a respondent’s U.S. visit was calculated. As shown in Figure 10 on the next page, the average duration of time respondents spent in the U.S. on their day of travel was 6.28 hours. The duration of visit in the U.S. for those traveling through San Ysidro (6.33) and Otay Mesa (6.29) POEs was longer than among those who crossed through Tecate (5.55), on average. The duration of visit in the U.S. for those whose

9. The ‘other purpose’ category in this figure combines all other trip purposes not otherwise listed in the figure, such as dining, attending a sporting event, going to the airport, etc.

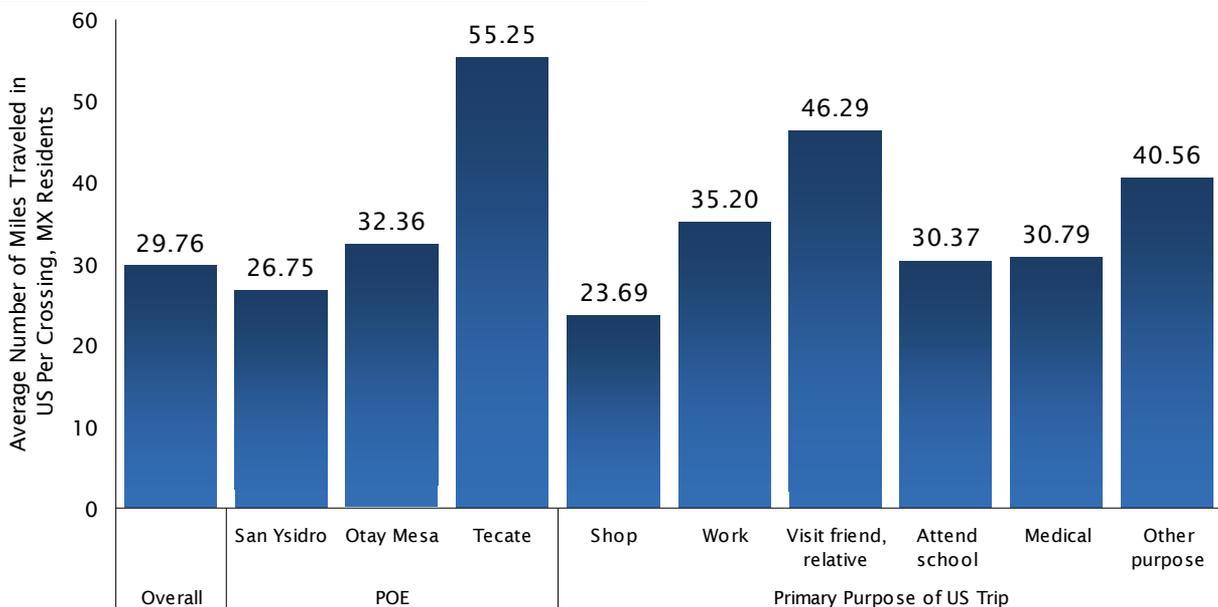
primary purpose was work (7.82), attending school (7.13), or visiting a friend or relative (6.90) was also longer than those whose primary purpose was shopping (5.37).

**FIGURE 10 AVERAGE NUMBER OF HOURS IN U.S. PER CROSSING BY POE & PRIMARY PURPOSE OF U.S. TRIP**



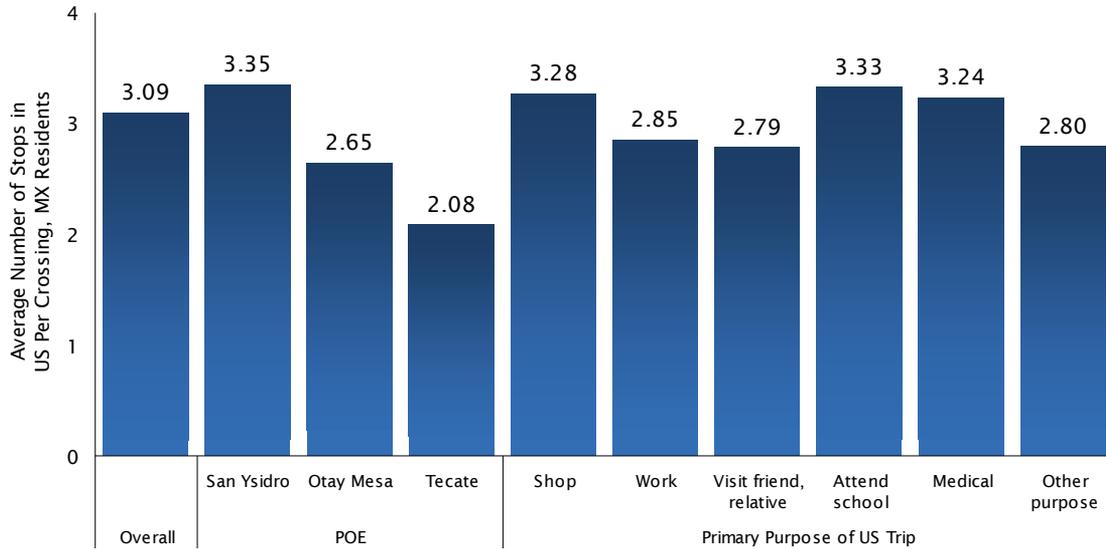
**MILES TRAVELED IN U.S.** Based on the POE of crossing and the locations visited in the U.S. and assuming they took the shortest route between destinations, México residents who crossed the border into San Diego County traveled an average 29.76 miles while in the U.S.. As shown in Figure 11, the average miles traveled varied by POE and primary trip purpose, with those crossing at Tecate, those traveling to visit a friend or relative, and those whose primary trip purpose was ‘other’ than the main categories shown reporting higher than average miles traveled in the U.S..

**FIGURE 11 AVERAGE MILES TRAVELED IN U.S. PER CROSSING: MÉXICO RESIDENTS**



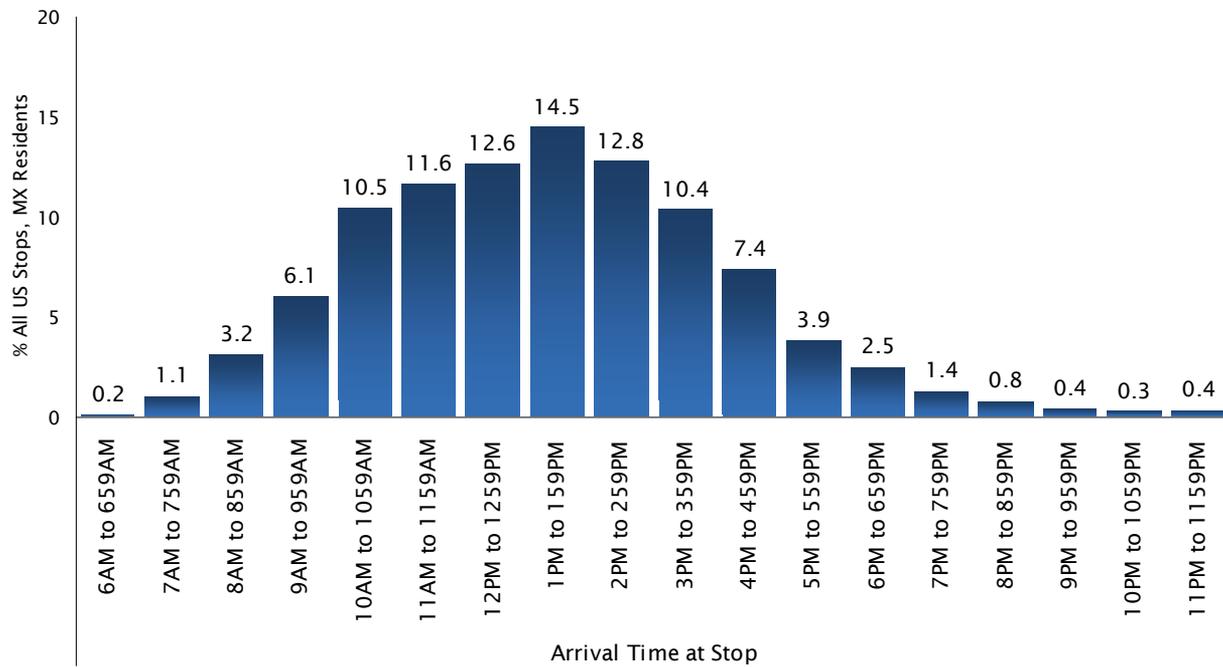
**NUMBER OF DESTINATIONS IN THE U.S.** Figure 12 displays the average number of destinations reported by México residents for their most recent weekday of travel into the U.S.. As shown in the figure, México residents reported an average of 3.09 stops during their U.S. visit. Those crossing into San Diego County through San Ysidro (3.35) made more trips on average than those crossing at Otay Mesa (2.65) or Tecate (2.08). Although respondents had a wide range of primary reasons for visiting the U.S., it is noteworthy that the number of stops made in the U.S. was fairly consistent across primary trip purpose categories, ranging from a low of 2.79 trips to a high of 3.33 trips.

**FIGURE 12 AVERAGE NUMBER OF STOPS IN U.S. PER CROSSING BY POE & PRIMARY PURPOSE OF U.S. TRIP**

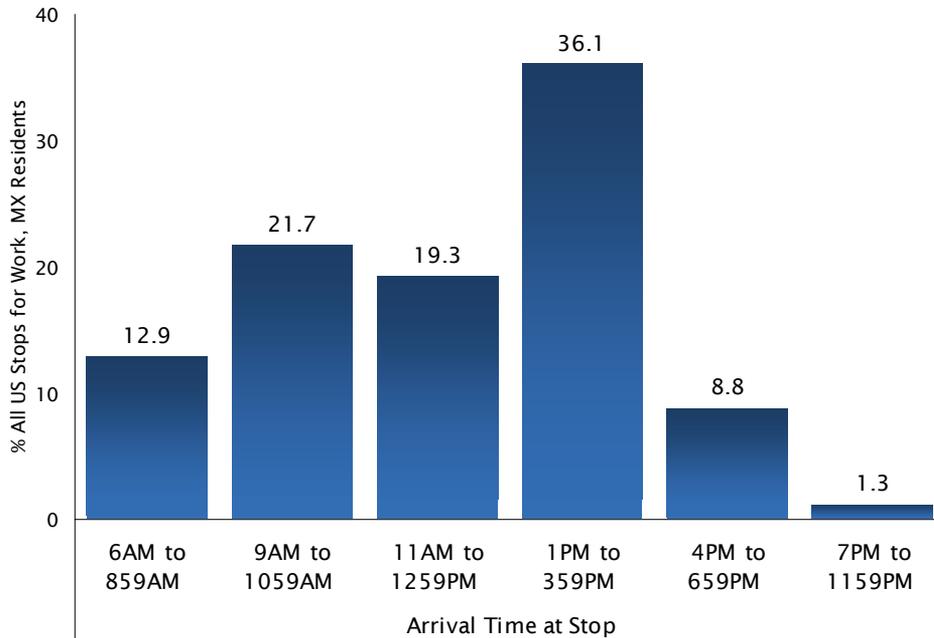


**TIME OF STOPS IN U.S.** In the diary portion of the study, México residents reported a total of 5,868 trip destinations (stops) in the U.S. during their day of travel. Keeping in mind that respondents were recruited to participate in the study between the hours of 5:00AM and 6:00PM, Figure 13 shows the distribution of trip arrival times in the U.S., the bulk of which cluster between the hours of 10:00AM and 3:00PM. Figures 14-19 show how the timing of trip arrivals varied by trip purpose.

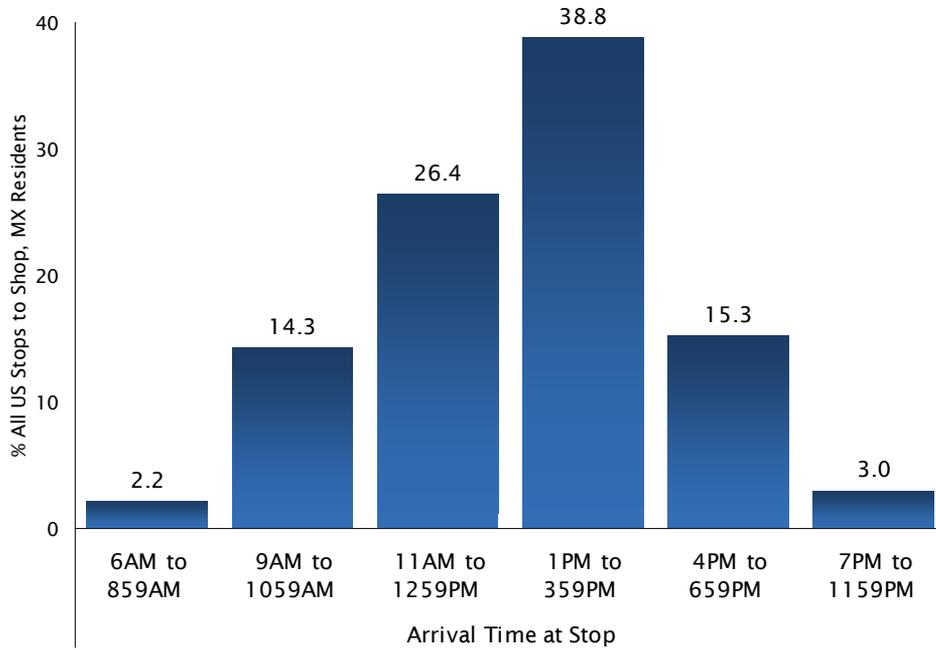
**FIGURE 13 DISTRIBUTION OF TRIP STOPS BY ARRIVAL TIME: ALL TRIPS**



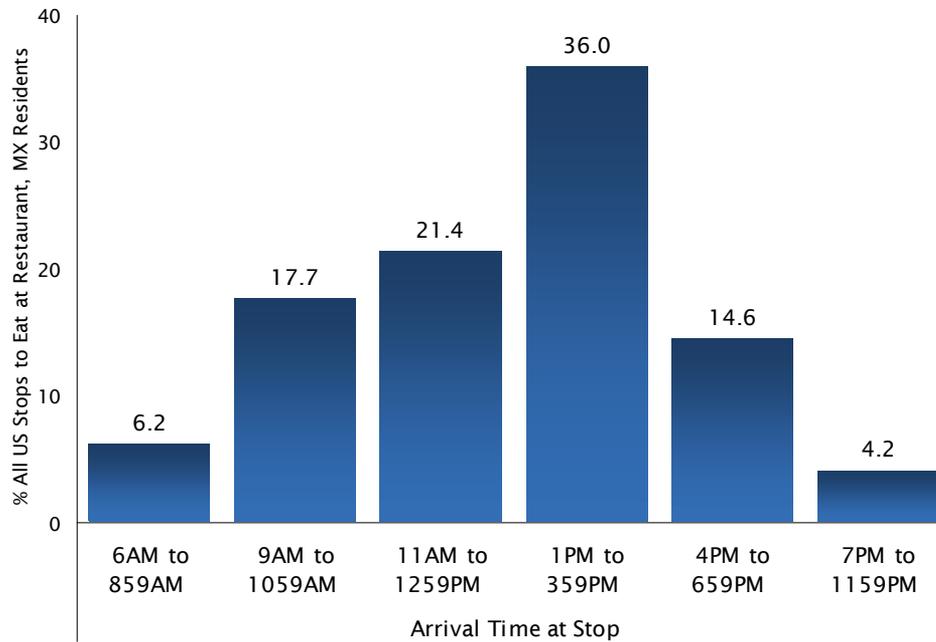
**FIGURE 14 DISTRIBUTION OF TRIP STOPS BY ARRIVAL TIME: WORK TRIPS**



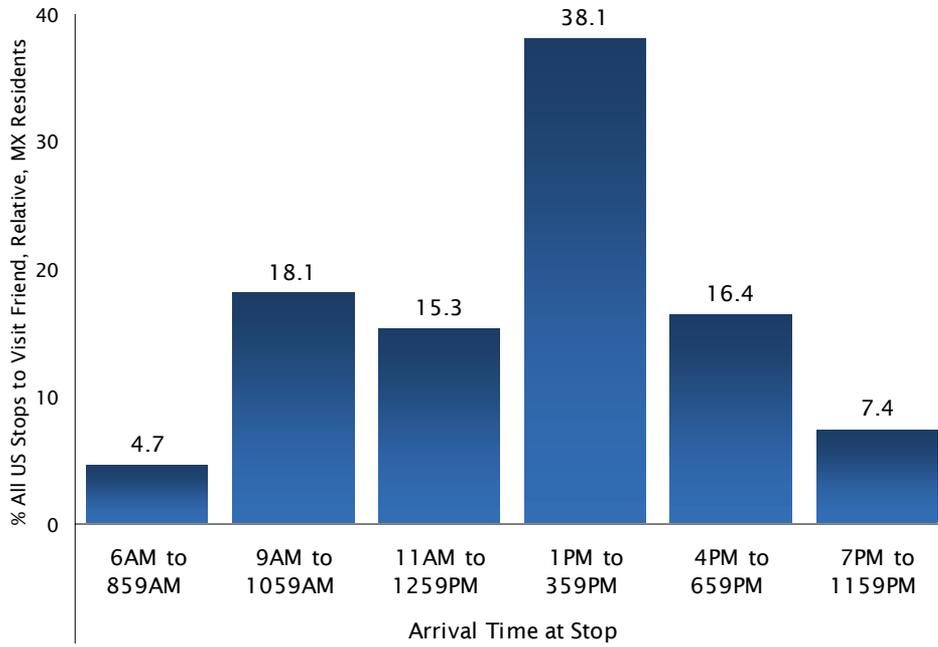
**FIGURE 15 DISTRIBUTION OF TRIP STOPS BY ARRIVAL TIME: SHOPPING TRIPS**



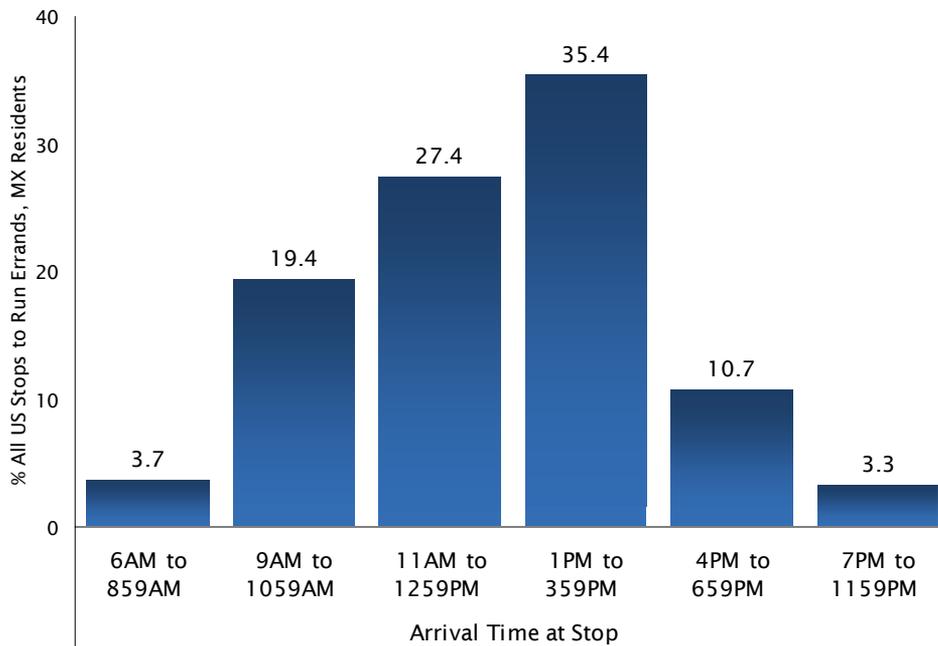
**FIGURE 16 DISTRIBUTION OF TRIP STOPS BY ARRIVAL TIME: DINING TRIPS**



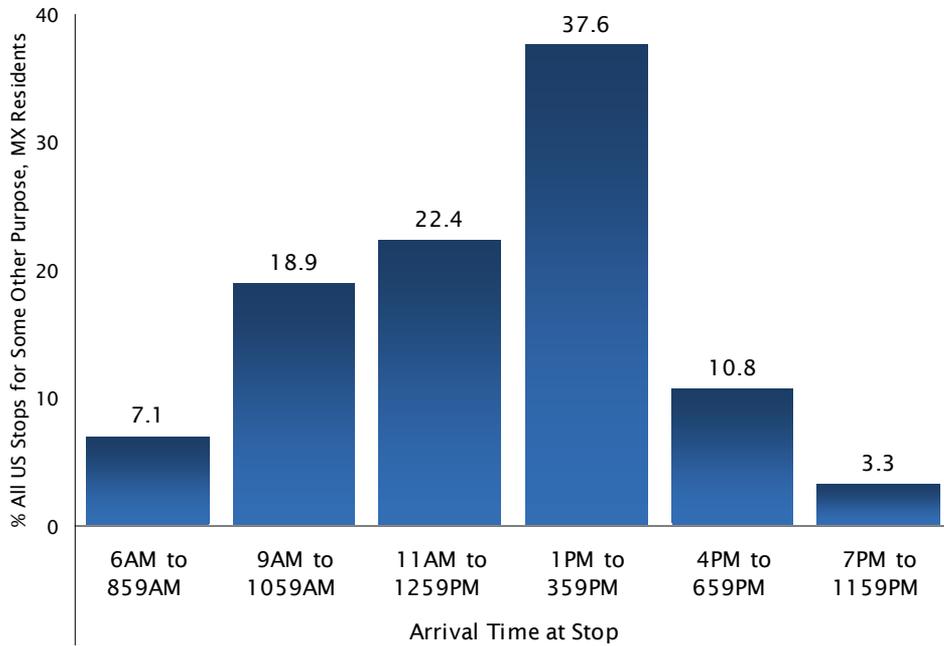
**FIGURE 17 DISTRIBUTION OF TRIP STOPS BY ARRIVAL TIME: VISITING FRIENDS OR RELATIVES**



**FIGURE 18 DISTRIBUTION OF TRIP STOPS BY ARRIVAL TIME: ERRANDS**

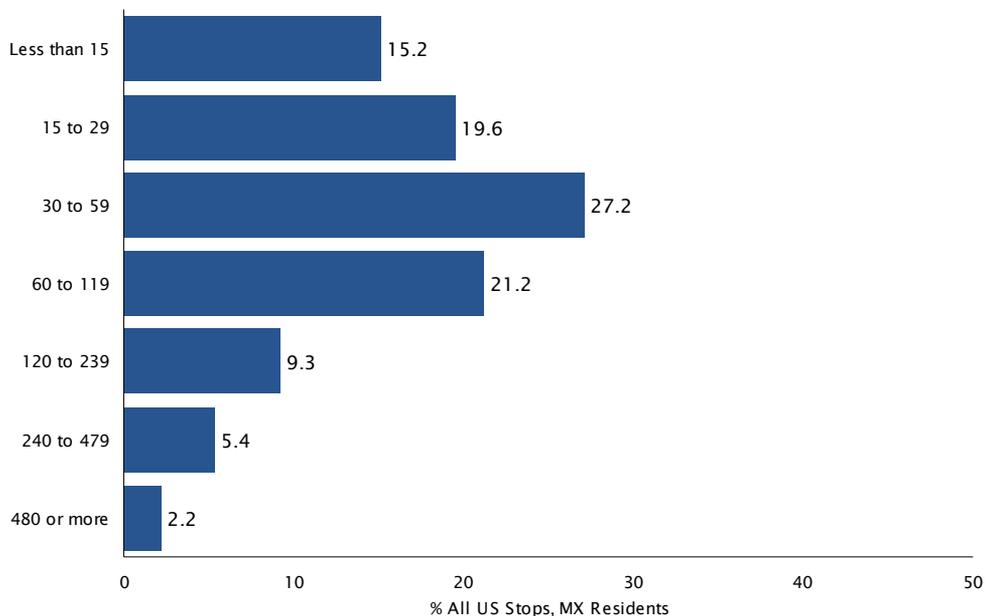


**FIGURE 19 DISTRIBUTION OF TRIP STOPS BY ARRIVAL TIME: OTHER TRIP PURPOSES**

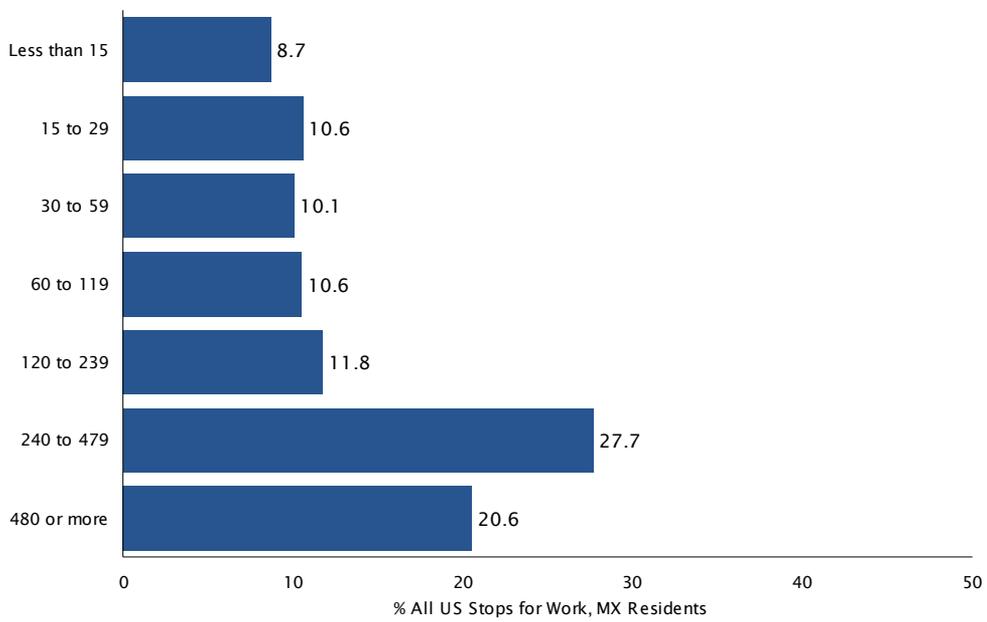


**DURATION OF STOPS IN U.S.** Calculating the difference between when a respondent arrived at a destination in the U.S. and when they departed for a different location allows one to estimate the time spent (duration) at each destination in the U.S.. The majority (62%) of all location visits lasted less than one hour (Figure 20), although the duration of visit varied substantially by trip purpose as shown in figures 21-26. As one might expect, work trips tended to be much longer than other types of trips, with errands typically having the shortest duration.

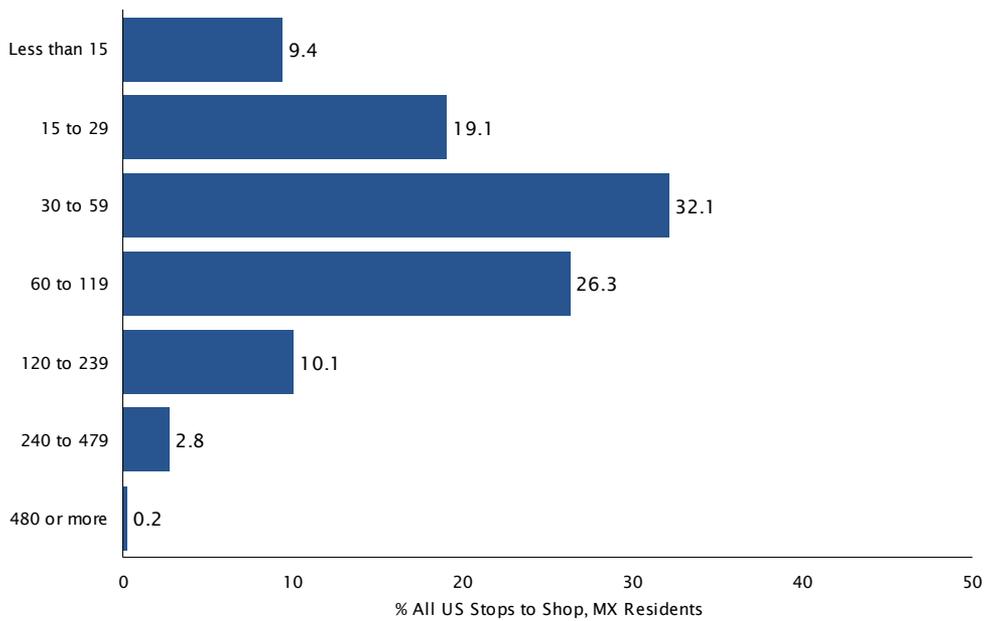
**FIGURE 20 DURATION OF DESTINATION VISIT IN MINUTES**



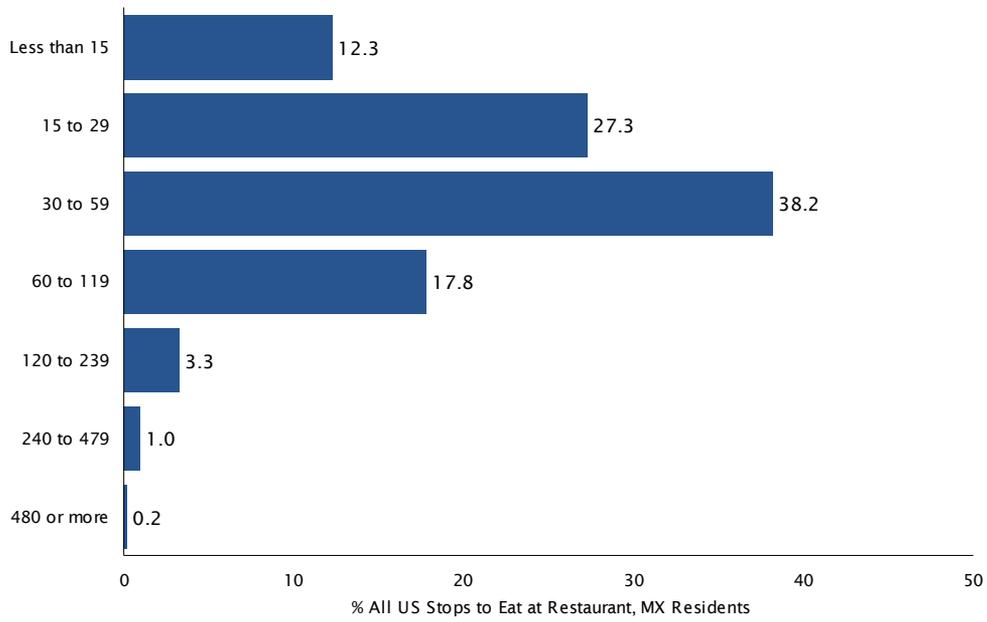
**FIGURE 21 DURATION OF DESTINATION VISIT IN MINUTES: WORK TRIPS**



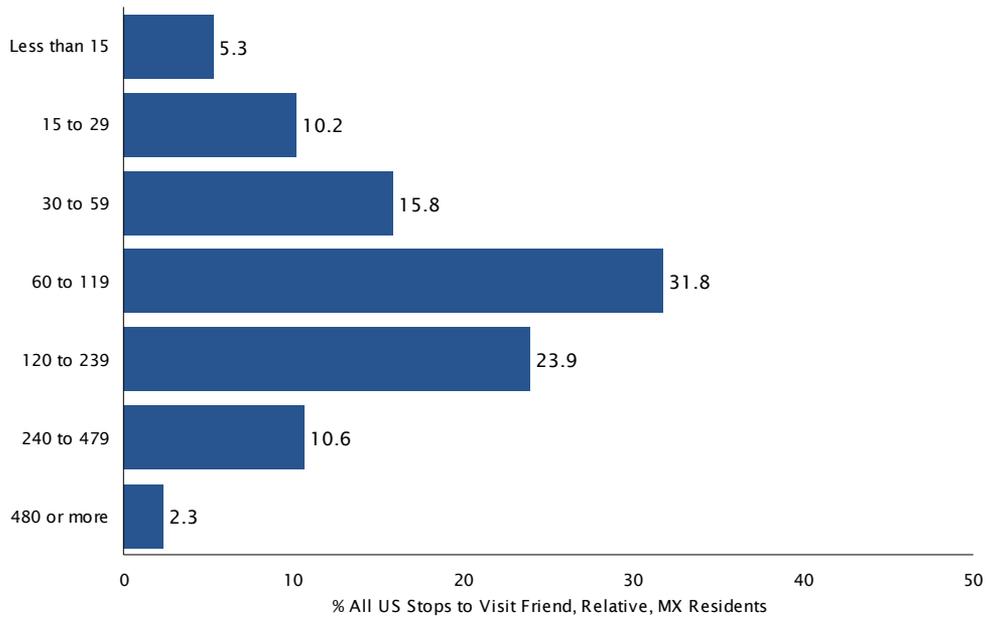
**FIGURE 22 DURATION OF DESTINATION VISIT IN MINUTES: SHOPPING TRIPS**



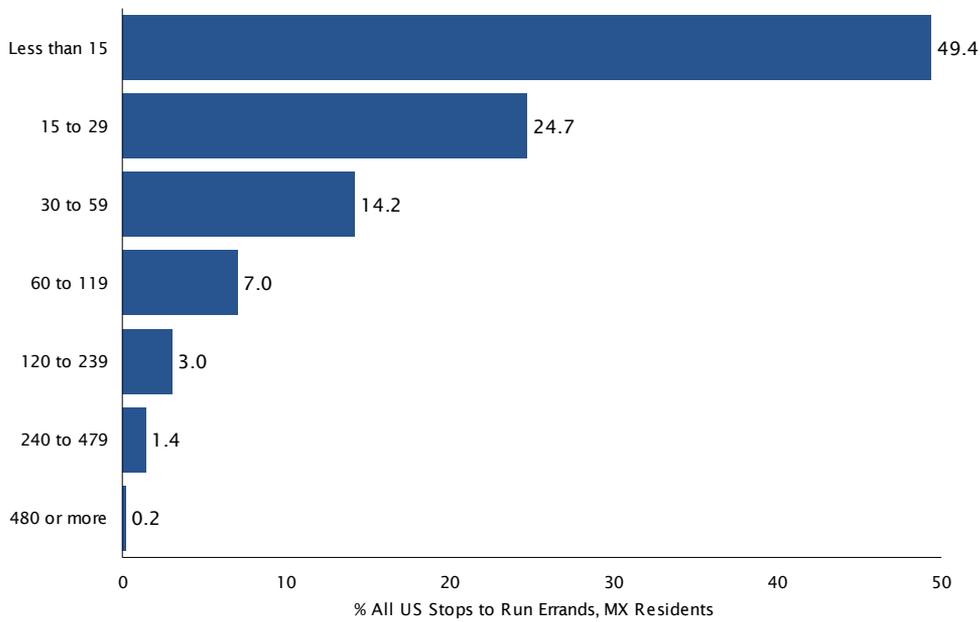
**FIGURE 23 DURATION OF DESTINATION VISIT IN MINUTES: DINING TRIPS**



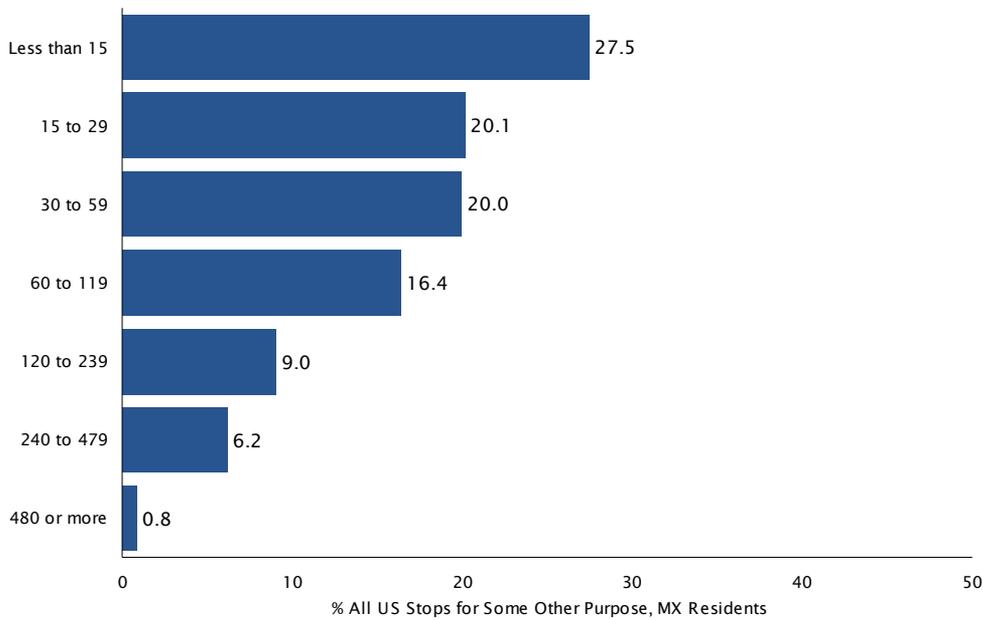
**FIGURE 24 DURATION OF DESTINATION VISIT IN MINUTES: VISITING FRIEND OR RELATIVE TRIPS**



**FIGURE 25 DURATION OF DESTINATION VISIT IN MINUTES: ERRAND TRIPS**



**FIGURE 26 DURATION OF DESTINATION VISIT IN MINUTES: OTHER PURPOSE TRIPS**



**LOCATION OF DESTINATIONS IN SAN DIEGO COUNTY** As noted above, México residents typically visit multiple destinations within San Diego County during their weekday travel. Figure 27 shows how San Diego County is divided into transportation subregional areas (TSRAs), whereas Table 2 and the following maps summarize *where* México residents were going within the County based on geo-coded addresses for all reported destinations, primary and otherwise. As was found to be the case for *primary* destinations (see Table 1 on page 10), when broadening the analysis to include *all* destinations they cluster heavily in south county TSRAs,

with the South Bay (28%), Chula Vista (27%), and Otay Mesa (23%) TSRAs accounting for more than three-quarters of all destinations reported by México residents who crossed into the U.S. (see Table 2 and Figure 28). That said, there were some notable differences based on the POE utilized, with those crossing at San Ysidro being most likely to visit South Bay destinations, those crossing at Otay Mesa concentrating their trips in Otay Mesa, and Tecate crossers tending to visit destinations in East County TSRAs including Mountain Empire, El Cajon, and Jamul.

**FIGURE 27 MAP OF TSRAS IN SAN DIEGO COUNTY**

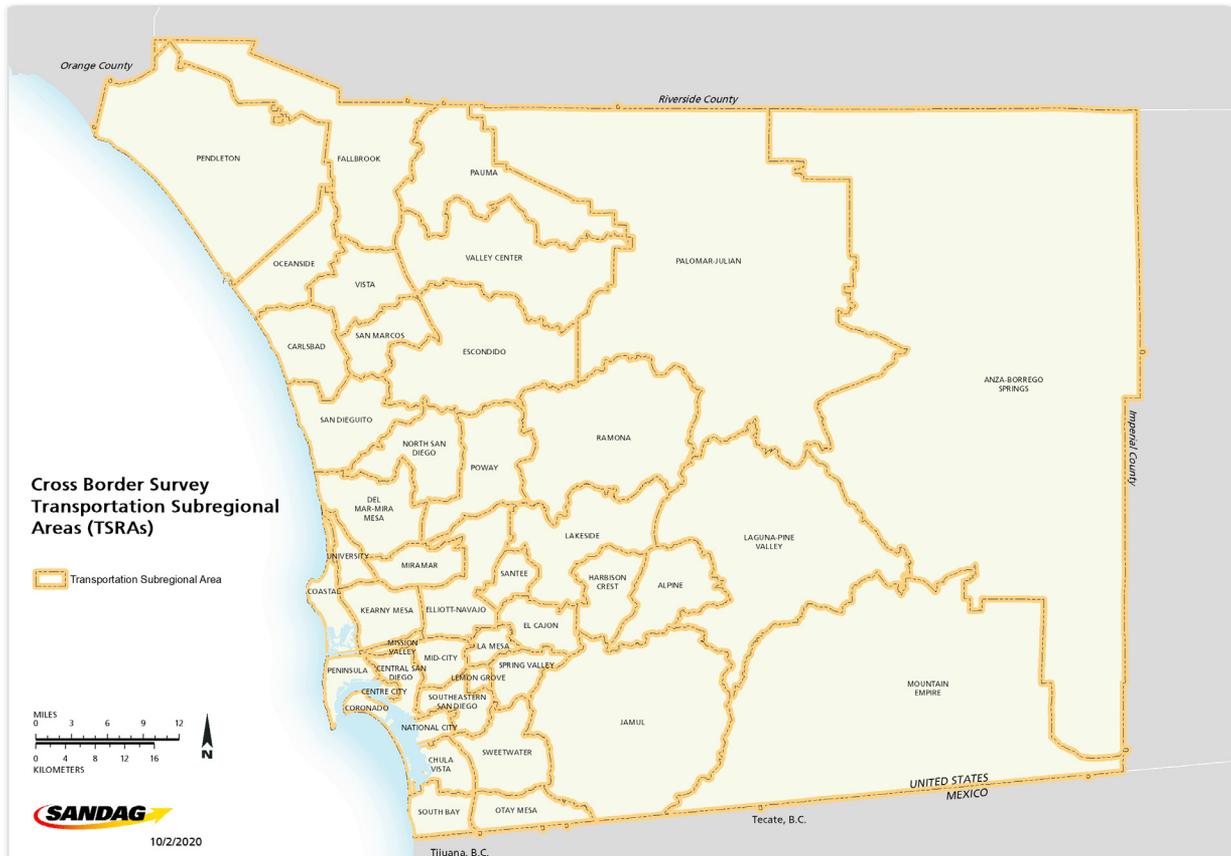


TABLE 2 PERCENTAGE OF STOPS IN SAN DIEGO COUNTY TSRAS BY POE

|                        | Overall | POE        |           |        |
|------------------------|---------|------------|-----------|--------|
|                        |         | San Ysidro | Otay Mesa | Tecate |
| South Bay              | 27.57%  | 32.87%     | 14.62%    | 2.03%  |
| Chula Vista            | 27.08%  | 29.96%     | 21.07%    | 6.36%  |
| Otay Mesa              | 23.28%  | 18.02%     | 42.91%    | 4.13%  |
| Sweetwater             | 5.00%   | 4.13%      | 7.49%     | 6.96%  |
| National City          | 2.96%   | 3.12%      | 2.67%     | 1.63%  |
| Centre City            | 1.58%   | 1.83%      | 0.98%     | 0.31%  |
| Central San Diego      | 1.46%   | 1.66%      | 0.89%     | 1.05%  |
| Mountain Empire        | 1.20%   | 0.00%      | 0.00%     | 34.27% |
| Kearny Mesa            | 1.17%   | 1.17%      | 1.25%     | 0.74%  |
| Mid-City               | 1.05%   | 1.23%      | 0.49%     | 1.18%  |
| Mission Valley         | 1.03%   | 1.15%      | 0.74%     | 0.43%  |
| El Cajon               | 0.98%   | 0.42%      | 1.12%     | 11.74% |
| Peninsula              | 0.78%   | 0.69%      | 1.01%     | 1.19%  |
| Southeastern San Diego | 0.78%   | 0.88%      | 0.51%     | 0.43%  |
| Spring Valley          | 0.71%   | 0.47%      | 0.36%     | 8.01%  |
| Lemon Grove            | 0.39%   | 0.29%      | 0.34%     | 2.78%  |
| Jamul                  | 0.38%   | 0.03%      | 0.00%     | 10.31% |
| La Mesa                | 0.32%   | 0.12%      | 0.81%     | 1.32%  |
| Santee                 | 0.32%   | 0.23%      | 0.39%     | 1.58%  |
| Coastal                | 0.28%   | 0.32%      | 0.08%     | 0.62%  |
| Del Mar-Mira Mesa      | 0.26%   | 0.23%      | 0.39%     | 0.00%  |
| Poway                  | 0.18%   | 0.11%      | 0.43%     | 0.00%  |
| Escondido              | 0.17%   | 0.16%      | 0.21%     | 0.00%  |
| University             | 0.16%   | 0.15%      | 0.16%     | 0.31%  |
| Elliott-Navajo         | 0.13%   | 0.09%      | 0.21%     | 0.43%  |
| Lakeside               | 0.10%   | 0.08%      | 0.16%     | 0.00%  |
| Oceanside              | 0.09%   | 0.06%      | 0.22%     | 0.00%  |
| Coronado               | 0.09%   | 0.12%      | 0.00%     | 0.00%  |
| Fallbrook              | 0.07%   | 0.08%      | 0.00%     | 0.31%  |
| San Dieguito           | 0.07%   | 0.08%      | 0.08%     | 0.00%  |
| Miramar                | 0.07%   | 0.06%      | 0.00%     | 0.57%  |
| San Marcos             | 0.06%   | 0.03%      | 0.09%     | 0.57%  |
| Vista                  | 0.06%   | 0.03%      | 0.18%     | 0.00%  |
| North San Diego        | 0.06%   | 0.06%      | 0.09%     | 0.00%  |

FIGURE 28 DISTRIBUTION OF ALL STOPS

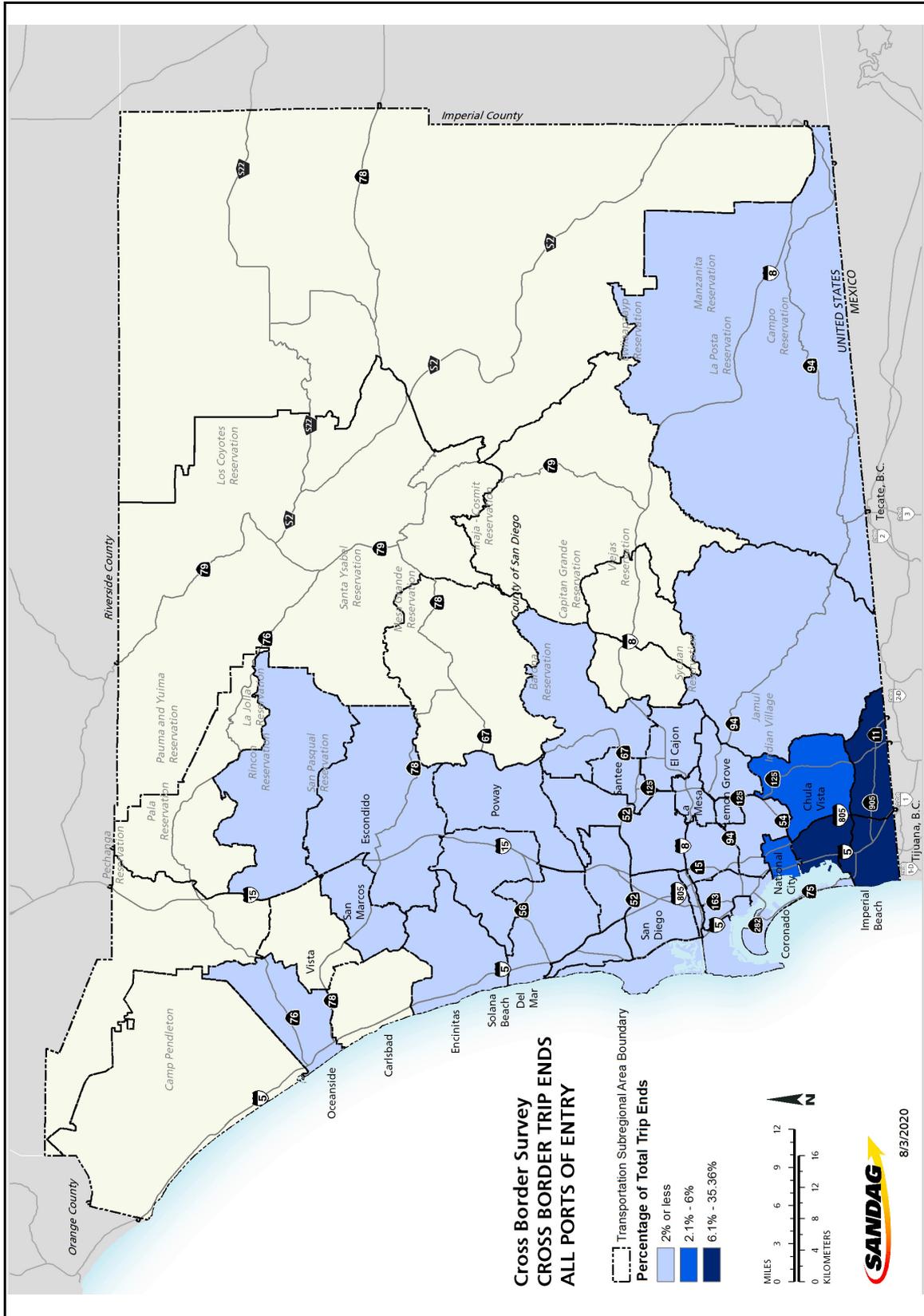


FIGURE 29 DISTRIBUTION OF ALL STOPS FROM SAN YSIDRO POE

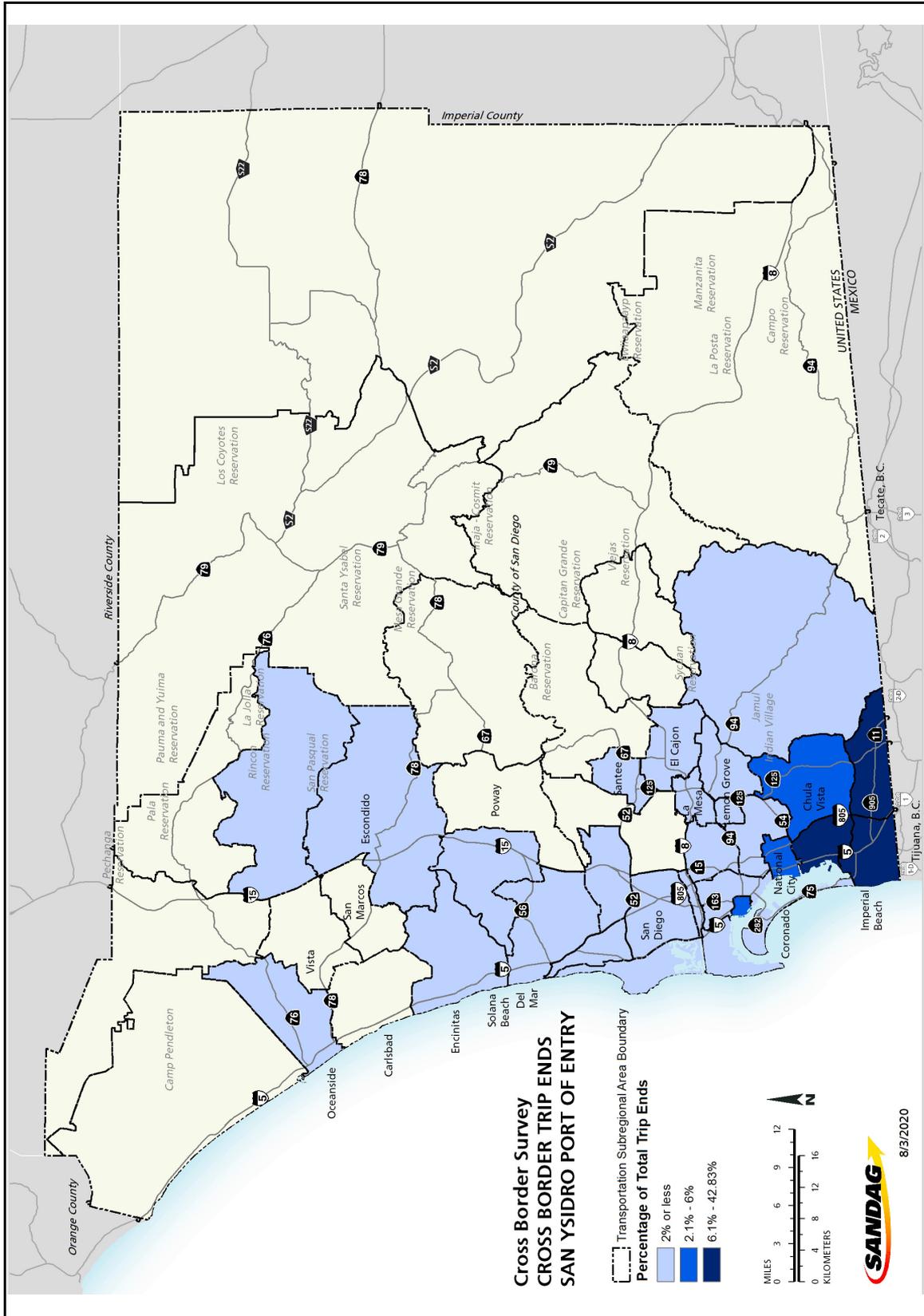


FIGURE 30 DISTRIBUTION OF ALL STOPS FROM OTAY MESA POE

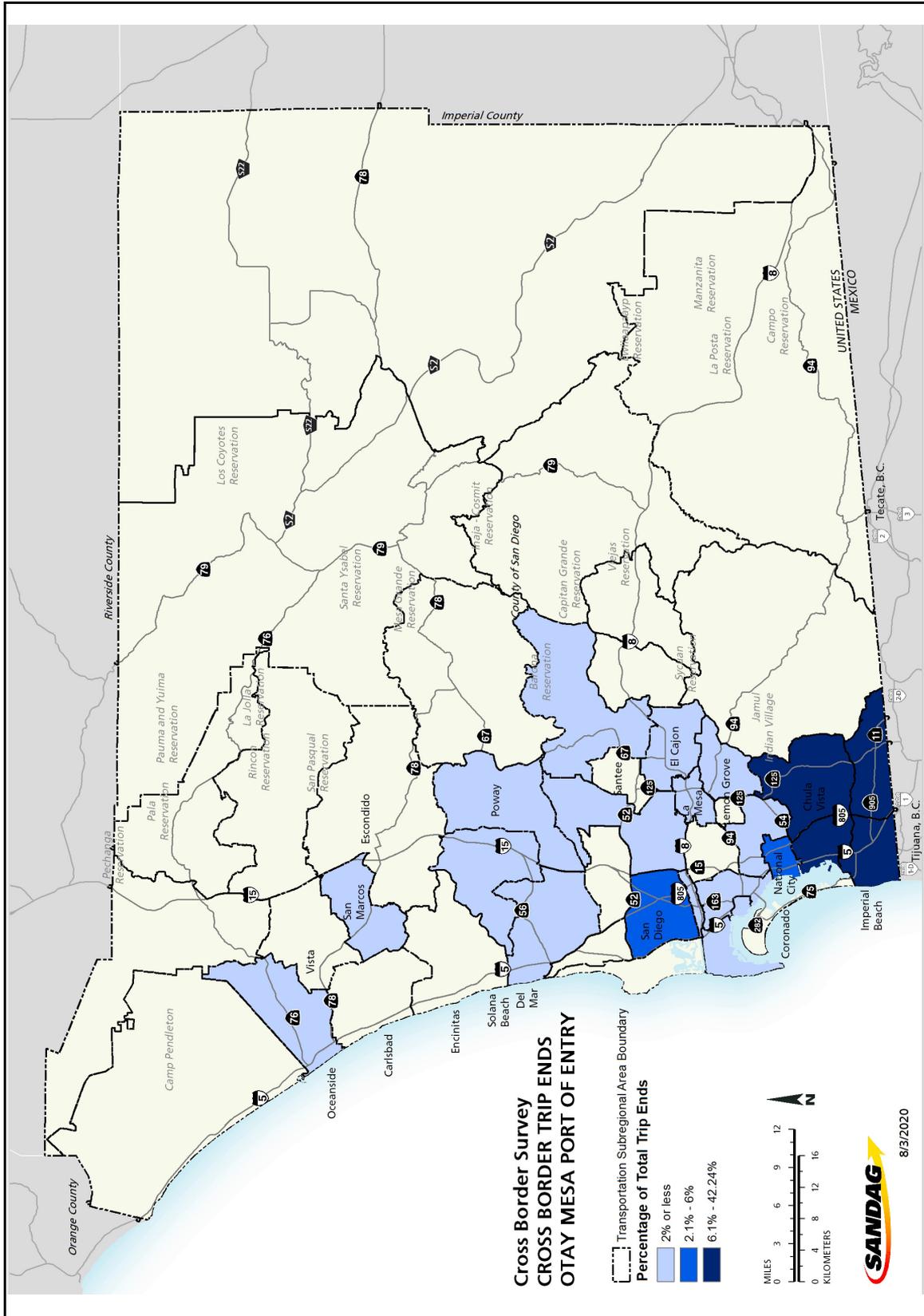
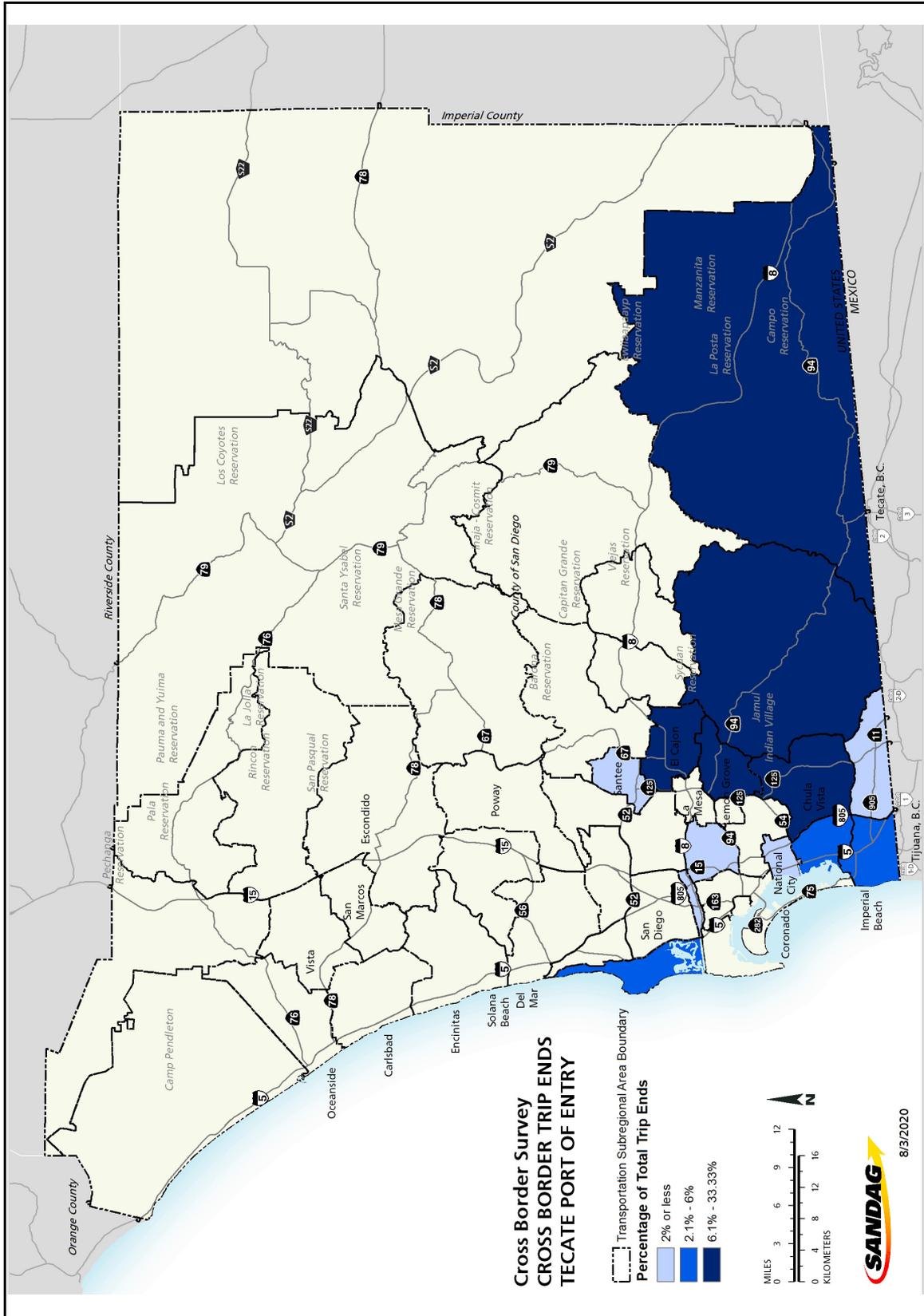


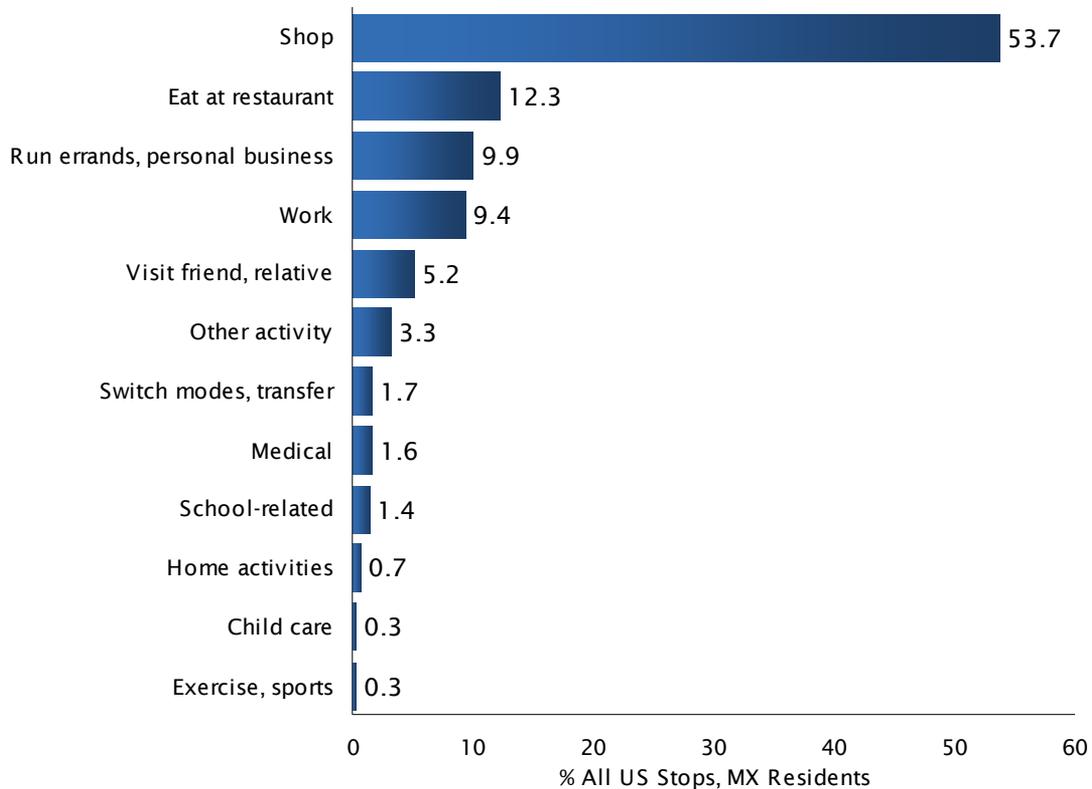
FIGURE 31 DISTRIBUTION OF ALL STOPS FROM TECATE POE



**PURPOSE OF STOPS IN SAN DIEGO COUNTY** México residents who make trips into San Diego County often visit multiple destinations within the County—with the average being 3.09 destinations per weekday of travel (see Figure 12 on page 14). In some cases a stop is related to the visitor’s primary trip purpose, whereas others are for incidental purposes such as refueling, dining, or exchanging money. Figure 32 displays the purpose of *all* stops made by México residents while in the U.S., as recorded in the trip diaries.

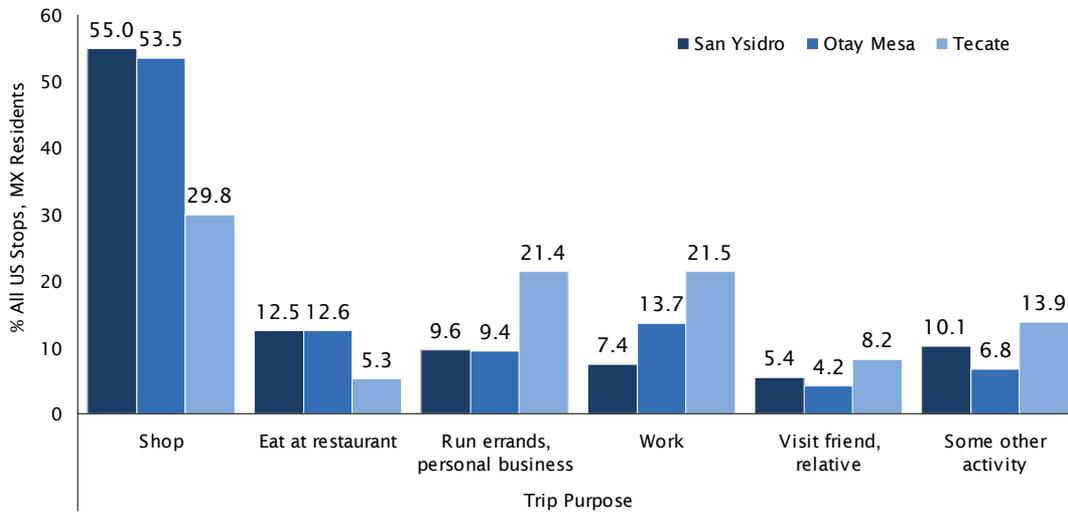
The most striking pattern when comparing the purpose of all stops with the *primary* purpose stated for the U.S. trip occurs with respect to work-related trips. Although 31% of respondents indicated that their trip was *primarily* motivated by work or business (see Figure 6 on page 11), trip destinations specifically linked to *work* accounted for a much smaller percentage (9%) of all stops made in San Diego County (see Figure 32 below). Conversely, whereas less than 1% of respondents indicated that their U.S. trip was *primarily* motivated by dining/eating, more than 12% of all stops made in the U.S. by México residents were for this purpose.

**FIGURE 32 INDIVIDUAL STOPS: TRIP PURPOSE**



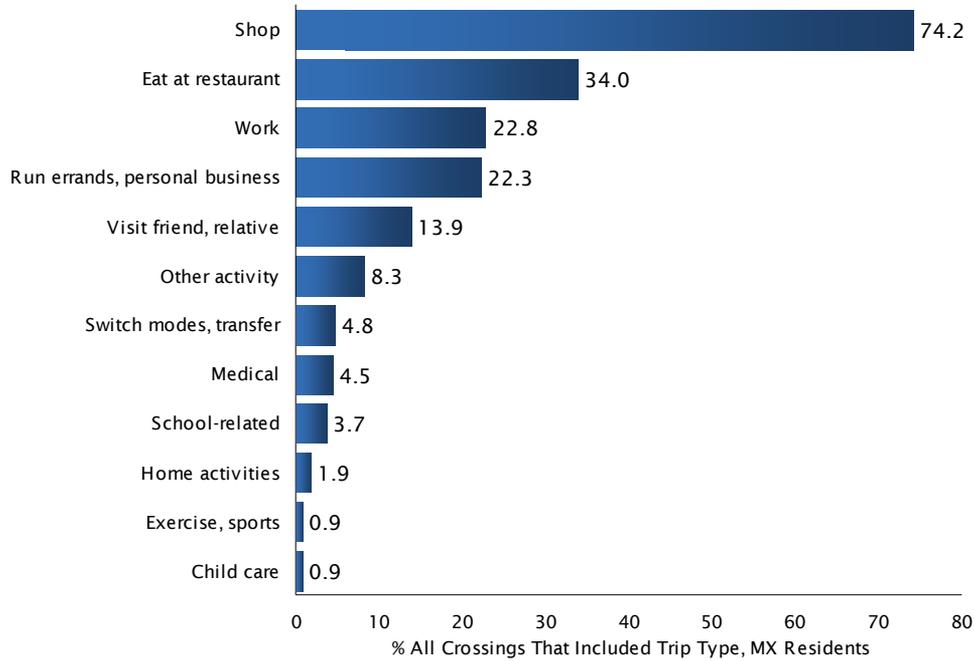
On the next page, Figure 33 shows the distribution of trip purpose for *all* reported destinations in the U.S. according to the POE utilized. As shown in the figure, the majority of all trips made by México residents crossing at San Ysidro (55%) and Otay Mesa (54%) were for shopping, compared with 30% of trips made for shopping by Tecate crossers. The figure also makes clear that Tecate crossers were far more likely than their counterparts to report stopping in the U.S. for personal business/running errands (21%) and work (22%).

FIGURE 33 INDIVIDUAL STOPS: TRIP PURPOSE BY POE



Another way to look at the individual destination findings is to arrange the data to represent the percentage of border crossings that include *at least one* type of each trip while in the U.S.. Figure 34 does just that, and we see that nearly three-quarters (74%) of U.S. crossings made by México residents included *at least one* shopping trip, and 34% included stopping to dine/eat at a restaurant. It’s worth noting that although 31% of respondents indicated that their U.S. trip was *primarily* motivated by work or business, only 23% of respondents actually made a trip that they specifically labeled as *work*. However, a further inspection of the findings among respondents whose U.S. trip was *primarily* motivated by work revealed a higher percentage of respondents making at least one trip for running errands/personal business than those with a primary purpose other than work (27% vs 20%), which likely included trips related to work or seeking work.

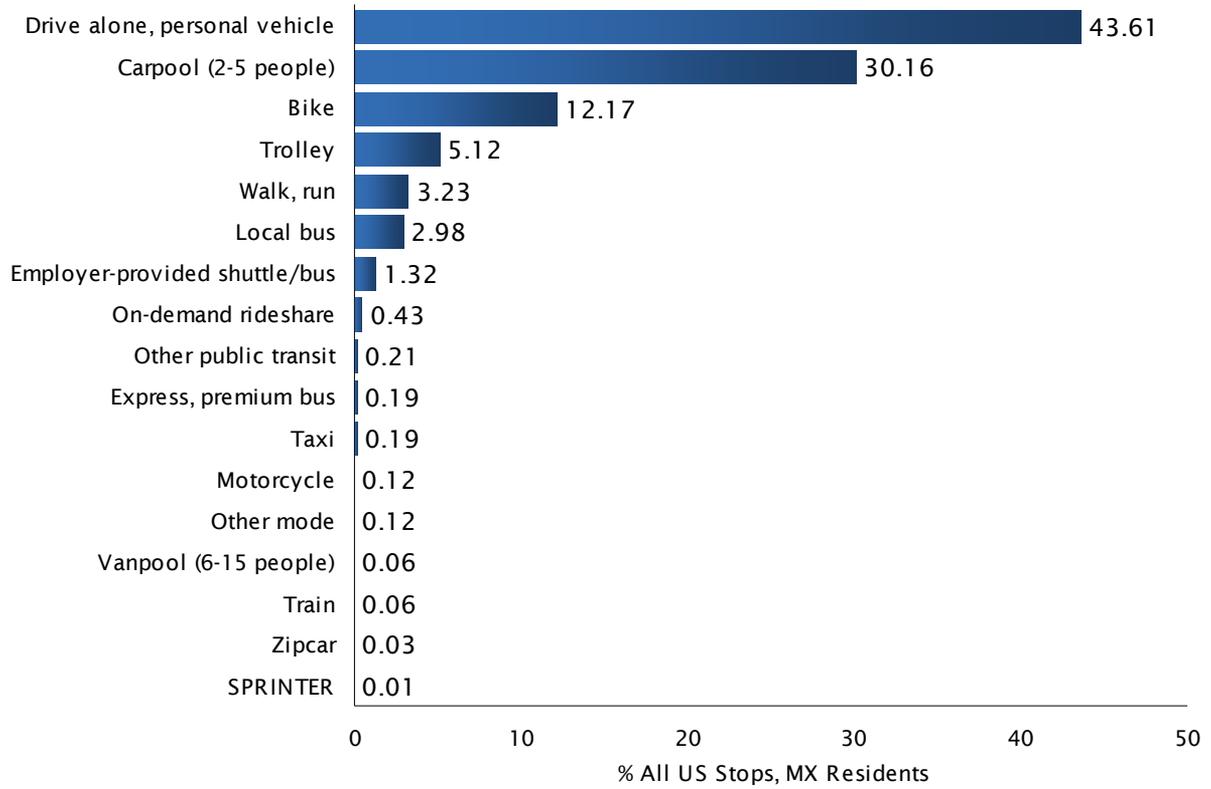
**FIGURE 34 INDIVIDUAL STOPS: TRIP PURPOSES PER CROSSING**



**MODE OF TRAVEL IN SAN DIEGO COUNTY** Finally, Figure 35 on the next page shows how reported stops in the U.S. were distributed according to *how* the respondents arrived at their destinations. Driving alone (44%) or in a carpool with two to five people (30%) were by far the most common ways that individuals arrived at their destinations in the U.S., accounting for nearly three-quarters of all stops. Alternative and active transportation modes accounted for nearly all of the remaining stops, including bike (12%), Trolley (5%), walking/running (3%), and a local bus (3%).

The mode of travel used for trips in the U.S. varied somewhat by the POE used for crossing into the U.S. (see Figure 36). When compared to their respective counterparts, México residents crossing into the U.S. at Otay Mesa were the most likely to make trips driving alone in a personal vehicle, whereas those crossing at Tecate had a comparatively high rate of traveling in a carpool. San Ysidro crossers stood out from their counterparts with respect to their more frequent use of bikes and transit for reaching their destinations in the U.S.. The greater transit use among San Ysidro crossers is largely accounted for by greater use of the Trolley, which serves the San Ysidro POE (Blue Line) but is not located near the Otay Mesa or Tecate POEs (see Figure 37).

**FIGURE 35 INDIVIDUAL STOPS: TRAVEL MODE**



**FIGURE 36 INDIVIDUAL STOPS: TRIP MODE BY POE**

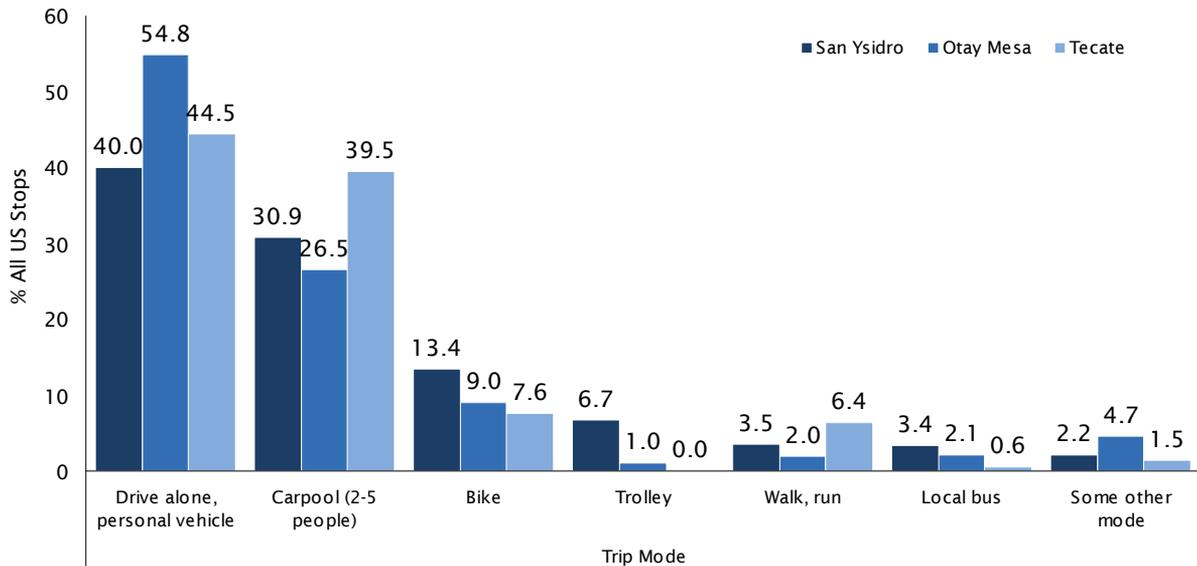
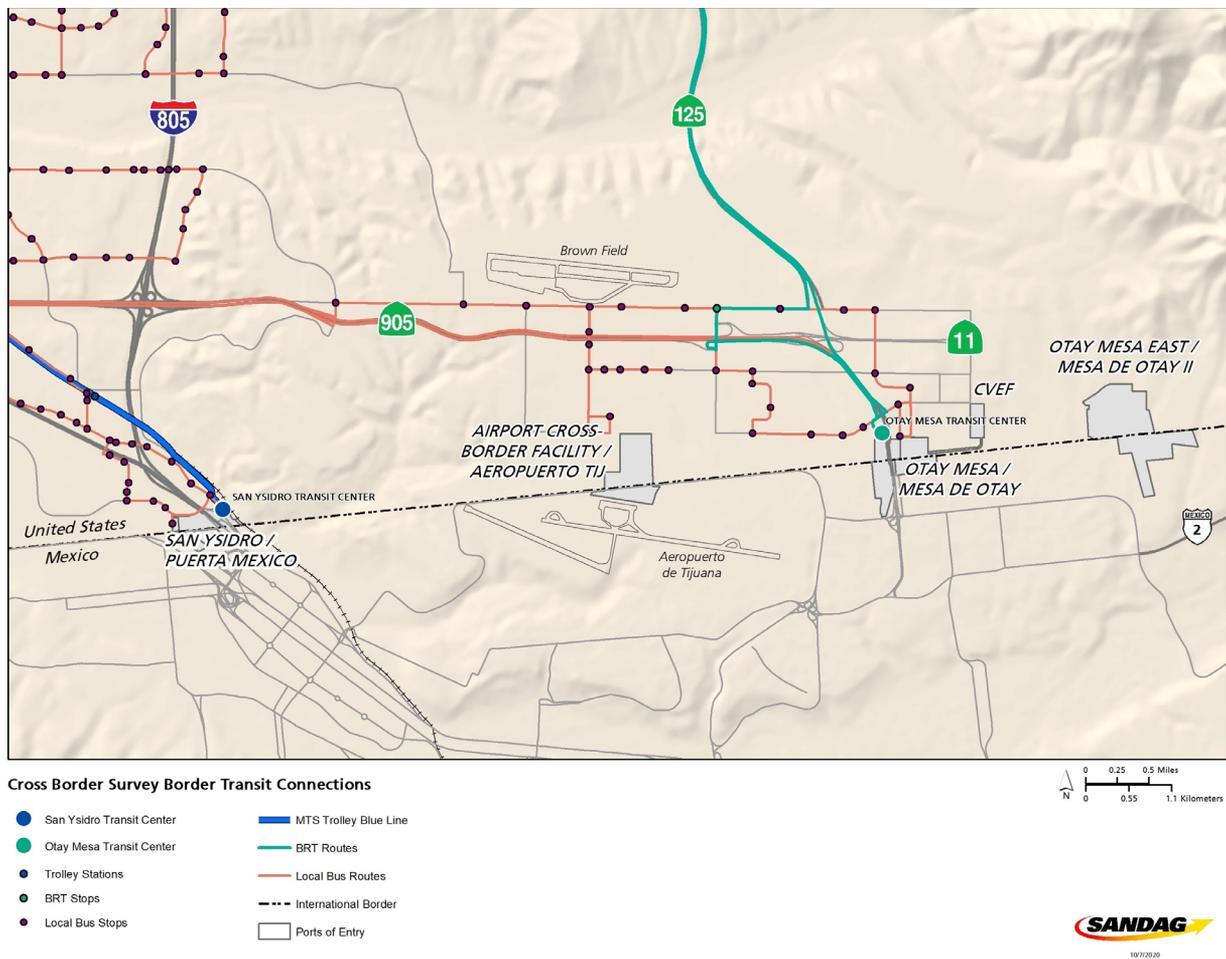


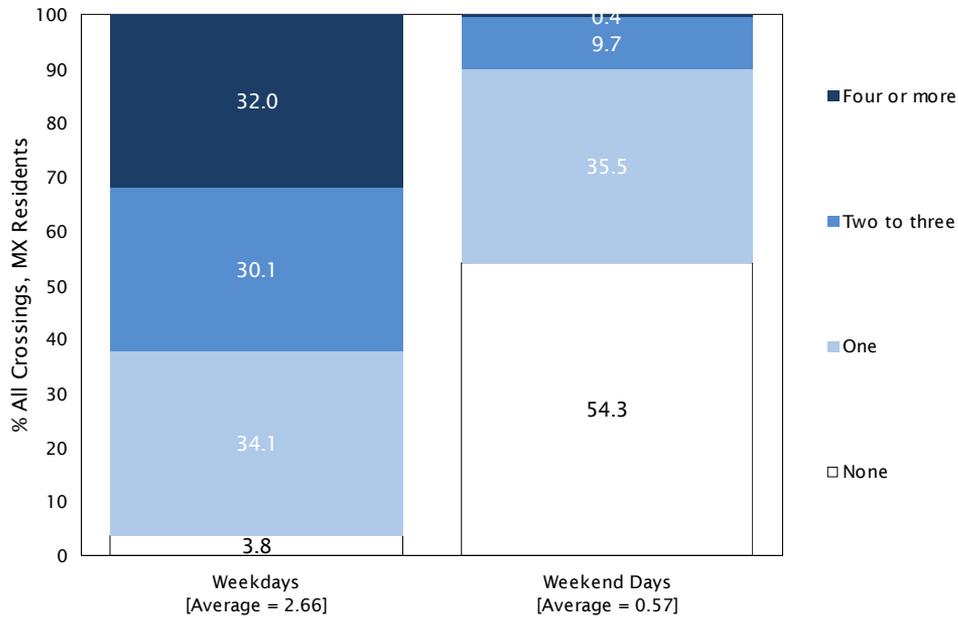
FIGURE 37 MAP OF TRANSIT OPTIONS AT SAN YSIDRO AND OTAY MESA POES



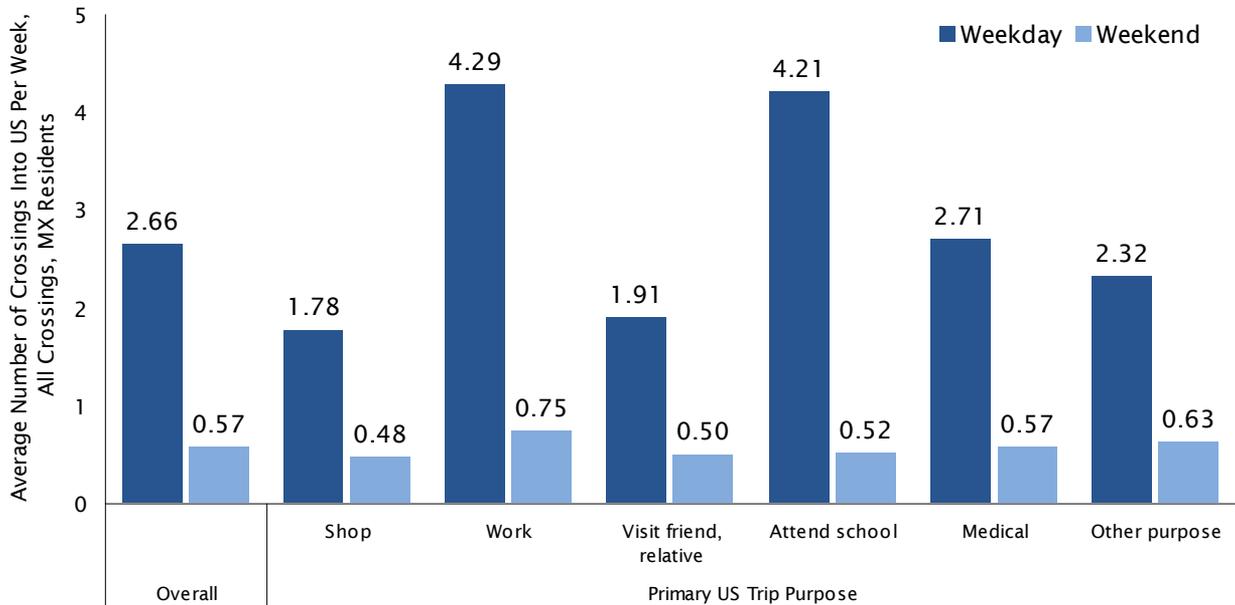
**FREQUENCY OF TRIPS INTO U.S.** Although most of the questions in the survey and diary focused on specific details of the respondent’s travel into the United States *that day*, the survey also asked México residents how often they travel into the U.S. in a typical week. As shown in Figure 38 on the next page, most individuals who participated in the study were frequent border crossers, averaging 2.66 crossings between Monday and Friday in a typical week, along with an additional 0.57 crossings on the weekend.

The frequency with which individuals cross the border into the U.S. was strongly related to their primary trip purpose, as shown in Figure 39. Those who reported that their primary purpose for visiting the U.S. that day was work or school also reported the highest number of weekday crossings in a typical week at 4.29 days and 4.21 days, respectively. At the other end of the spectrum, those who reported their primary purpose for visiting the U.S. as shopping (1.78) or visiting a friend or relative (1.91) reported crossing into the U.S. less frequently in a typical week during weekdays.

**FIGURE 38 NUMBER OF TRIPS PER WEEK INTO U.S.**

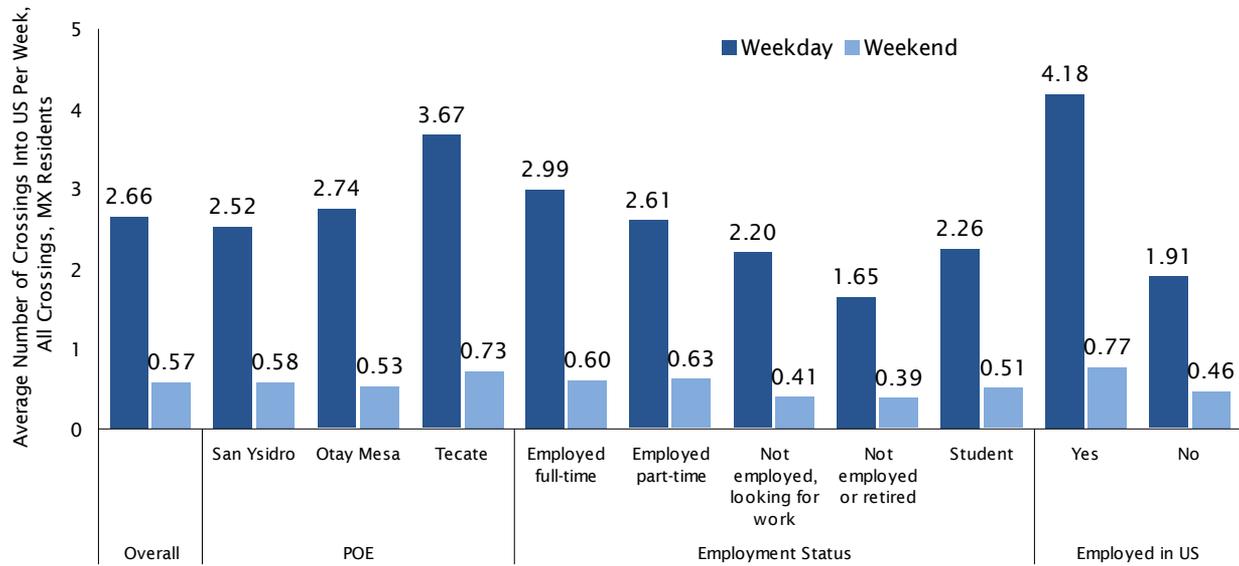


**FIGURE 39 NUMBER OF TRIPS PER WEEK INTO U.S. BY PRIMARY TRIP PURPOSE**

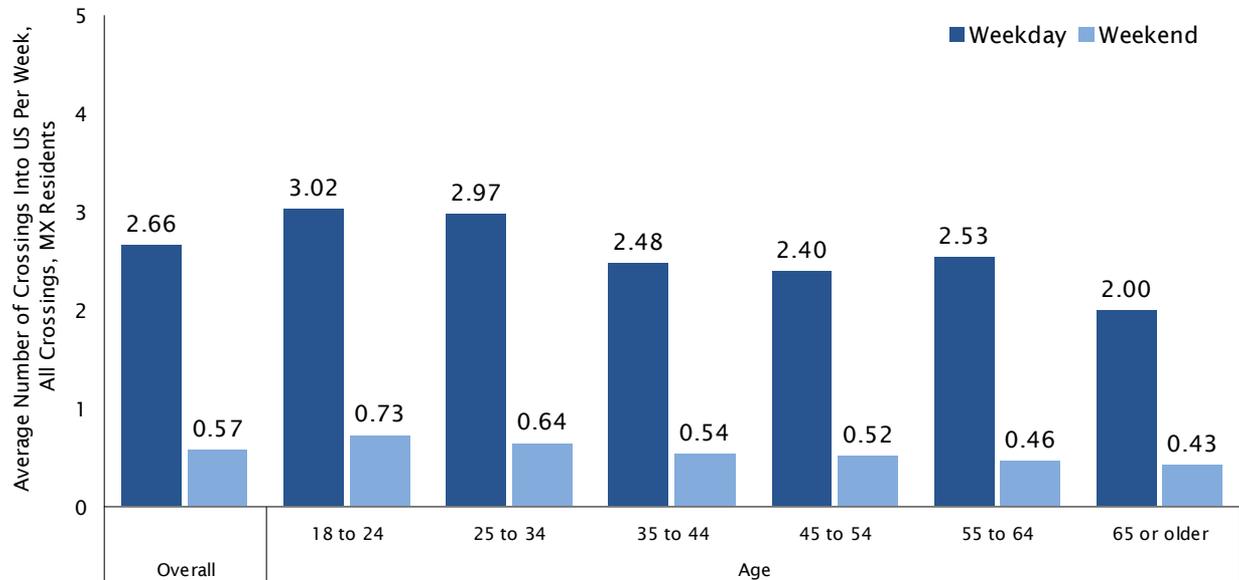


Trip frequency was also related to POE, employment status, location of employment, respondent age, and household income, with those crossing at Tecate, individuals employed full-time, those employed in the U.S., younger cohorts (under 35), and those with household income of at least \$1,500 monthly crossing into the U.S. more frequently than their respective counterparts (see Figures 40-42).

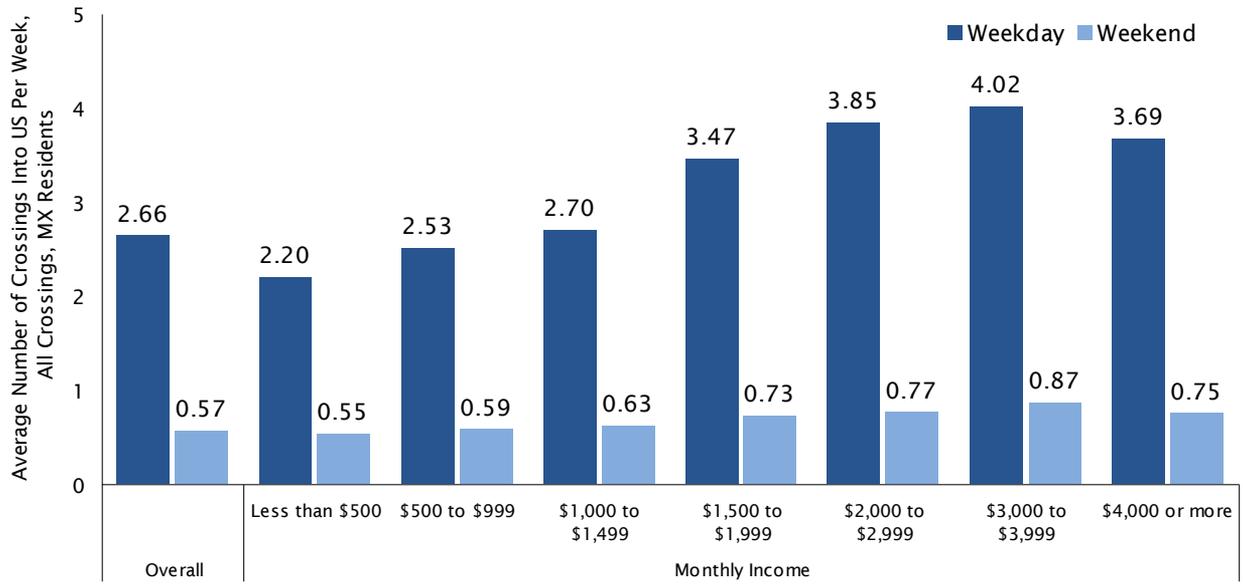
**FIGURE 40 NUMBER OF TRIPS PER WEEK INTO U.S. BY POE, EMPLOYMENT STATUS, AND EMPLOYED IN U.S.**



**FIGURE 41 NUMBER OF TRIPS PER WEEK INTO U.S. BY RESPONDENT AGE**



**FIGURE 42 NUMBER OF TRIPS PER WEEK INTO U.S. BY MONTHLY HOUSEHOLD INCOME**

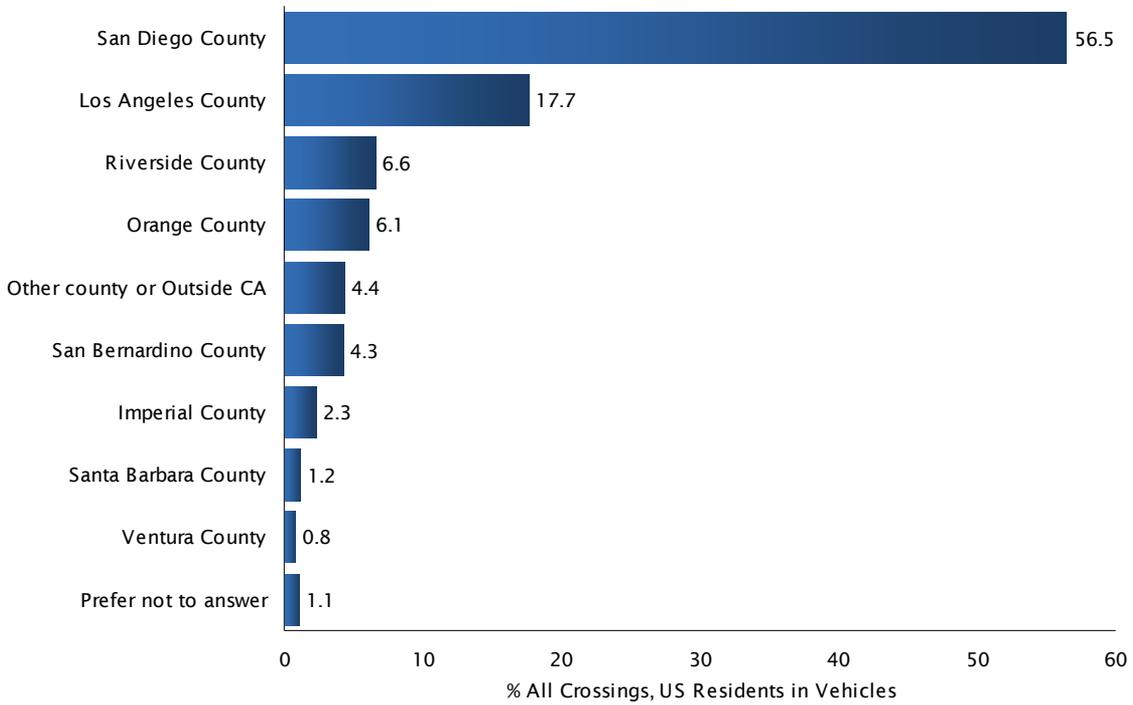


## U.S. RESIDENT: MÉXICO TRIP DETAILS

In addition to profiling the travel patterns of México residents when they visit the U.S., the 2020 *Cross-border Travel Behavior Survey* also examined the primary trip purposes and locations visited in México by U.S. residents who were returning across the border by vehicle at the San Ysidro, Otay Mesa, and Tecate ports of entry.<sup>10</sup>

**LOCATION OF U.S. RESIDENCE** More than nine in ten U.S. residents surveyed while crossing back into the U.S. at the San Ysidro, Otay Mesa and Tecate ports of entry reported that they live in southern California (Figure 43). San Diego County residents represented the majority of those surveyed (57%), followed by residents of Los Angeles County (18%), Riverside County (7%), and Orange County (6%).

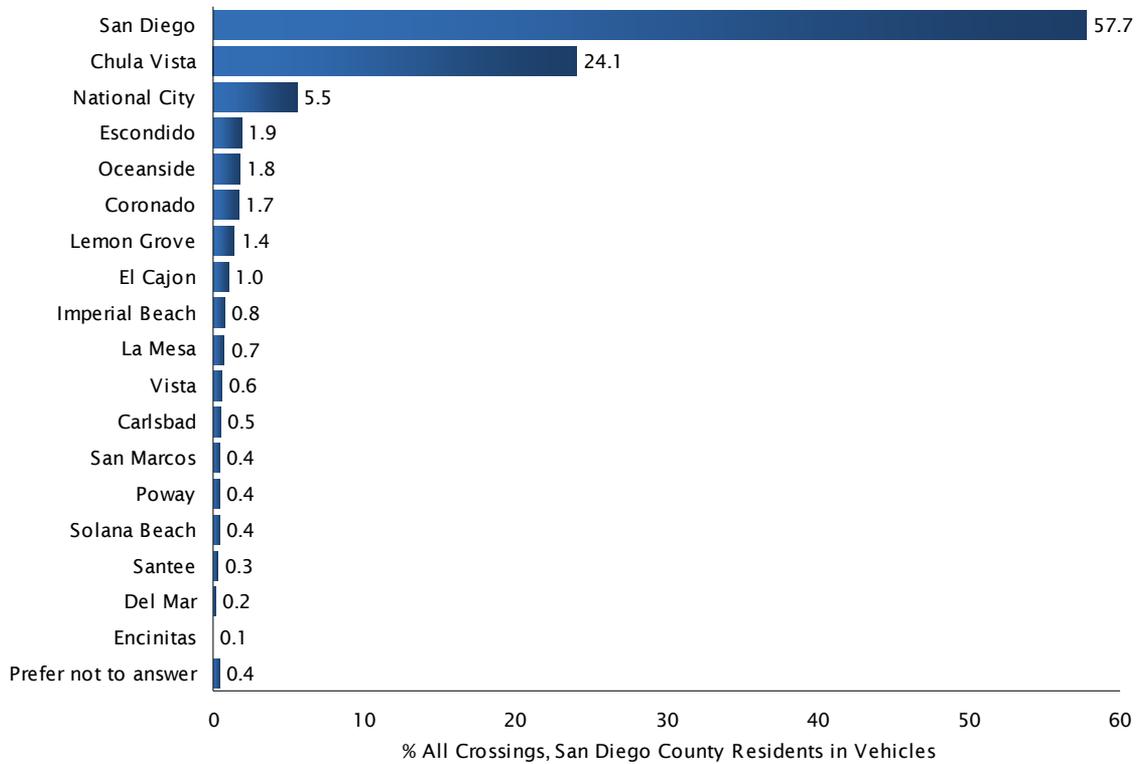
**FIGURE 43 COUNTY OF U.S. RESIDENCE**



Among San Diego County residents, proximity of their residence to the border appeared to shape their frequency of travel into México. As shown in Figure 44 on the next page, 87% of all San Diego County residents surveyed while crossing back into the U.S. from México at the San Ysidro, Otay Mesa, and Tecate POEs reported that they live in one of three south county cities: San Diego (58%), Chula Vista (24%), and National City (6%).

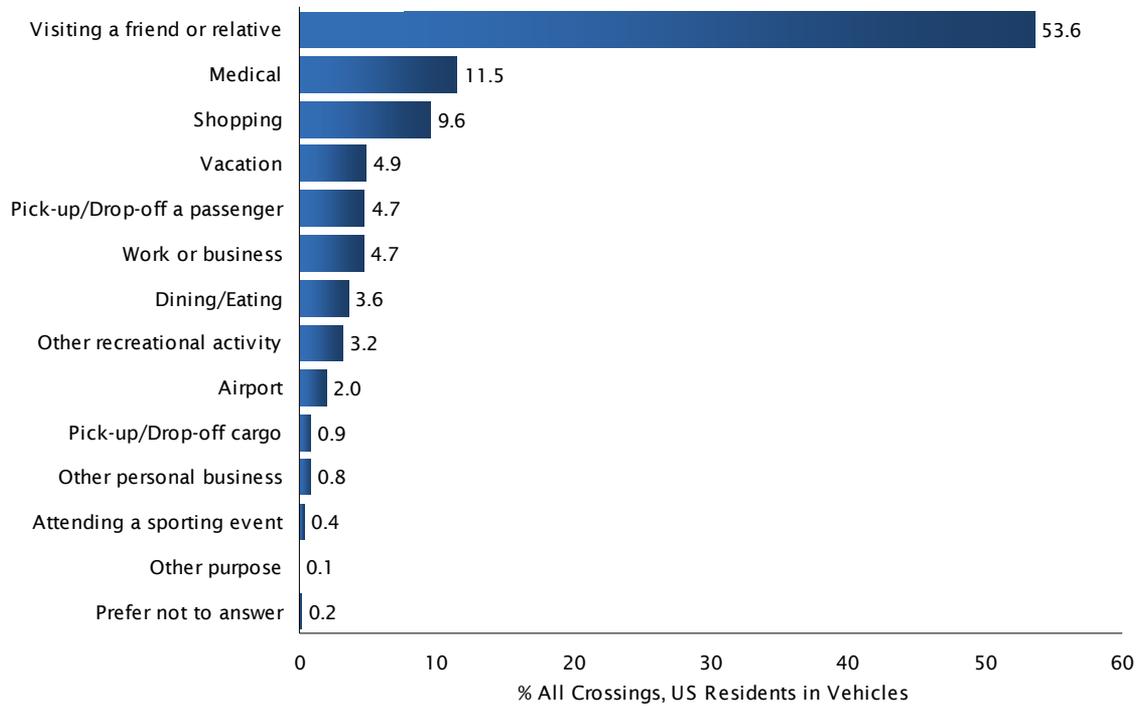
10.U.S. residents crossing the border as pedestrians were not included in the study.

**FIGURE 44 CITY OF RESIDENCE AMONG SAN DIEGO COUNTY RESIDENTS**



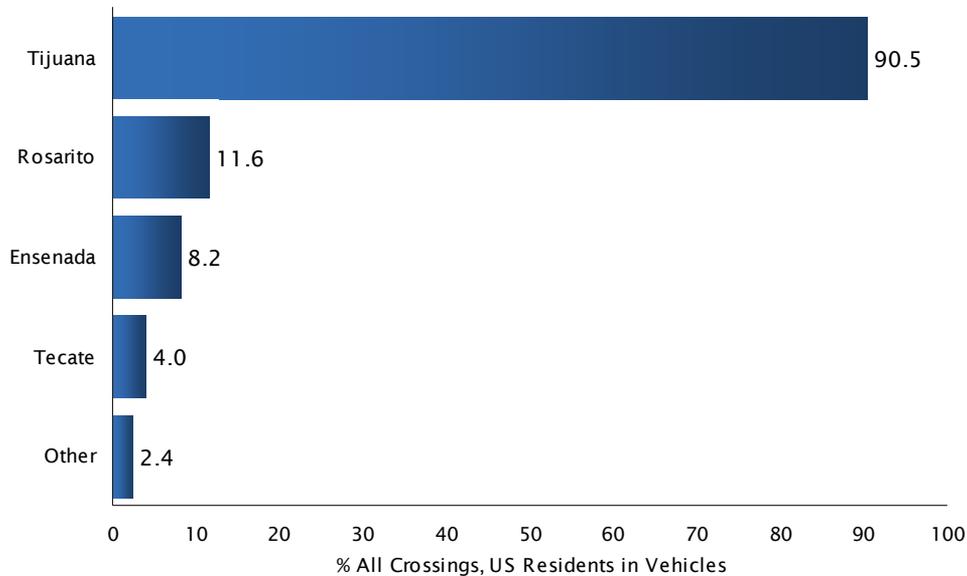
**PRIMARY PURPOSE FOR VISITING MÉXICO** When asked to describe their *primary* reason for visiting México (see Figure 45 on the next page), more than half of U.S. residents mentioned visiting a friend or relative (54%), followed by medical care (12%), shopping (10%), vacation (5%), picking-up/dropping-off a passenger (5%), and work or business (5%). Its worth noting the stark differences in primary trip purposes for U.S. residents visiting México (Figure 45) when compared to México residents visiting the U.S. (see Figure 6 on page 11). Whereas the former are largely motivated by a desire to visit family and friends (54%), with approximately one in ten making trips into México for medical (12%) or shopping (10%), México residents’ primary reasons for visiting the U.S. were shopping (52%) and work or business (31%).

**FIGURE 45 PRIMARY MÉXICO TRIP PURPOSE**



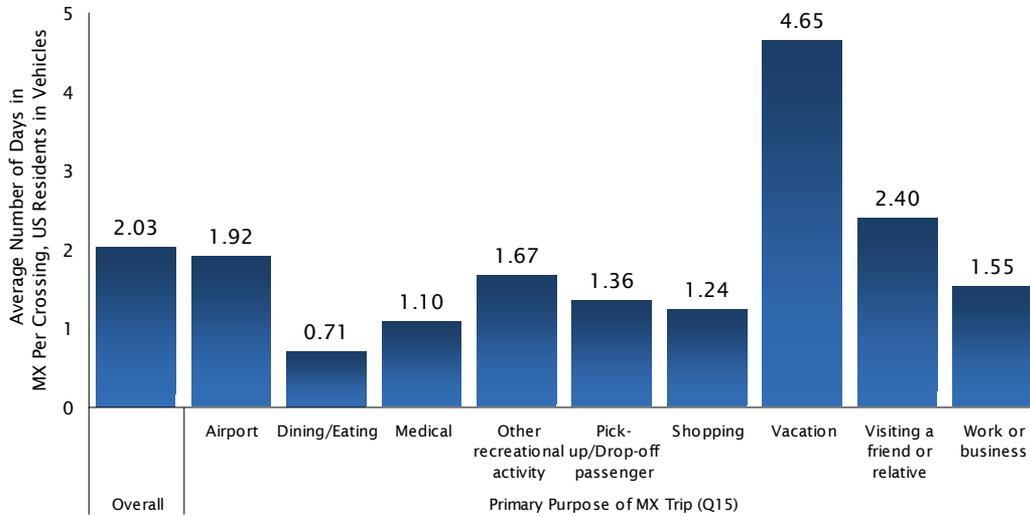
**CITIES VISITED IN MÉXICO** The next question in this series asked U.S. residents returning from México by vehicle to indicate which cities they had visited while in México. Approximately nine in ten reported visiting Tijuana (91%), 12% visited Rosarito, 8% visited Ensenada, whereas 4% had visited Tecate.

**FIGURE 46 MÉXICO CITIES VISITED**



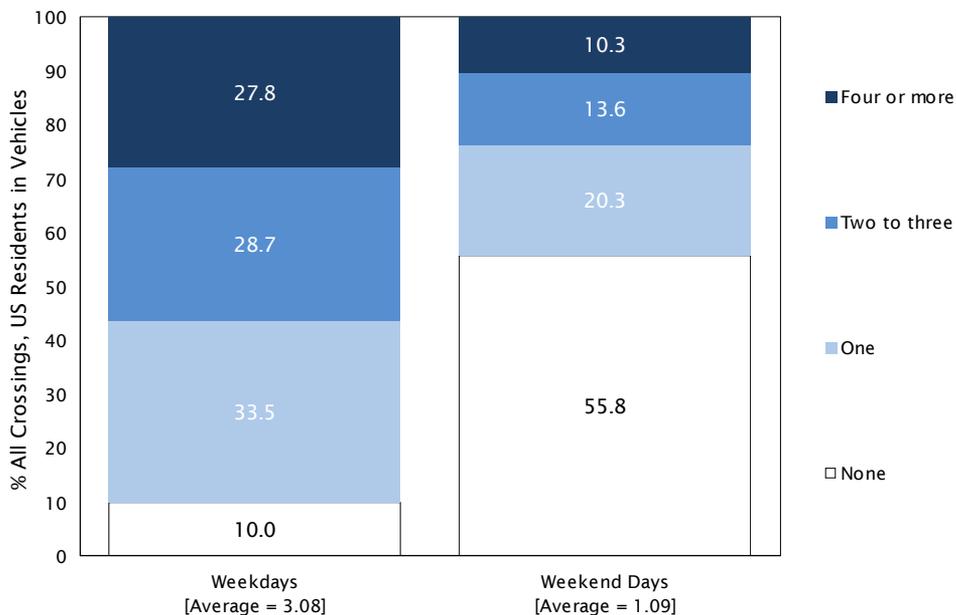
**LENGTH OF STAY IN MÉXICO & FREQUENCY OF VISITS** The final questions in this series asked U.S. residents to indicate how many days they stayed in México during their current visit, and also how frequently they cross the border from México back into the United States. Overall, U.S. residents reported staying an average of 2.03 days during their visit to México, although as shown in Figure 47 the length of stay was somewhat higher (2.40 days) for those visiting a friend or relative, and much higher (4.65 days) for those vacationing in México.

**FIGURE 47 LENGTH OF STAY IN MÉXICO**



Most U.S. residents intercepted while crossing back into the U.S. from México were semi-regular border crossers, averaging 3.08 crossings per month on a weekday, and an additional 1.09 crossings per month on a weekend (Figure 48).

**FIGURE 48 NUMBER OF TIMES RESPONDENT CROSSES BORDER FROM MÉXICO TO U.S. PER MONTH**

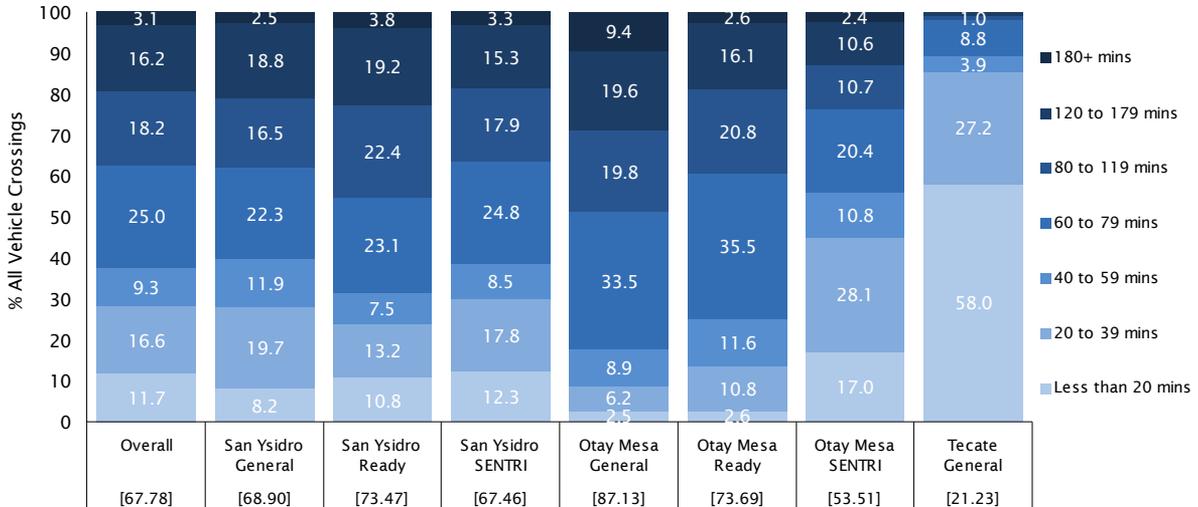


## VALUE OF TIME

The final substantive section of the initial interview explored respondents' willingness to pay a toll to cross the border faster, as well as how their interest in paying for an expedited crossing may be conditioned by their expected wait time, toll amount, residency, and other factors. These questions were administered to México and U.S. residents crossing by vehicle at the San Ysidro, Otay Mesa, and Tecate ports of entry.

**ANTICIPATED BORDER WAIT** One of the factors that naturally shapes an individual's willingness to pay a toll to cross the border faster is the amount of time they otherwise expect to wait. Accordingly, the first question in this series asked respondents to indicate how long they expected to wait in line at the border before crossing into the United States for today's trip. Figure 49 presents the distribution of expected wait times overall, as well as by lane type at each port of entry (POE). Overall, the majority (63%) of those crossing the border expected to wait less than 80 minutes, with the average expected wait time being 67.8 minutes. The average expected wait time was fairly consistent by lane type at San Ysidro, ranging from 67.5 minutes to 73.5 minutes. The expected wait time for those crossing at Otay Mesa varied substantially by lane type, with those in the General Lane expecting the longest waits on average (87.1 minutes), followed by Ready Lane users (73.7 minutes) and SENTRI Lane users (53.5 minutes).<sup>11</sup> The expected wait time for those crossing at Tecate was much lower (21.2 minutes), on average, than at the other POEs.

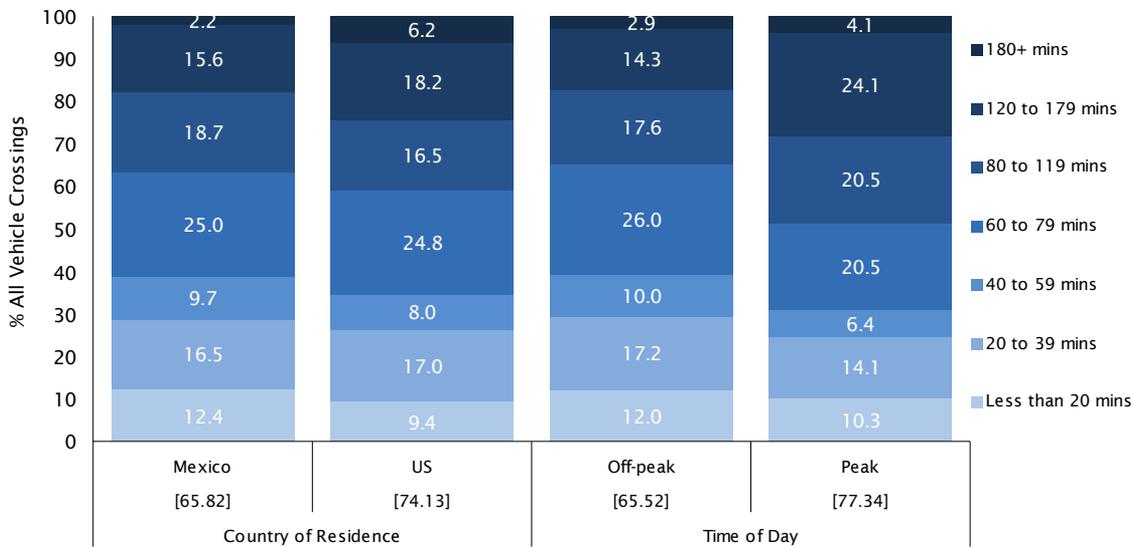
**FIGURE 49 ANTICIPATED BORDER WAIT TIME BY OVERALL, POE & LANE TYPE**



11.SENTRI is a U.S. Customs and Border Protection (CBP) program that allows expedited clearance for pre-approved, low-risk travelers upon arrival in the United States. Ready Lanes are dedicated processing lanes for both vehicle passengers and pedestrians traveling with Ready Lane-eligible cards that contain Radio Frequency Identification (RFID) technology including U.S. Passport Cards, Enhanced Driver's Licenses, Enhanced Tribal Cards, Enhanced Border Crossing Cards, Enhanced Permanent Resident Cards, and Trusted Traveler Program (NEXUS, SENTRI, Global Entry or FAST) cards. Individuals without a Ready-Lane eligible travel card or SENTRI pre-approval must use a General Lane when crossing the border.

Figure 50 shows how the expected wait time at the border varied by country of residence, as well as the period of the day in which the interview was initiated. U.S. residents reported a slightly higher average expected wait time (74.1 minutes) when compared to México residents (65.8 minutes), while those interviewed during peak hours (5:00AM to 8:59AM) expected longer wait times on average (77.3 minutes) when compared to their counterparts traveling during off-peak hours (65.5 minutes).

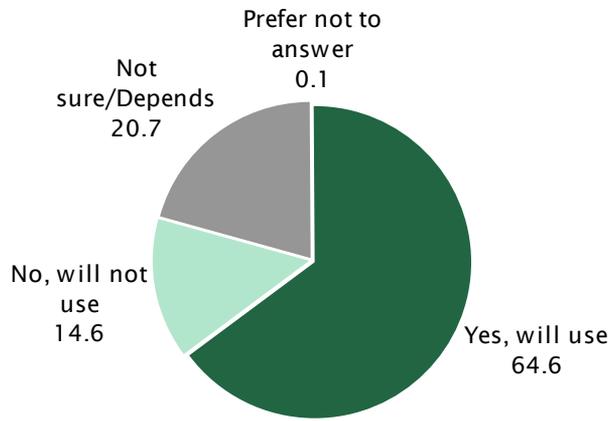
**FIGURE 50 ANTICIPATED BORDER WAIT TIME BY COUNTRY OF RESIDENCE & TIME OF DAY**



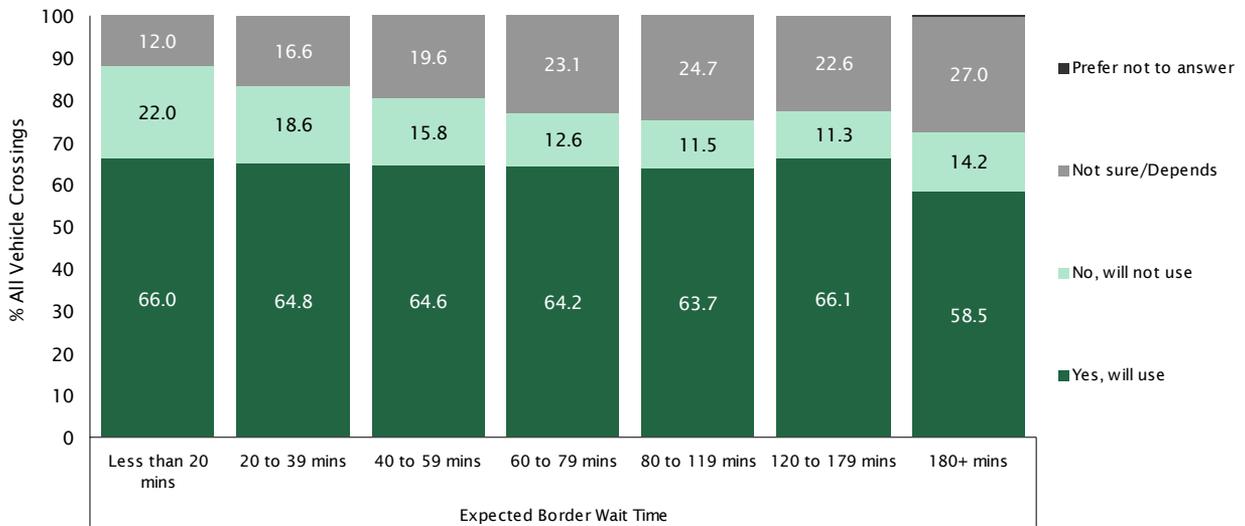
**OTAY MESA EAST TOLL CROSSING** Having measured respondents’ expected wait time to cross the border that day, the survey transitioned to gauging their interest in using a tolled border crossing in the future. Respondents were first informed that in the near future they will have the option of using a new border crossing just east of Otay Mesa where—for a toll—they can cross without having to wait in line as long. When asked if they think they will occasionally pay a toll to cross the border faster at this location, nearly two-thirds (65%) answered in the affirmative (see Figure 51), with the remainder divided between those who did not anticipate using the tolled crossing (15%) and those who weren’t sure or indicated that it would depend on other factors (21%).

Figures 52-59 show how anticipated use of the future Otay Mesa East tolled crossing varied by expected wait time for the trip made the day of the interview, lane type at each POE, country of residence, peak/off-peak crossing, age, gender, employment status, country of employment, household income, distance from POE to their home in U.S., and distance from POE to their primary destination for the trip that day. There was a striking degree of consistency in respondents’ willingness to *occasionally* use a tolled crossing, ranging from a low of 55% to a high of 79% across all identified subgroups. It is also worth noting that the answers to this general question were not being strongly driven by the respondents’ experiences that day, as evident by the lack of a relationship between their expected wait time that day and their likelihood of occasionally using a tolled crossing in the future. That said, those who planned to travel at least 30 miles from the POE to their primary destination were more likely to anticipate using the tolled crossing on occasion in the future.

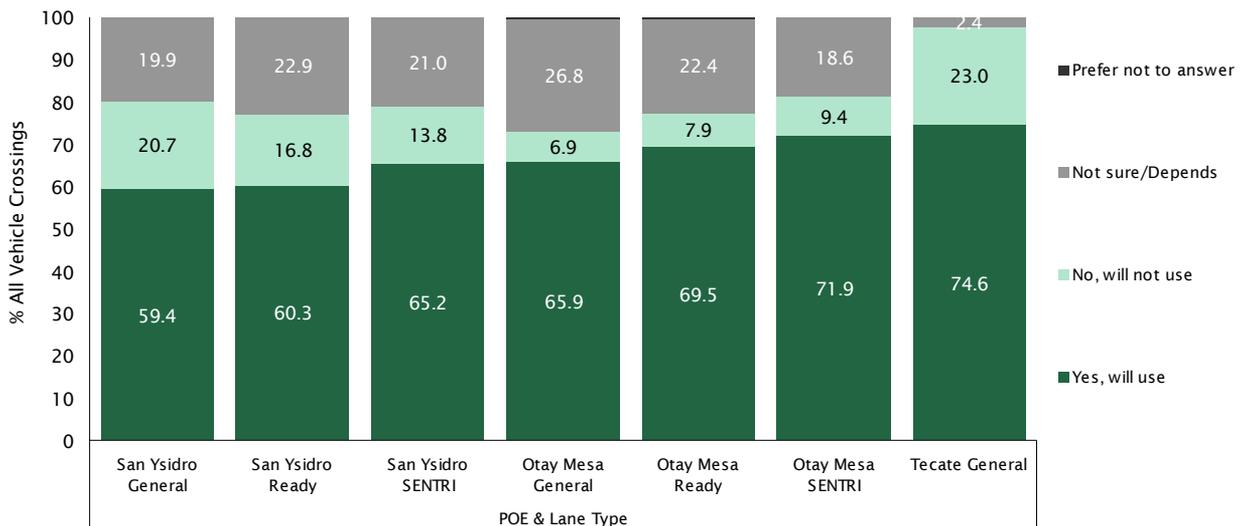
**FIGURE 51 WOULD YOU OCCASIONALLY USE OTAY MESA EAST POE?**



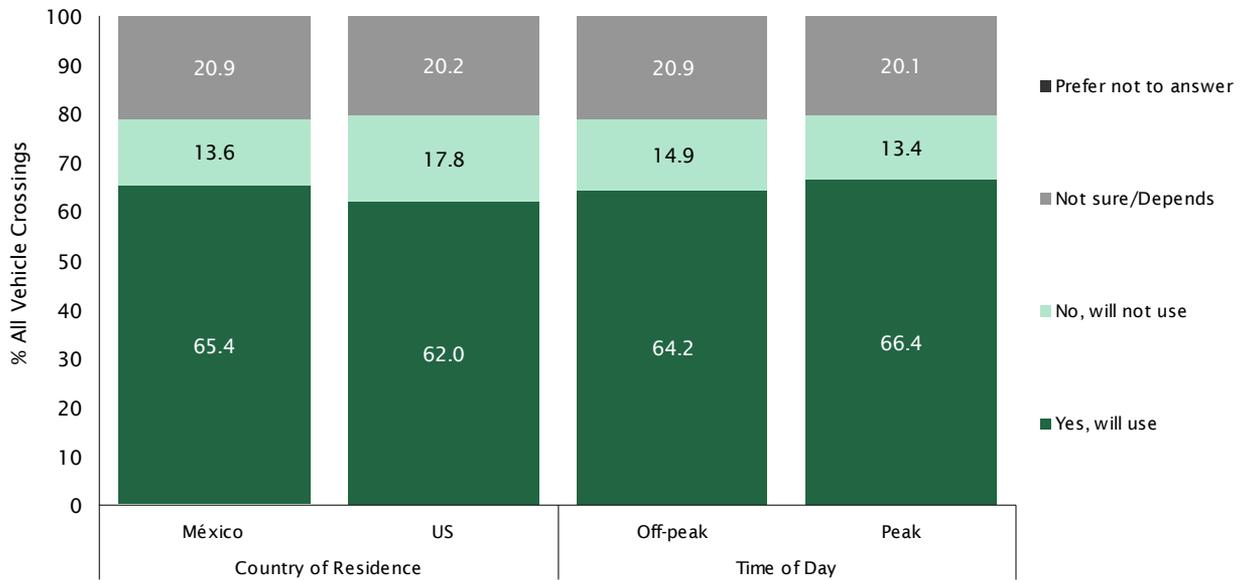
**FIGURE 52 WOULD OCCASIONALLY USE OTAY MESA EAST POE BY EXPECTED BORDER WAIT TIME**



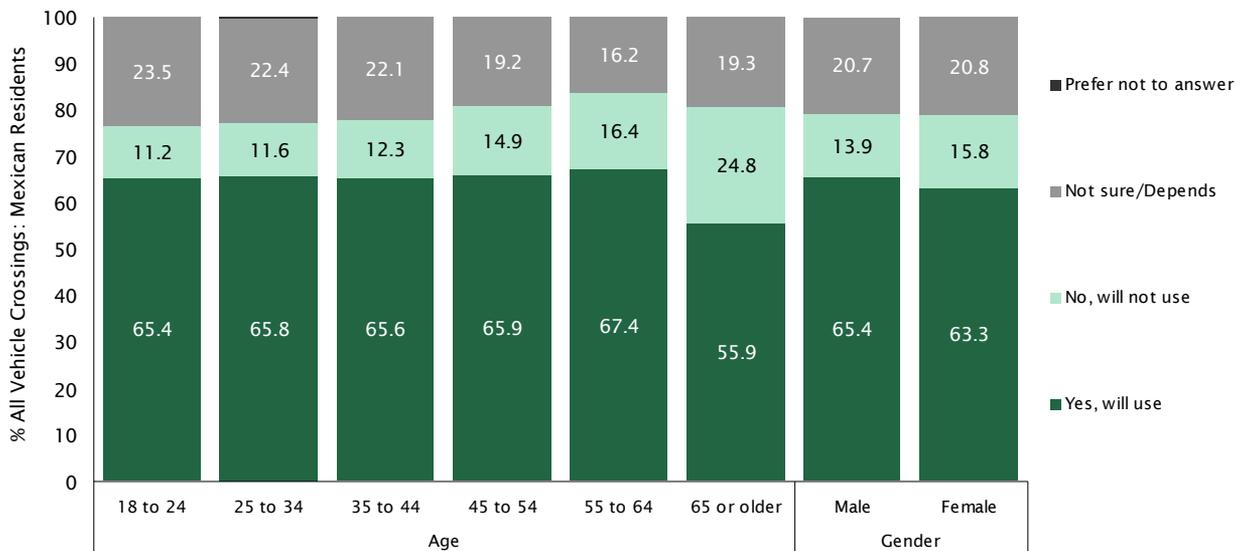
**FIGURE 53 WOULD OCCASIONALLY USE OTAY MESA EAST POE BY POE & LANE TYPE**



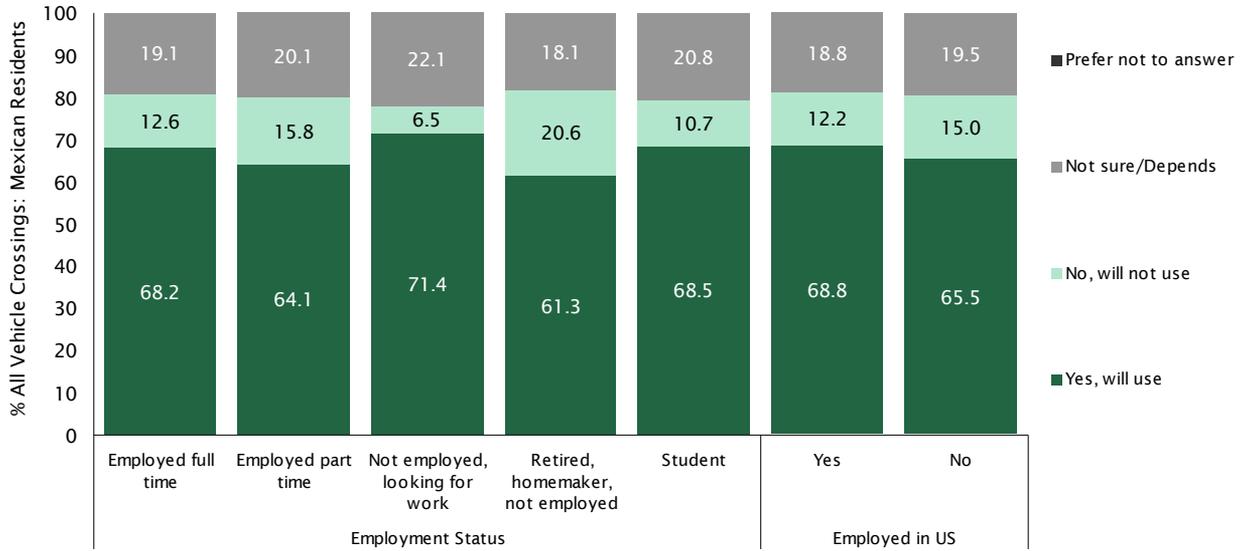
**FIGURE 54 WOULD OCCASIONALLY USE OTAY MESA EAST POE BY COUNTRY OF RESIDENCE & TIME OF DAY**



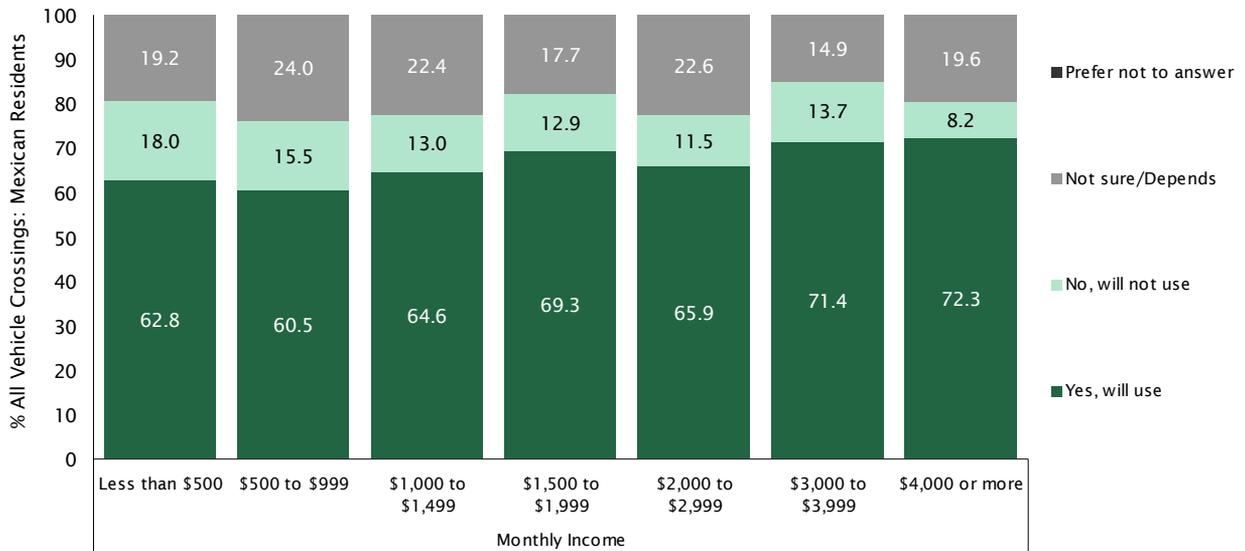
**FIGURE 55 WOULD OCCASIONALLY USE OTAY MESA EAST POE BY AGE & GENDER (MÉXICO RESIDENTS)**



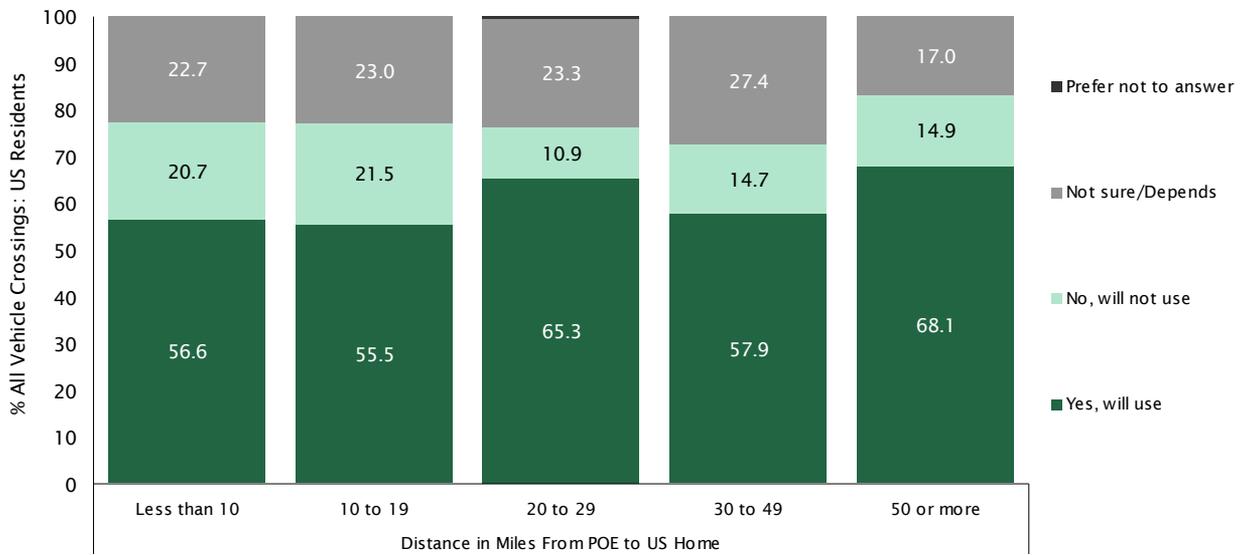
**FIGURE 56 WOULD OCCASIONALLY USE OTAY MESA EAST POE BY EMPLOYMENT STATUS & EMPLOYED IN U.S. (MÉXICO RESIDENTS)**



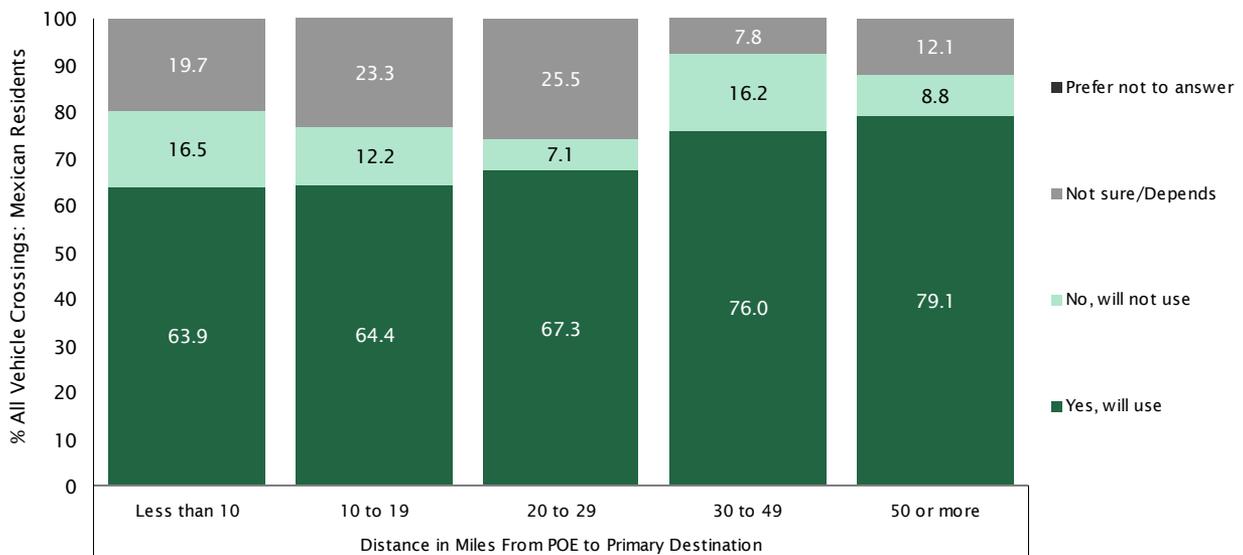
**FIGURE 57 WOULD OCCASIONALLY USE OTAY MESA EAST POE BY MONTHLY INCOME (MÉXICO RESIDENTS)**



**FIGURE 58 WOULD OCCASIONALLY USE OTAY MESA EAST POE BY DISTANCE IN MILES FROM POE TO HOME IN U.S.**



**FIGURE 59 WOULD OCCASIONALLY USE OTAY MESA EAST POE BY DISTANCE IN MILES FROM POE TO PRIMARY DESTINATION**

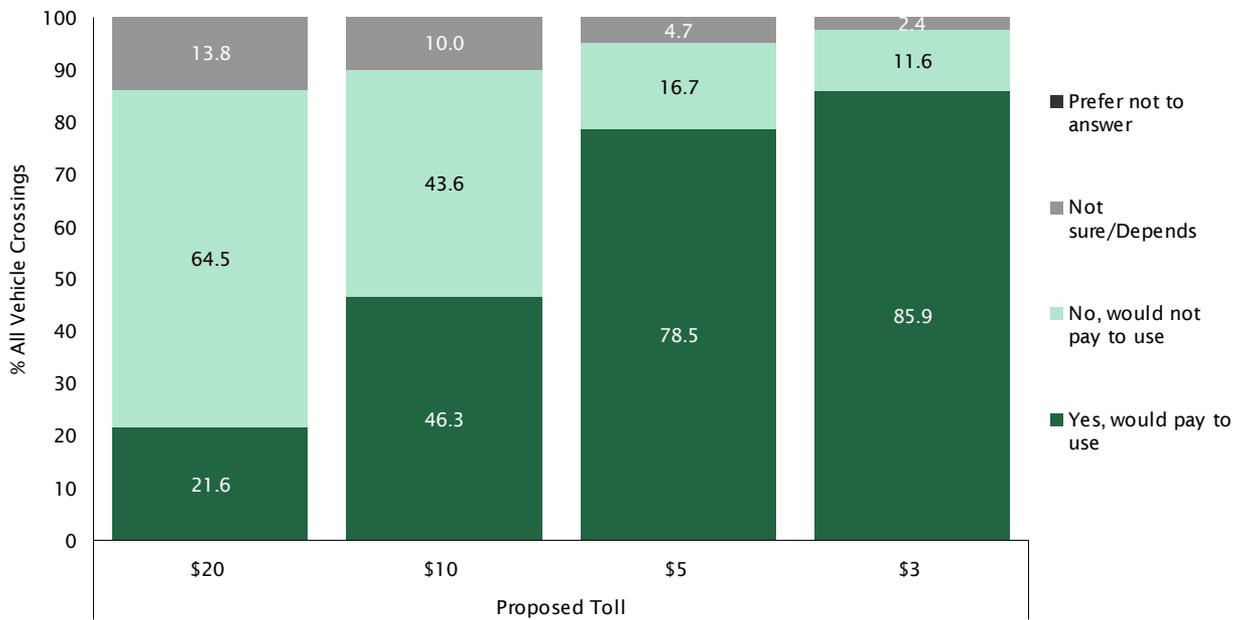


**WILLINGNESS TO PAY SPECIFIC TOLL FOR EXPEDITED CROSSING** Whereas the prior section reported respondents' anticipated use of a future toll crossing *without* referencing the cost of doing so, the survey next tested their willingness to use the Otay Mesa East crossing at different toll amounts. This exercise was purposely linked to the trip they were making that day in order to place the respondent in a real-life scenario and also provide additional context for analysis including their expected wait time, POE, lane type, and trip purpose. The exercise was straightforward: After reminding respondents of the amount of time they had expected to wait at the border for today's trip, the survey asked if they would have paid a specific toll amount

to shorten the wait time to *less* than 20 minutes by using the new crossing just east of Otay Mesa. The toll amounts tested varied based on the length of time the individual expected to wait at the border and were administered in a Dutch auction format from highest (first) to lowest. Respondents who anticipated a wait time of 80 minutes or more received toll amounts of \$20, \$10, and \$5 in that order, whereas those who anticipated a wait time of less than 80 minutes received toll amounts of \$10, \$5, and \$3.<sup>12</sup>

As expected, respondents’ willingness to pay for an expedited crossing was strongly related to the proposed toll amount (see Figure 60). At the highest toll tested (\$20), approximately one in five respondents (22%) were willing to pay to reduce their wait time to less than 20 minutes. As the toll amount decreased to \$10, \$5, and \$3, the percentage of respondents who were willing to pay to cross the border faster increased to 46%, 79%, and 86%, respectively.

**FIGURE 60 PROPOSED TOLL THRESHOLD**

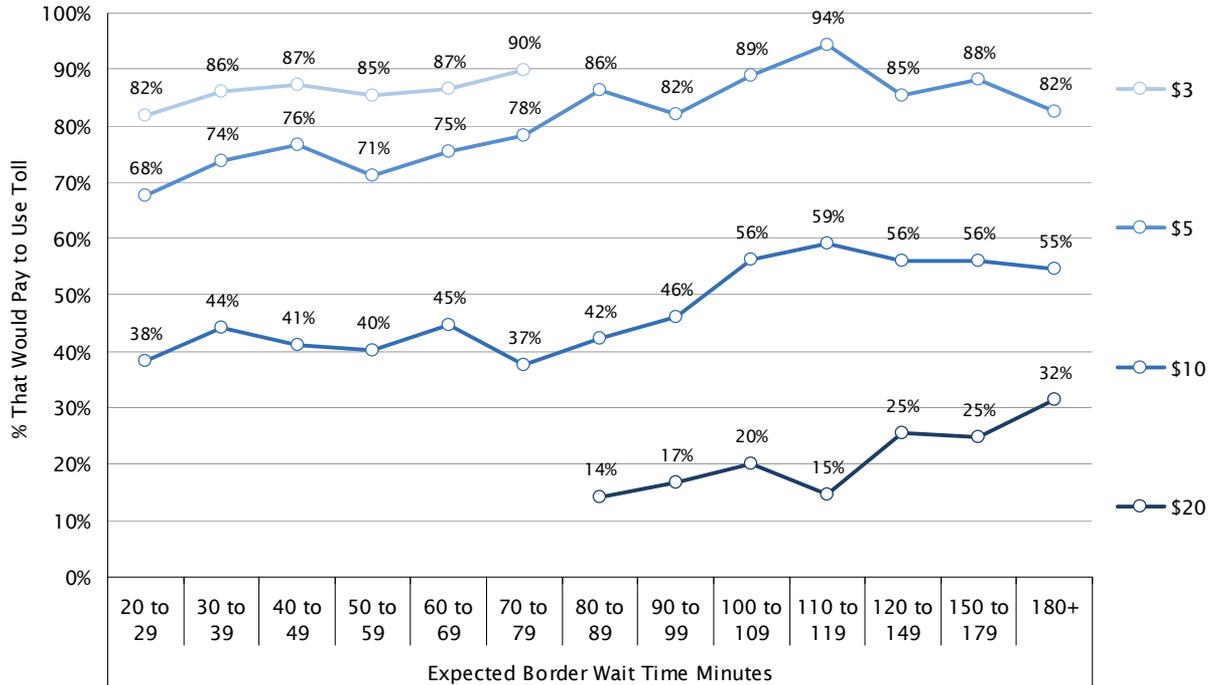


The amount of time an individual expected to wait at the border for their trip that day (and thus the amount of time they would save by using a tolled crossing) also shaped their willingness to use a tolled crossing. Figure 61 presents the percentage of respondents who were willing to pay a \$20 toll, a \$10 toll, a \$5 toll, and a \$3 toll according to their expected wait time. At the \$20 toll amount, for example, the percentage of respondents willing to pay to reduce their wait time to less than 20 minutes ranged from 14% among those with an anticipated wait time of 80 to 89 minutes up to 32% among those who expected to wait 180 or more minutes to cross the border.

12.The Dutch auction format (from high to low) has proven to be effective at estimating a person’s willingness to purchase. Because the respondent does not know if a lower toll amount is forthcoming, the format has the effect of focusing the respondent’s attention on the current toll amount when providing their assessment. If a respondent indicated they would pay a given toll amount (e.g., \$10), they were automatically assigned ‘yes’ to any lower toll amounts (e.g., \$5 and \$3) in their wait-time series.

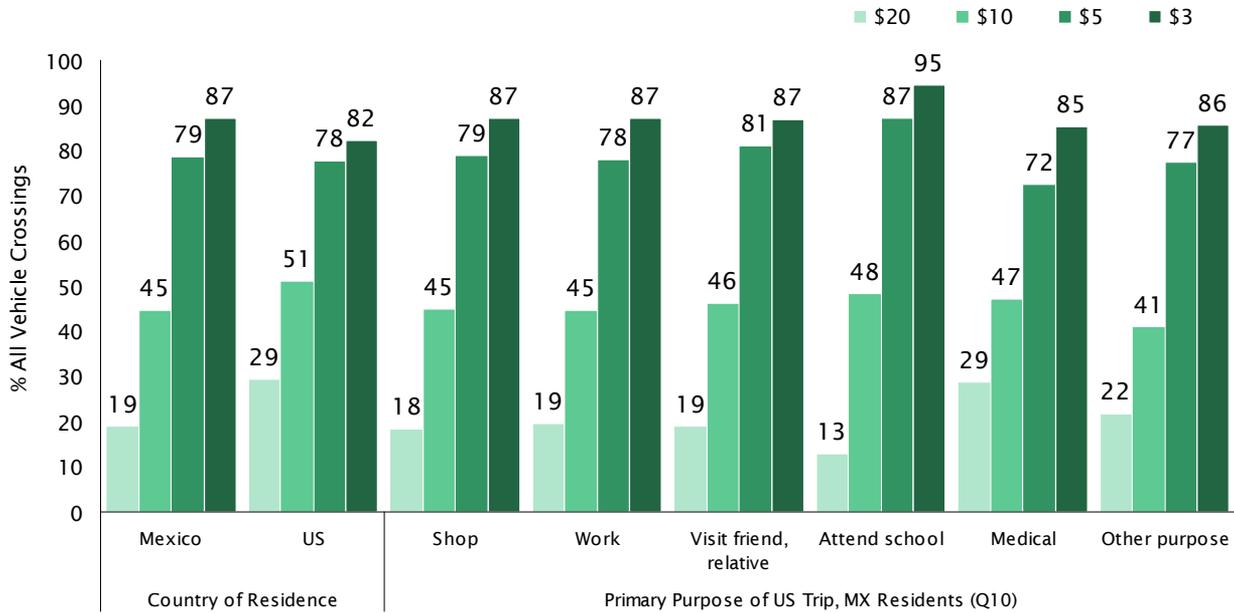
Its worth noting that as the toll amount decreased, there was less elasticity in demand based on wait time. At the lowest toll tested (\$3), more than eight in ten respondents were willing to invest in a faster crossing regardless of how long they expected to otherwise be waiting at the border that day.

**FIGURE 61 WILLINGNESS TO PAY TOLL BY TOLL AMOUNT AND EXPECTED BORDER WAIT TIME**

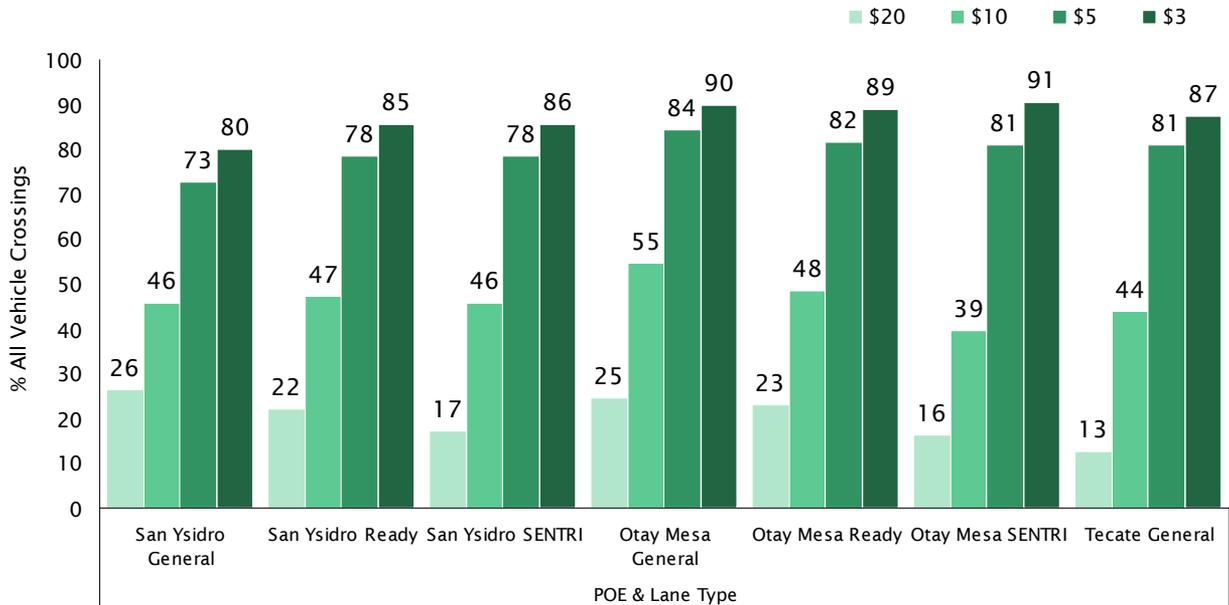


Figures 62 and 63 on the next page summarize the toll-related findings by country of residence, primary trip purpose for U.S. trips, as well as lane type by POE. Although the patterns vary depending on the amount of the toll, at the highest toll amount tested (\$20) the percentage of crossers willing to pay the toll was highest among U.S. residents, those crossing into the U.S. for medical reasons, and those crossing at the San Ysidro or Otay Mesa POEs in the General Lane.

**FIGURE 62 WILLINGNESS TO PAY SPECIFIC TOLL BY COUNTRY OF RESIDENCE AND PRIMARY PURPOSE FOR U.S. TRIP**

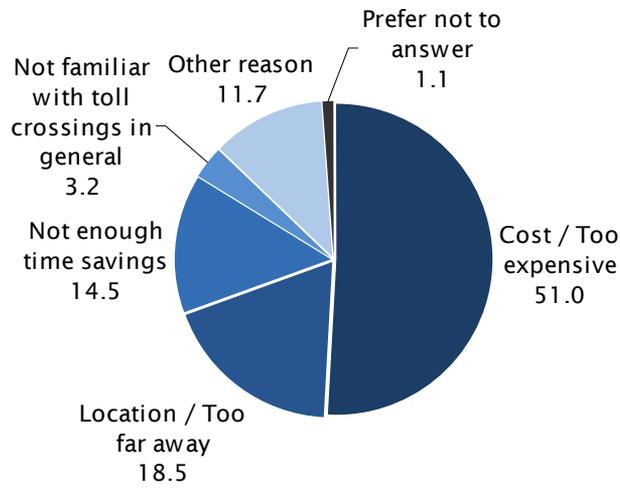


**FIGURE 63 WILLINGNESS TO PAY SPECIFIC TOLL BY POE & LANE TYPE**



**REASONS FOR NOT PAYING TOLL** Even at the lowest toll amounts tested in each wait time group (\$5 and \$3, respectively) there were some respondents who indicated they were not willing to pay the toll to reduce their wait time to less than 20 minutes. When asked to describe the main reason they were not interested in paying a toll to cross the border faster at the new crossing east of Otay Mesa (see Figure 64 on the next page), the most common responses were the cost of the toll being too expensive (51%), that the Otay Mesa East location is too far away (19%), and there is not enough time savings to justify the cost (15%).

**FIGURE 64 REASONS FOR NOT PAYING TOLL FOR FASTER CROSSING**



## BORDER CROSSER DETAILS

A variety of background information was gathered as part of the initial and follow-up interviews, which is useful in understanding the demographic and behavioral composition of weekday border crossings into the U.S.. The reader should take note that because of the objectives of this study and methodologies employed, the data presented in Table 6 represent northbound weekday *border crossings* made by México residents, rather than the individual trip makers themselves.<sup>13</sup> For example, below we see that of all weekday border crossings made by México residents in the current study, approximately 12% were made by an individual between the ages of 18 and 24.<sup>14</sup> Looking across the three ports of entry we see that the corresponding figure for San Ysidro border crossings is 12%, whereas its 14% for Otay Mesa and 8% for Tecate crossings.

**TABLE 3 DEMOGRAPHICS OF MÉXICO RESIDENT BORDER CROSSINGS BY STUDY YEAR & POE**

|   | Crossborder Study |         |            |           |        |
|---|-------------------|---------|------------|-----------|--------|
|   | 2010 Overall      | Overall | San Ysidro | Otay Mesa | Tecate |
| <b>Age</b>                                    |                   |         |            |           |        |
| 18 to 24                                      | 10%               | 12%     | 12%        | 14%       | 8%     |
| 25 to 34                                      | 24%               | 29%     | 29%        | 30%       | 18%    |
| 35 to 44                                      | 31%               | 24%     | 24%        | 26%       | 21%    |
| 45 to 54                                      | 21%               | 19%     | 19%        | 20%       | 23%    |
| 55 to 64                                      | 10%               | 11%     | 11%        | 8%        | 18%    |
| 65 or older                                   | 3%                | 5%      | 5%         | 2%        | 11%    |
| <b>Employment Status</b>                      |                   |         |            |           |        |
| Employed full-time                            | 56%               | 62%     | 58%        | 70%       | 70%    |
| Employed part-time                            | 19%               | 18%     | 19%        | 15%       | 13%    |
| Not employed, looking for work                | 3%                | 2%      | 2%         | 1%        | 0%     |
| Not employed or retired                       | 17%               | 15%     | 17%        | 11%       | 16%    |
| Student                                       | 4%                | 3%      | 3%         | 3%        | 0%     |
| <b>Place of Employment</b>                    |                   |         |            |           |        |
| Employed in US                                | 21%               | 32%     | 32%        | 31%       | 47%    |
| Employed in MX                                | 51%               | 44%     | 43%        | 48%       | 36%    |
| Not employed                                  | 25%               | 19%     | 21%        | 14%       | 17%    |
| Prefer not to answer                          | 3%                | 5%      | 4%         | 7%        | 0%     |
| <b>Monthly Household Income</b>               |                   |         |            |           |        |
| Less than \$500                               | NA                | 16%     | 19%        | 11%       | 9%     |
| \$500 to \$999                                | NA                | 23%     | 23%        | 24%       | 20%    |
| \$1,000 to \$1,499                            | NA                | 22%     | 21%        | 27%       | 23%    |
| \$1,500 to \$1,999                            | NA                | 15%     | 15%        | 17%       | 17%    |
| \$2,000 to \$2,999                            | NA                | 12%     | 12%        | 12%       | 14%    |
| \$3,000 to \$3,999                            | NA                | 5%      | 5%         | 5%        | 9%     |
| \$4,000 or more                               | NA                | 5%      | 5%         | 5%        | 8%     |
| <b>Gender</b>                                 |                   |         |            |           |        |
| Male  | 58%               | 55%     | 53%        | 66%       | 69%    |
| Female  | 42%               | 45%     | 47%        | 34%       | 31%    |
| <b>Number of People in Household</b>          |                   |         |            |           |        |
| Mean score                                    | 3.87              | 3.51    | 3.49       | 3.55      | 3.57   |
| <b>Number of Employed People in Household</b> |                   |         |            |           |        |
| Mean score                                    | 1.78              | 1.97    | 1.94       | 2.03      | 1.93   |
| <b>Number of Vehicles Owned in Household</b>  |                   |         |            |           |        |
| Mean score                                    | 1.83              | 1.66    | 1.62       | 1.71      | 1.87   |

13. Individuals who cross the border frequently naturally have a higher probability of being selected in the sample (and represented in the study findings) when compared to occasional or infrequent crossers. To the extent that frequent crossers may have a different demographic profile than their counterparts, the demographic characteristics of individual crossings will naturally skew in favor of frequent crossers.

14. The minimum age for participation in the study was 18. Interviewing minors requires parental permission, which was not logistically feasible for the present study.

When compared to the 2010 study findings (left column), the percentage of border crossings made by employed individuals and those employed in the U.S. increased in the current study, whereas the average number of people and average number of vehicles owned in the household declined.



## METHODOLOGY

The following sections outline the methodology used in the study, as well as the motivation for using certain techniques.

**OVERVIEW** There were two interviewing stages for this study. In the first stage, respondents were recruited while waiting to cross the border from México into the United States to participate in an *initial* interview that determined their eligibility, collected key respondent and household-level characteristics, and administered the VOT and toll-related questions (as appropriate). Upon completing the initial interview, residents of México who were crossing the border on a weekday were asked to complete the travel diary portion of the study for the places they visit in the United States during their trip that day, up to the following 24 hour period. The information recorded in the diary, along with additional information, was collected via a follow-up interview in-person at designated locations near the border, using a self-administered online survey, or by follow-up telephone interview. To incentivize participation, qualified respondents were offered a \$50 gift card for completing a travel diary or a \$5 gift card for completing the initial interview with VOT questions.

A total of 7,899 respondents (6,460 México residents; 1,439 U.S. residents) completed an initial interview on a weekday as they waited to cross into San Diego via the Otay Mesa-Mesa de Otay, San Ysidro-Puerta México, or Tecate-Tecate ports of entry. Among residents of México, 1,911 travel diaries were subsequently completed, which detailed information about the respondent's day of travel into San Diego County.<sup>15</sup> Data collection occurred on weekdays between November 6, 2019 and January 16, 2020, pausing for the Thanksgiving, Christmas, and New Year's holidays.

**QUESTIONNAIRE & DIARY DEVELOPMENT** True North worked closely with SANDAG staff in developing the questionnaire for the initial interview, as well as the self-administered travel diary and NuTripX website for collecting data from the completed diaries (see *Questionnaires & Diary* on page 61). The content of the questionnaire and diary was driven by the demands of SANDAG's cross-border travel forecasting model and the agency's interest in measuring anticipated use/willingness to pay for expedited toll crossings. Both documents were designed to avoid or minimize the many possible sources of systematic measurement error (including position-order effects, wording effects, response-category effects, scaling effects and priming) and with ample consideration given to the difficult nature of the interviewing environment. Once the content was finalized, all documents were translated into Spanish by SANDAG staff and then programmed by True North and NuStats for online data collection.

**DATA COLLECTION & DIARY RETRIEVAL** Initial interviews were interviewer-led (not self-administered) and conducted in the field using tablets connected by 4G to a survey application and central servers managed by True North. The application automatically navigated skip patterns, randomized items, alerted the interviewer to missing data or values that are out of range, and recorded interview specifics (location, time, interviewer). The application also recorded a unique personal identification number (PIN) for each respondent that linked the initial

15. An additional 81 diaries (not included in the total described above) were completed with respondents who carried a GPS tracking device. The GPS data was used to validate diary entries and estimate the degree to which respondents may under-report trips (see *GPS Subsample* on page 58 for more information).

interview to their subsequent travel diary, as appropriate. The use of tablets for conducting the initial interviews allowed the information to be available in real-time to the True North team for monitoring data collection productivity/issues and for timely follow-up calls/contacts for respondents who forgot or neglected to turn in their travel diary.

Three methods were used for diary retrieval:

- Staffed kiosks at the border (U.S. side) where respondents participated in an interviewer-led diary retrieval and validation interview using NuTripX's interactive, map-enabled diary retrieval application
- Secure, online survey site where respondents could log-in using their PIN and enter their travel diary information using NuTripX's interactive, map-enabled diary retrieval application
- Telephone interviews conducted by trained, bilingual staff using NuTripX's interactive, map-enabled diary retrieval application

If a respondent had not provided their diary back to the research team within 24 hours of receiving the diary, they received an email reminder and/or phone calls from NuStats to retrieve the information. Follow-up validation phone calls were also made to respondents who provided incomplete or inconsistent information in their diaries returned online.

Separate teams of bilingual interviewers operated in México and the U.S.. The larger staff of 14 interviewers in México focused on recruiting and conducting initial interviews between the hours of 5:00AM to 6:00PM, Monday through Friday. On days when recruiting and interviewing was occurring in México, a smaller team of four interviewers staffed a designated kiosk location on the U.S. side near the same POE to retrieve diaries and conduct a retrieval interview during the hours of 10:00AM to 7:00PM. Diary retrieval by telephone was also conducted during weekday evenings and weekends using a small team of bilingual interviewers, typically three to four interviewers.

**PRE-TEST SUMMARY & ADJUSTMENTS** A pre-test was conducted in live conditions at the San Ysidro-Puerta México port of entry on November 6, 2019. The initial interviews were conducted in-person on the México side of the border between 7AM and 2PM. BTK Consulting personnel intercepted **pedestrians** in the queues south of the turnstile gates and completed the interviews before the turnstiles. Because the interviews were brief and were completed well before the person approached the compound, the survey did not interfere with the customs process. For **personal vehicles**, the process was similar. BTK Consulting personnel approached vehicles in the queue well before the checkpoint, explained the survey process, and requested their participation. If the driver agreed to participate, the interviewer walked alongside the vehicle asking the appropriate questions.

A total of 470 initial interviews were initiated, with 305 initial interviews completed. A total of 165 initial interviews did *not* result in a completion due to respondents being screened-out, quitting the interview, or running out of time to complete the interview before crossing the border. Among the 305 completed interviews, 296 were completed with Mexican residents and 9 with residents of the United States. Two-thirds of the 296 Mexican residents who completed the initial interview also agreed to participate in the diary portion of the study, whereas 99 refused to participate despite the \$50 incentive.<sup>16</sup> A total of 45 diaries were collected during the pretest,

with 21 returned in-person, 14 collected by telephone, and 10 completed using the NuTripX diary retrieval site. In terms of mode split, 11 diaries were returned by individuals who crossed as pedestrians, whereas 34 were completed by individuals who crossed the border using a vehicle. The return rates were similar by mode (23% among those crossing by vehicle; 24% among pedestrians) among those who received a diary.

**Adjustments Made based on Pre-Test** One of the goals of the pre-test was to identify challenges or problems that were *not* anticipated—as well as unforeseen opportunities—and make adjustments to improve the overall reliability and efficiency of the study. Although our team was quite pleased with how the pre-test was conducted, we did identify a number of refinements/adjustments during the pre-test period:

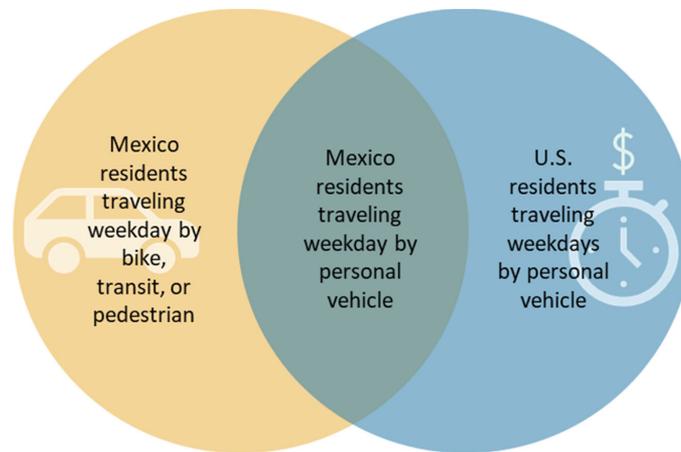
- Several individuals attempted to turn in their diary shortly after crossing the border, describing in the diary where they *intended* to travel later that day. We explained that they needed to keep the diary with them to document the exact locations, times, etc. for each location before turning in the diary. To help clarify for respondents the need to keep the diary with them throughout their travels that day, an instruction was added to the NuTripX PIN page and to the diary itself that emphasized they are to turn in the diary *after* making all of their trips in the U.S. that day.
- The laptops used by Flagship staff on the U.S. side of the border for diary retrieval would not connect to the Internet at the diary retrieval location, in part because the location is close enough to the border that the laptops would default to AT&T MX and connect to a tower in México. After two hours on the phone with AT&T, we identified the exact problem and made the appropriate plan changes to resolve the issue.
- One individual attempted to turn in a fraudulent diary, claiming he had received it earlier in the week and was reporting for travel behavior from a prior day. Although it was easy to identify this individual as being untruthful during the pre-test (we did not hand out diaries earlier in the week), it did prompt us to change how we print the diaries. In addition to the unique PIN on each diary, we also printed diaries in daily batches (batch 1 for day 1, batch 2 for day 2) and including the batch number on the diary. This enabled our interviewing staff to identify when an individual who claimed to be reporting travel from a prior day actually received the diary.

**SAMPLING METHODOLOGY** To accommodate both the travel modeling and value of time (VOT) research objectives, the study employed an overlapping sampling strategy for northbound border crossers. For the *travel behavior* component of the study, México residents traveling weekdays in personal vehicles and buses, as well as individuals crossing on foot or using non-motorized forms of transportation (e.g., bicycle), represented the universe of interest. Questions pertaining to VOT and anticipated use of a future toll crossing, meanwhile, were administered to México residents *and* U.S. residents traveling by personal vehicle during weekdays.<sup>17</sup> Figure 1 illustrates the overlapping subgroups of interest for the travel behavior (left circle) and VOT (right circle) components.

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16. It is worth noting that the refusal rate for the diary during the pretest was much higher than it was during the 2010 study, and was also ultimately higher than it was during the regular data collection period for this study. The pretest patterns arguably reflected the reluctance of some border crossers to share the specifics of their travel behavior, work addresses, etc., in the current political environment. These concerns appeared to be assuaged to some degree as the interviewers became more polished in their approach and became a regular presence at the border during the study period (and thus more familiar to border crossers).

**FIGURE 65** DIAGRAM OF OVERLAPPING TRAVEL AND VOT STUDY SUBGROUPS



To gather representative samples of each subgroup, a two-stage cluster sampling approach was utilized (described in more detail below). It should be noted that the overall sampling approach was consistent with that used in the *2010 Cross-border Travel Behavior Survey*, although it was appropriately adjusted to reflect changes at the border (e.g., the advent of Ready Lanes) and the current pattern of crossings.

**Cluster Sampling** The most efficient method of sampling border crossers is what is commonly known as cluster sampling.<sup>18</sup> A cluster sample is a probability sample in which the population is partitioned into primary units, each of which is composed of a collection—or cluster—of secondary sampling units. Using cluster sampling, border crossers are not selected at random on an *individual* basis for surveying. Rather, they are chosen as groups—or clusters—based on their happening to be at a particular port of entry (POE), on a particular day, within a particular period of time, and in a particular lane. The primary sampling units are thus mutually exclusive Date/Time/POE/Lane combinations, with individual border crossers representing the secondary sampling units.

**Two-stage Design** In a single-stage cluster design, data is gathered from all secondary units whenever the associated primary unit is selected. Obviously, this was not possible nor necessary for the current study. Rather, the study employed a two-stage cluster design. Once a primary sampling unit was selected, individuals crossers were selected through a procedure approximating a second random selection.

Although the second-stage selection procedure varied somewhat by port of entry to accommodate the different layouts and traffic flows, the practice was to select every  $n^{\text{th}}$  crosser for interviewing. Functionally, this involved choosing a starting position to intercept the crosser,

17. Although weekend travel was also of interest for the VOT component, the arrival of COVID-19 in March 2020 and the subsequent restrictions placed on border crossing prevented the research team from completing a planned second phase of data collection on weekends.

18. Although parameter estimates generated by a cluster sample done for convenience will generally have larger statistical margins of error when compared to simple random sampling using the same sized sample, this potential problem is usually more than offset by the fact that cluster sampling is a more productive sampling method for a given budget—which means that much larger sample sizes can be obtained using clustering techniques as opposed to simple random sampling. This is certainly true in the present case.

selecting the  $n^{\text{th}}$  crosser that reached the position, conducting the interview (which generally involved walking alongside the individual or vehicle), then returning to the starting position to begin the procedure again. If a selected respondent refused to participate, the interviewer attempted to survey the next crosser.<sup>19</sup> By following this procedure, crossers were chosen based on their happening to be at a particular location at a particular time—which conceptually allowed all crossers an equal probability of being included in the study.<sup>20</sup> Once intercepted, the initial questions in the survey were designed to screen-out non-qualified respondents.

**Utilizing CBP Data** The cluster sampling approach can work in the absence of additional information about the volume of border crossings by POE, mode, or time of day. However, because this information was made available at the outset of the study by Customs and Border Protection (CBP) for an example week in 2018, as shown in the next section it was possible to refine the sampling methodology to ensure that the distribution of interviews by POE, mode, lane type, weekday/weekend and peak/off-peak<sup>21</sup> periods of the day approximated the estimated northbound volumes in each category.

**WEEKDAY INTERVIEWING** The first phase of the study focused exclusively on weekday border crossers, capturing both travel diary and VOT data as appropriate. Table 4 presents the distribution of northbound crossings based on combined data sources<sup>22</sup> from 2018 by mode, lane type, and peak/off-peak hours for the three ports of entry of interest to the study: Otay Mesa, San Ysidro and Tecate. In addition to the overall number of crossings (N) in a week, the table displays the percentage of all crossings for the associated POE (% POE), as well as the percentage of all crossings for all three POEs in the study (% ALL 3 POEs).

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19. In cases where the number of lanes exceeded the number of interviewers, interviewers were instructed to complete a certain number of interviews in one lane, then move to the next adjacent lane. By rotating the interviewers in this fashion, all lanes were covered.

20. A random sample is defined as all units in the universe having an equal probability of selection. Because one can assume that both the location of crossers in the queue and the exact time at which the selection process begins are determined by factors unrelated to the variables of interest in this study, following the recommended procedure approximates a pure random sample. We use the word *approximate* because—like any procedure that is logistically feasible—this procedure likely results in small inequities in the probability of being selected as the length of the interview and the speed of the queue (and thus the interval between selections) varies depending on the respondent and other factors that affect the processing time. However, these factors can also be expected to vary in a random manner and thus are not expected to insert a systematic bias into the selection of sampling units. Moreover, by following this procedure, interviewers were able to select crossers based on their position in the queue rather than based on factors—such as gender, appearance, etc.—that could have led to a systematic bias in the results of the survey.

21. Peak period is defined as 5:00AM to 8:59AM.

22. Sources: Hourly Crossings by Mode provided for San Ysidro and Otay Mesa by U.S. Customs and Border Protection for select week in 2018. Total annual crossings by mode from U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, based on data from the Department of Homeland Security, U.S. Customs and Border Protection, Office of Field Operations, 2018. Hourly splits for buses and pedestrians imputed using distributions found in SANDAG's 2010 *Cross-Border Travel Behavior Survey* applied to 2018 total crossings. Peak/Off-peak distributions for personal vehicles in Tecate imputed using average peak/off-peak distributions found in Otay Mesa & San Ysidro crossings for 2018.

**TABLE 4 DISTRIBUTION OF WEEKDAY NORTHBOUND CROSSINGS BY MODE**

|              | Mode                | Otay Mesa      |               |              | San Ysidro     |              |              | Tecate        |               |             | Total          |
|--------------|---------------------|----------------|---------------|--------------|----------------|--------------|--------------|---------------|---------------|-------------|----------------|
|              |                     | N              | % POE         | % All Cross  | N              | % POE        | % All Cross  | N             | % POE         | % All Cross |                |
| WD Peak      | Vehicles General    | 3,489          | 2.6%          | 0.7%         | 10,039         | 3.1%         | 2.1%         | 3,351         | 12.0%         | 0.7%        | 16,879         |
|              | Vehicles Ready Lane | 11,932         | 9.0%          | 2.5%         | 13,658         | 4.2%         | 2.8%         | -             | 0.0%          | 0.0%        | 25,590         |
|              | Vehicles SENTRI     | 8,240          | 6.2%          | 1.7%         | 21,211         | 6.5%         | 4.4%         | -             | 0.0%          | 0.0%        | 29,451         |
|              | Buses               | 128            | 0.1%          | 0.0%         | 106            | 0.0%         | 0.0%         | -             | 0.0%          | 0.0%        | 234            |
|              | Pedestrians         | 12,002         | 9.1%          | 2.5%         | 23,434         | 7.2%         | 4.8%         | 3,619         | 13.0%         | 0.7%        | 39,055         |
|              | <b>Subtotal</b>     | <b>35,791</b>  | <b>27.0%</b>  | <b>7.4%</b>  | <b>68,448</b>  | <b>21.1%</b> | <b>14.1%</b> | <b>6,970</b>  | <b>25.0%</b>  | <b>1.4%</b> | <b>111,209</b> |
| WD Off-Peak  | Vehicles General    | 15,876         | 12.0%         | 3.3%         | 32,596         | 10.0%        | 6.7%         | 12,009        | 43.1%         | 2.5%        | 60,481         |
|              | Vehicles Ready Lane | 40,511         | 30.6%         | 8.4%         | 70,409         | 21.7%        | 14.5%        | -             | 0.0%          | 0.0%        | 110,920        |
|              | Vehicles SENTRI     | 21,778         | 16.4%         | 4.5%         | 60,962         | 18.8%        | 12.6%        | -             | 0.0%          | 0.0%        | 82,740         |
|              | Buses               | 347            | 0.3%          | 0.1%         | 337            | 0.1%         | 0.1%         | -             | 0.0%          | 0.0%        | 684            |
|              | Pedestrians         | 18,109         | 13.7%         | 3.7%         | 92,034         | 28.3%        | 19.0%        | 8,871         | 31.9%         | 1.8%        | 119,015        |
|              | <b>Subtotal</b>     | <b>96,621</b>  | <b>73.0%</b>  | <b>19.9%</b> | <b>256,338</b> | <b>78.9%</b> | <b>52.8%</b> | <b>20,880</b> | <b>75.0%</b>  | <b>4.3%</b> | <b>373,839</b> |
| <b>Total</b> |                     | <b>132,412</b> | <b>100.0%</b> | <b>27.3%</b> | <b>324,786</b> | <b>100%</b>  | <b>67.0%</b> | <b>27,850</b> | <b>100.0%</b> | <b>5.7%</b> | <b>485,048</b> |

Based on the 2010 study findings, we estimated the diary completion rate to be 20%—meaning that for every five initial interviews that were completed with a México resident, one respondent would agree to participate in the travel diary portion *and* actually return the information to the interviewing team. Accordingly, to complete 1500 travel diary interviews to be delivered to SANDAG for modeling purposes, we expected to complete 7500 initial intercept surveys.

The distributions shown in Table 4 above were applied to known sample sizes (7500 initial intercept interviews; 1500 diaries) to derive a sample plan that was proportional by POE, mode, lane type, and peak/off-peak periods for México residents. Table 5 shows the distribution of *planned* completed initial interviews (1st Interviews) and diaries (Diaries) using a proportional sampling design. Initial interviews were also planned for approximately 900 United States residents traveling northbound in personal vehicles as they occurred naturally during the recruiting process to help inform the VOT analyses, with the estimated distribution by POE shown at the bottom of Table 5.

**TABLE 5 PROPORTIONAL INTERVIEWING SHOWING INITIAL INTERVIEWS & DIARIES**

|                                     | Mode                | Otay Mesa      |            |              | San Ysidro     |              |              | Tecate         |           |             | Total          |              |
|-------------------------------------|---------------------|----------------|------------|--------------|----------------|--------------|--------------|----------------|-----------|-------------|----------------|--------------|
|                                     |                     | 1st Interviews | Diaries    | % All Cross  | 1st Interviews | Diaries      | % All Cross  | 1st Interviews | Diaries   | % All Cross | 1st Interviews | Diaries      |
| WD Peak                             | Vehicles General    | 54             | 11         | 0.7%         | 155            | 31           | 2.1%         | 52             | 10        | 0.7%        | 261            | 52           |
|                                     | Vehicles Ready Lane | 184            | 37         | 2.5%         | 211            | 42           | 2.8%         | 0              | 0         | 0.0%        | 396            | 79           |
|                                     | Vehicles SENTRI     | 127            | 25         | 1.7%         | 328            | 66           | 4.4%         | 0              | 0         | 0.0%        | 455            | 91           |
|                                     | Buses               | 2              | 0          | 0.0%         | 2              | 0            | 0.0%         | 0              | 0         | 0.0%        | 4              | 1            |
|                                     | Pedestrians         | 186            | 37         | 2.5%         | 362            | 72           | 4.8%         | 56             | 11        | 0.7%        | 604            | 121          |
|                                     | <b>Subtotal</b>     | <b>553</b>     | <b>111</b> | <b>7.4%</b>  | <b>1,058</b>   | <b>212</b>   | <b>14.1%</b> | <b>108</b>     | <b>22</b> | <b>1.4%</b> | <b>1,720</b>   | <b>344</b>   |
| WD Off-Peak                         | Vehicles General    | 245            | 49         | 3.3%         | 504            | 101          | 6.7%         | 186            | 37        | 2.5%        | 935            | 187          |
|                                     | Vehicles Ready Lane | 626            | 125        | 8.4%         | 1,089          | 218          | 14.5%        | 0              | 0         | 0.0%        | 1,715          | 343          |
|                                     | Vehicles SENTRI     | 337            | 67         | 4.5%         | 943            | 189          | 12.6%        | 0              | 0         | 0.0%        | 1,279          | 256          |
|                                     | Buses               | 5              | 1          | 0.1%         | 5              | 1            | 0.1%         | 0              | 0         | 0.0%        | 11             | 2            |
|                                     | Pedestrians         | 280            | 56         | 3.7%         | 1,423          | 285          | 19.0%        | 137            | 27        | 1.8%        | 1,840          | 368          |
|                                     | <b>Subtotal</b>     | <b>1,494</b>   | <b>299</b> | <b>19.9%</b> | <b>3,964</b>   | <b>793</b>   | <b>52.8%</b> | <b>323</b>     | <b>65</b> | <b>4.3%</b> | <b>5,780</b>   | <b>1,156</b> |
| <b>Total MX Resident Interviews</b> |                     | <b>2,047</b>   | <b>409</b> | <b>27.3%</b> | <b>5,022</b>   | <b>1,004</b> | <b>67.0%</b> | <b>431</b>     | <b>86</b> | <b>5.7%</b> | <b>7,500</b>   | <b>1,500</b> |
| <b>Total US Resident Interviews</b> |                     | <b>262</b>     |            |              | <b>638</b>     |              |              | <b>0</b>       |           |             | <b>900</b>     |              |

The distributions shown in Table 5 guided our team’s weekday data collection efforts, with the final sample meeting (or exceeding) the quota in nearly every cell. Table 6 shows the distribution of completed initial interviews and diaries by POE, mode, lane type, and peak/off-peak periods. Although the goal was to complete 1,500 diaries, we were able to deliver 1,911 completed diaries. We also over-delivered on weekday U.S. resident surveys, completing 1,439.

TABLE 6 COMPLETED WEEKDAY INTERVIEWS - UNWEIGHTED

| Mode                                | Otay Mesa           |            |                        | San Ysidro     |              |                        | Tecate         |            |                        | Total          |              |                        |     |
|-------------------------------------|---------------------|------------|------------------------|----------------|--------------|------------------------|----------------|------------|------------------------|----------------|--------------|------------------------|-----|
|                                     | 1st Interviews      | Diaries    | Final Diaries vs Quota | 1st Interviews | Diaries      | Final Diaries vs Quota | 1st Interviews | Diaries    | Final Diaries vs Quota | 1st Interviews | Diaries      | Final Diaries vs Quota |     |
| WD Peak                             | Vehicles General    | 37         | 14                     | +3             | 302          | 81                     | +50            | 100        | 18                     | +8             | 439          | 113                    | +61 |
|                                     | Vehicles Ready Lane | 238        | 74                     | +37            | 285          | 80                     | +38            | 0          | 0                      | 0              | 523          | 154                    | +75 |
|                                     | Vehicles SENTRI     | 134        | 44                     | +19            | 166          | 54                     | -12            | 0          | 0                      | 0              | 300          | 98                     | +7  |
|                                     | Buses               | 0          | 0                      | 0              | 8            | 2                      | +2             | 0          | 0                      | 0              | 8            | 2                      | +1  |
|                                     | Pedestrians         | 104        | 30                     | -7             | 375          | 98                     | +26            | 61         | 31                     | +20            | 540          | 159                    | +38 |
| <b>Subtotal</b>                     | <b>513</b>          | <b>162</b> | <b>+51</b>             | <b>1,136</b>   | <b>315</b>   | <b>+103</b>            | <b>161</b>     | <b>49</b>  | <b>+27</b>             | <b>1,810</b>   | <b>526</b>   | <b>+182</b>            |     |
| WD Off-Peak                         | Vehicles General    | 152        | 28                     | -21            | 593          | 146                    | +45            | 158        | 41                     | +4             | 903          | 215                    | +28 |
|                                     | Vehicles Ready Lane | 531        | 153                    | +28            | 872          | 259                    | +41            | 0          | 0                      | 0              | 1,403        | 412                    | +69 |
|                                     | Vehicles SENTRI     | 277        | 79                     | +12            | 782          | 232                    | +43            | 0          | 0                      | 0              | 1,059        | 311                    | +55 |
|                                     | Buses               | 0          | 0                      | -1             | 3            | 1                      | -0             | 0          | 0                      | 0              | 3            | 1                      | -1  |
|                                     | Pedestrians         | 255        | 103                    | +47            | 934          | 313                    | +28            | 93         | 30                     | +3             | 1,282        | 446                    | +78 |
| <b>Subtotal</b>                     | <b>1,215</b>        | <b>363</b> | <b>+64</b>             | <b>3,184</b>   | <b>951</b>   | <b>+158</b>            | <b>251</b>     | <b>71</b>  | <b>+6</b>              | <b>4,650</b>   | <b>1,385</b> | <b>+229</b>            |     |
| <b>Total MX Resident Interviews</b> | <b>1,728</b>        | <b>525</b> | <b>+116</b>            | <b>4,320</b>   | <b>1,266</b> | <b>+262</b>            | <b>412</b>     | <b>120</b> | <b>+34</b>             | <b>6,460</b>   | <b>1,911</b> | <b>+411</b>            |     |
| <b>Total US Resident Interviews</b> | <b>362</b>          |            |                        | <b>1,077</b>   |              |                        | <b>0</b>       |            |                        | <b>1,439</b>   |              |                        |     |

**GPS Subsample** A subsample of 81 México residents who agreed to participate in the diary portion of the study were recruited to carry a small GPS tracking device (Amcrest 4G GPS Tracker) along with their diary. The GPS data was subsequently used by True North for diary verification purposes and to estimate the extent to which respondents may over-report or under-report trips. On average, those carrying GPS units under-reported 0.28 trips, although this figure includes one outlier who appeared to be a delivery person and reported 10 trips (but did not account for 6 additional trips). Eliminating this one outlier reduced the average number of under-reported trips to 0.21.

**WEIGHTING WITH UPDATED CROSSING DATA** The sampling plan was based on crossing data from 2018, which was the most recent data available during the design period for the study. Once the study was underway, however, CBP was able to provide data from November 2019 for weighting purposes. The crossing data was also provided at the *individual* level, which effectively allowed us to ‘unpack’ vehicles with multiple passengers and weight the data to reflect the appropriate balance of *individual* crossings by peak/off-peak, mode and lane type.<sup>23</sup> Table 7 presents the estimated distribution of individual crossings for a week based on actual crossing during the nine day period from November 10 to November 18, 2019. To properly represent a single week of travel, the data from this nine day period was adjusted to represent seven consecutive days.<sup>24</sup>

23. Weighting the data at the vehicle level creates a situation in which a pedestrian crossing and a vehicle crossing are viewed as equal, even though a vehicle often includes multiple people. Weighting the data at the individual level properly accounts for the much greater volume of people who cross in vehicles.

24. Specifically, we averaged the data from two Sundays to represent a single Sunday, and followed the same procedure for the two Mondays.

TABLE 7 DISTRIBUTION OF INDIVIDUAL CROSSINGS FOR NOVEMBER 2019 WEEK

|                          | Lane Type                          | Weekday Peak   | Weekday Off-Peak | Weekend        | Total            |
|--------------------------|------------------------------------|----------------|------------------|----------------|------------------|
| Otay Mesa                | General                            | 2,563          | 10,036           | 3,681          | 16,279           |
|                          | Ready Lane                         | 15,620         | 69,152           | 41,270         | 126,041          |
|                          | SENTRI                             | 10,103         | 30,255           | 18,196         | 58,554           |
|                          | Ped Standard                       | 18,096         | 35,386           | 19,448         | 72,930           |
|                          | <b>Total, Otay Mesa</b>            | <b>46,381</b>  | <b>144,828</b>   | <b>82,593</b>  | <b>273,802</b>   |
| San Ysidro               | General                            | 14,888         | 65,535           | 39,181         | 119,603          |
|                          | Ready Lane                         | 17,711         | 118,857          | 61,751         | 198,319          |
|                          | SENTRI                             | 28,282         | 88,641           | 55,080         | 172,002          |
|                          | Ped Standard                       | 22,003         | 60,094           | 37,338         | 119,435          |
|                          | PedWest                            | 17,573         | 42,983           | 26,272         | 86,827           |
| <b>Total, San Ysidro</b> | <b>100,455</b>                     | <b>376,108</b> | <b>219,621</b>   | <b>696,184</b> |                  |
| Tecate                   | General                            | 5,906          | 17,855           | 10,802         | 34,562           |
|                          | Ped Standard                       | 7,288          | 5,866            | 4,992          | 18,145           |
|                          | <b>Total, Tecate</b>               | <b>13,194</b>  | <b>23,721</b>    | <b>15,793</b>  | <b>52,707</b>    |
| Overall                  | Vehicle Passengers                 | 95,071         | 400,328          | 229,959        | 725,358          |
|                          | Pedestrians                        | 64,959         | 144,329          | 88,049         | 297,336          |
|                          | <b>Total, Individual Crossings</b> | <b>160,030</b> | <b>544,657</b>   | <b>318,007</b> | <b>1,022,693</b> |

As noted previously (see *Sampling Methodology* on page 54), this study combined research objectives that had overlapping subgroups of interest. Accordingly, two separate weighting schemes were developed to appropriately filter and adjust the data to match the respective universes. For the purposes of cross-border travel modeling, only México residents traveling on weekdays were included, and the data were weighted to match weekday crossings at the individual level by POE, peak/off-peak, mode, and lane type. Table 8 presents the weighted distribution of completed diaries.

TABLE 8 COMPLETED DIARIES FOR CROSS-BORDER MODELING - WEIGHTED

|                          | Lane Type                          | Weekday Peak                   |                                  |                                  |                                | Weekday Off-Peak               |                                    |                                  |                                | Total                          |                                    |                                |               |
|--------------------------|------------------------------------|--------------------------------|----------------------------------|----------------------------------|--------------------------------|--------------------------------|------------------------------------|----------------------------------|--------------------------------|--------------------------------|------------------------------------|--------------------------------|---------------|
|                          |                                    | Completed Crossings (Weighted) | % All Weekday Diaries (Weighted) | % Completed Crossings (Weighted) | % Completed Diaries (Weighted) | Completed Crossings (Weighted) | % All Weekday Crossings (Weighted) | % Completed Crossings (Weighted) | % Completed Diaries (Weighted) | Completed Crossings (Weighted) | % All Weekday Crossings (Weighted) | % Completed Diaries (Weighted) |               |
|                          |                                    |                                |                                  |                                  |                                |                                |                                    |                                  |                                |                                |                                    |                                |               |
| Otay Mesa                | General                            | 2,563                          | 7                                | 0.4%                             | 0.4%                           | 10,036                         | 27                                 | 1.4%                             | 1.4%                           | 12,598                         | 34                                 | 1.8%                           | 1.8%          |
|                          | Ready Lane                         | 15,620                         | 42                               | 2.2%                             | 2.2%                           | 69,152                         | 188                                | 9.8%                             | 9.8%                           | 84,771                         | 230                                | 12.0%                          | 12.0%         |
|                          | SENTRI                             | 10,103                         | 27                               | 1.4%                             | 1.4%                           | 30,255                         | 82                                 | 4.3%                             | 4.3%                           | 40,358                         | 109                                | 5.7%                           | 5.7%          |
|                          | Ped Standard                       | 18,096                         | 49                               | 2.6%                             | 2.6%                           | 35,386                         | 96                                 | 5.0%                             | 5.0%                           | 53,482                         | 145                                | 7.6%                           | 7.6%          |
|                          | <b>Total, Otay Mesa</b>            | <b>46,381</b>                  | <b>126</b>                       | <b>6.6%</b>                      | <b>6.6%</b>                    | <b>144,828</b>                 | <b>393</b>                         | <b>20.6%</b>                     | <b>20.6%</b>                   | <b>191,209</b>                 | <b>519</b>                         | <b>27.1%</b>                   | <b>27.1%</b>  |
| San Ysidro               | General                            | 14,888                         | 40                               | 2.1%                             | 2.1%                           | 65,535                         | 178                                | 9.3%                             | 9.3%                           | 80,422                         | 218                                | 11.4%                          | 11.4%         |
|                          | Ready Lane                         | 17,711                         | 48                               | 2.5%                             | 2.5%                           | 118,857                        | 322                                | 16.9%                            | 16.9%                          | 136,568                        | 370                                | 19.4%                          | 19.4%         |
|                          | SENTRI                             | 28,282                         | 77                               | 4.0%                             | 4.0%                           | 88,641                         | 240                                | 12.6%                            | 12.6%                          | 116,922                        | 317                                | 16.6%                          | 16.6%         |
|                          | Ped Standard                       | 22,003                         | 60                               | 3.1%                             | 3.1%                           | 60,094                         | 163                                | 8.5%                             | 8.5%                           | 82,097                         | 223                                | 11.7%                          | 11.7%         |
|                          | PedWest                            | 17,573                         | 48                               | 2.5%                             | 2.5%                           | 42,983                         | 117                                | 6.1%                             | 6.1%                           | 60,555                         | 164                                | 8.6%                           | 8.6%          |
| <b>Total, San Ysidro</b> | <b>100,455</b>                     | <b>272</b>                     | <b>14.3%</b>                     | <b>14.3%</b>                     | <b>376,108</b>                 | <b>1,020</b>                   | <b>53.4%</b>                       | <b>53.4%</b>                     | <b>476,563</b>                 | <b>1,292</b>                   | <b>67.6%</b>                       | <b>67.6%</b>                   |               |
| Tecate                   | General                            | 5,906                          | 16                               | 0.8%                             | 0.8%                           | 17,855                         | 48                                 | 2.5%                             | 2.5%                           | 23,761                         | 64                                 | 3.4%                           | 3.4%          |
|                          | Ped Standard                       | 7,288                          | 20                               | 1.0%                             | 1.0%                           | 5,866                          | 16                                 | 0.8%                             | 0.8%                           | 13,154                         | 36                                 | 1.9%                           | 1.9%          |
|                          | <b>Total, Tecate</b>               | <b>13,194</b>                  | <b>36</b>                        | <b>1.9%</b>                      | <b>1.9%</b>                    | <b>23,721</b>                  | <b>64</b>                          | <b>3.4%</b>                      | <b>3.4%</b>                    | <b>36,914</b>                  | <b>100</b>                         | <b>5.2%</b>                    | <b>5.2%</b>   |
| Overall                  | Vehicle Passengers                 | 95,071                         | 258                              | 13.5%                            | 13.5%                          | 400,328                        | 1,086                              | 56.8%                            | 56.8%                          | 495,399                        | 1,343                              | 70.3%                          | 70.3%         |
|                          | Pedestrians                        | 64,959                         | 176                              | 9.2%                             | 9.2%                           | 144,329                        | 391                                | 20.5%                            | 20.5%                          | 209,287                        | 568                                | 29.7%                          | 29.7%         |
|                          | <b>Total, Individual Crossings</b> | <b>160,030</b>                 | <b>434</b>                       | <b>22.7%</b>                     | <b>22.7%</b>                   | <b>544,657</b>                 | <b>1,477</b>                       | <b>77.3%</b>                     | <b>77.3%</b>                   | <b>704,686</b>                 | <b>1,911</b>                       | <b>100.0%</b>                  | <b>100.0%</b> |

For questions related to VOT and willingness to pay a toll for expedited crossings, the study was interested in México residents and U.S. residents who cross by personal vehicle on weekdays. Table 9 shows the final weighted completes among these respondents after weighting by POE, peak/off-peak, lane type, and residency.<sup>25</sup>

TABLE 9 COMPLETED SURVEYS FOR CROSSING DEMOGRAPHICS &amp; VOT ANALYSES - WEIGHTED

|            | Lane Type                          | Weekday Peak   |                              |                         |                                | Weekday Off-Peak |                              |                         |                                | Total          |                              |                         |                                |
|------------|------------------------------------|----------------|------------------------------|-------------------------|--------------------------------|------------------|------------------------------|-------------------------|--------------------------------|----------------|------------------------------|-------------------------|--------------------------------|
|            |                                    | Crossings      | Completed Surveys (Weighted) | % All Weekday Crossings | % Completed Surveys (Weighted) | Crossings        | Completed Surveys (Weighted) | % All Weekday Crossings | % Completed Surveys (Weighted) | Crossings      | Completed Surveys (Weighted) | % All Weekday Crossings | % Completed Surveys (Weighted) |
| Otay Mesa  | General                            | 2,563          | 31                           | 0.4%                    | 0.4%                           | 10,036           | 120                          | 1.5%                    | 1.5%                           | 12,598         | 150                          | 1.9%                    | 1.9%                           |
|            | Ready Lane                         | 15,620         | 186                          | 2.4%                    | 2.4%                           | 69,152           | 825                          | 10.4%                   | 10.4%                          | 84,771         | 1,012                        | 12.8%                   | 12.8%                          |
|            | SENTRI                             | 10,103         | 121                          | 1.5%                    | 1.5%                           | 30,255           | 361                          | 4.6%                    | 4.6%                           | 40,358         | 482                          | 6.1%                    | 6.1%                           |
|            | Ped Standard                       | 14,477         | 173                          | 2.2%                    | 2.2%                           | 28,309           | 338                          | 4.3%                    | 4.3%                           | 42,786         | 511                          | 6.5%                    | 6.5%                           |
|            | <b>Total, Otay Mesa</b>            | <b>42,762</b>  | <b>510</b>                   | <b>6.5%</b>             | <b>6.5%</b>                    | <b>137,751</b>   | <b>1,644</b>                 | <b>20.8%</b>            | <b>20.8%</b>                   | <b>180,513</b> | <b>2,155</b>                 | <b>27.3%</b>            | <b>27.3%</b>                   |
| San Ysidro | General                            | 14,888         | 178                          | 2.2%                    | 2.2%                           | 65,535           | 782                          | 9.9%                    | 9.9%                           | 80,422         | 960                          | 12.2%                   | 12.2%                          |
|            | Ready Lane                         | 17,711         | 211                          | 2.7%                    | 2.7%                           | 118,857          | 1,419                        | 18.0%                   | 18.0%                          | 136,568        | 1,630                        | 20.6%                   | 20.6%                          |
|            | SENTRI                             | 28,282         | 338                          | 4.3%                    | 4.3%                           | 88,641           | 1,058                        | 13.4%                   | 13.4%                          | 116,922        | 1,396                        | 17.7%                   | 17.7%                          |
|            | Ped Standard                       | 17,602         | 210                          | 2.7%                    | 2.7%                           | 48,075           | 574                          | 7.3%                    | 7.3%                           | 65,677         | 784                          | 9.9%                    | 9.9%                           |
|            | PedWest                            | 14,058         | 168                          | 2.1%                    | 2.1%                           | 34,386           | 410                          | 5.2%                    | 5.2%                           | 48,444         | 578                          | 7.3%                    | 7.3%                           |
|            | <b>Total, San Ysidro</b>           | <b>92,540</b>  | <b>1,105</b>                 | <b>14.0%</b>            | <b>14.0%</b>                   | <b>355,493</b>   | <b>4,243</b>                 | <b>53.7%</b>            | <b>53.7%</b>                   | <b>448,033</b> | <b>5,348</b>                 | <b>67.7%</b>            | <b>67.7%</b>                   |
| Tecate     | General                            | 5,315          | 63                           | 0.8%                    | 0.8%                           | 16,069           | 192                          | 2.4%                    | 2.4%                           | 21,384         | 255                          | 3.2%                    | 3.2%                           |
|            | Ped Standard                       | 6,559          | 78                           | 1.0%                    | 1.0%                           | 5,279            | 63                           | 0.8%                    | 0.8%                           | 11,838         | 141                          | 1.8%                    | 1.8%                           |
|            | <b>Total, Tecate</b>               | <b>11,874</b>  | <b>142</b>                   | <b>1.8%</b>             | <b>1.8%</b>                    | <b>21,348</b>    | <b>255</b>                   | <b>3.2%</b>             | <b>3.2%</b>                    | <b>33,223</b>  | <b>397</b>                   | <b>5.0%</b>             | <b>5.0%</b>                    |
| Overall    | Vehicle Passengers                 | 94,480         | 1,128                        | 14.3%                   | 14.3%                          | 398,543          | 4,757                        | 60.2%                   | 60.2%                          | 493,023        | 5,885                        | 74.5%                   | 74.5%                          |
|            | Pedestrians                        | 52,696         | 629                          | 8.0%                    | 8.0%                           | 116,049          | 1,385                        | 17.5%                   | 17.5%                          | 168,745        | 2,014                        | 25.5%                   | 25.5%                          |
|            | <b>Total, Individual Crossings</b> | <b>147,176</b> | <b>1,757</b>                 | <b>22.2%</b>            | <b>22.2%</b>                   | <b>514,592</b>   | <b>6,142</b>                 | <b>77.8%</b>            | <b>77.8%</b>                   | <b>661,768</b> | <b>7,899</b>                 | <b>100.0%</b>           | <b>100.0%</b>                  |

**DATA PROCESSING** Data processing consisted of checking the data for errors or inconsistencies, coding and recoding responses, categorizing open-ended responses, analyzing GPS tracking data, geo-coding and categorizing individual stops, and preparing frequency analyses and crosstabulations.

**ROUNDING** Numbers that end in 0.5 or higher are rounded up to the nearest whole number, whereas numbers that end in 0.4 or lower are rounded down to the nearest whole number. These same rounding rules are also applied, when needed, to arrive at numbers that include a decimal place in constructing figures and charts. Occasionally, these rounding rules lead to small discrepancies in the first decimal place when comparing tables and pie charts for a given question.

25. Although CBP collects data on citizenship, it does not collect data on residency (ie., in which country a person lives). By comparing CBP data with our interviewing data, it is clear that there are many individuals with U.S. citizenship who choose to live in México. Because this study distinguished individuals based on where the *live*, the balance of northbound crossings by residency (México or U.S.) was estimated based on data collected through the interviewing process (not CBP data).

# QUESTIONNAIRES & DIARY

## QUESTIONNAIRE: ENGLISH VERSION



SANDAG Cross- Border Travel Behavior Survey  
Initial Interview **Final Q English**  
July 2020

### Section 1: Introduction

Hi, my name is \_\_\_\_\_ and I'm working for SANDAG and Caltrans. We're studying traffic conditions at the border and in the San Diego region.

### Section 2: Screening Question

|  |   |           |
|--|---|-----------|
| SC1  | Quick question: Do you live in Mexico, in the United States, or are you visiting from another country?  |           |
|  | 1 Mexico  | Go to SC2 |
|  | 2 United States (driving auto or motorcycle)  | Go to SC3 |
|  | 3 United States (walk, bike, transit)   | Terminate |
|  | 4 Another country   | Terminate |
|  | 99 Prefer not to answer   | Terminate |
| <i>Ask SC2 if resident of Mexico (SC1=1)</i>   |   |           |
| SC2  | We are interested in the types of trips made by people who cross the border into San Diego. I would like to ask a few questions about your trip today. This survey is for studying traffic patterns only. Your information will be completely confidential.<br><b>Qualified</b> participants who complete this short initial interview and a follow-up survey will receive a \$50 (fifty dollar) gift card. |           |
|  | 1 Agrees to Interview   | Go to Q1  |
|  | 2 Refuses Interview   | Terminate |
| <i>Ask SC3 if resident of United States and driving auto/motorcycle (SC1=2)</i>  |   |           |
| SC3  | For residents of the United States who are crossing by vehicle, we have a short survey - should take about 5 minutes. I will be able to provide you with a \$5 (five dollar) gift card after completing this interview. Your information will be completely confidential.   |           |
|  | 1 Agrees to Interview   | Go to Q1  |
|  | 2 Refuses Interview   | Terminate |
| <i>Following any Terminates or Survey Completion, program should loop back to beginning and start a new survey for next interview.</i> |   |           |

### Section 3: Pre- Interview Items for Interviewer to Complete

|    |                |  |
|----|----------------|--|
| Q1 | Point of Entry |  |
|    | 1 San Ysidro   |  |
|    | 2 Otay Mesa    |  |
|    | 3 Tecate       |  |

|                                 |  |                    |                                  |
|---------------------------------|--|--------------------|----------------------------------|
| Q2                              | Mode of Travel   |                    |                                  |
|                                 | 1  | Auto               | Go to Q3                         |
|                                 | 2  | Motorcycle         | Skip to instruction preceding Q5 |
|                                 | 3  | Walk/Pedestrian    | Skip to Q4                       |
|                                 | 4  | Bicycle            | Skip to instruction preceding Q5 |
|                                 | 5  | Bus/Public Transit | Skip to instruction preceding Q5 |
| Q3                              | Total number of people in vehicle                          |                    |                                  |
|                                 | ##   | Range (1 to 10)    |                                  |
| <i>If Q1=1 AND Q2=3, ask Q4</i> |  |                    |                                  |
| Q4                              | Interviewer: Are you interviewing at PedWest-El Chapparal? |                    |                                  |
|                                 | 1  | Yes                |                                  |
|                                 | 2  | No                 |                                  |

#### Section 4MX: Trip Characteristics - MX Residents

*Ask questions in this section if Mexico Resident (SC1=1)*

|    |  |  |                                |
|----|--|--|--------------------------------|
| Q5 | When you began your trip today, what city were you in or near?   |  |                                |
|    | 1  | Tijuana  | Ask Q6                         |
|    | 2  | Tecate   | Ask Q6                         |
|    | 3  | Rosarito   | Ask Q6                         |
|    | 4  | Ensenada   | Skip to Q7                     |
|    | 5  | Other  | <i>type name</i><br>Skip to Q7 |
|    | 99   | Prefer not to answer   | Skip to Q7                     |
| Q6 | What Colonia is that?  |  |                                |
|    | Drop Down List   | <i>List will be specific to City in Q5. 196 Colonias in Tijuana; 12 in Tecate; 12 in Rosarito.</i> |                                |
| Q7 | From the time you started your trip today, how long did it take you to <u>reach the wait line</u> at the border? |  |                                |
|    | Hours  | Range (0 to 12)  |                                |
|    | Minutes  | Range (0 to 59)  |                                |

|     |  |  |
|-----|--|--|
| Q8  | Where is your primary destination today?               |  |
|     | <i>Record verbatim</i>                                 |  |
|     | 99   | Prefer not to answer <span style="float: right;"><i>Terminate</i></span> |
| Q9  | What city is that in or near?                          |  |
|     | 1  | Carlsbad   |
|     | 2  | Chula Vista  |
|     | 3  | Coronado   |
|     | 4  | Del Mar  |
|     | 5  | El Cajon   |
|     | 6  | Encinitas  |
|     | 7  | Escondido  |
|     | 8  | Imperial Beach   |
|     | 9  | La Mesa  |
|     | 10   | Lemon Grove  |
|     | 11   | National City  |
|     | 12   | Oceanside  |
|     | 13   | Poway  |
|     | 14   | San Diego  |
|     | 15   | San Marcos   |
|     | 16   | Santee   |
|     | 17   | Solana Beach   |
|     | 18   | Vista  |
|     | 19   | Other <span style="float: right;"><i>type name</i></span>                |
|     | 20   | Outside SD County  |
|     | 21   | San Ysidro   |
|     | 22   | Otay Mesa  |
|     | 23   | Tecate   |
|     | 24   | Campo  |
|     | 98   | Not sure   |
|     | 99   | Prefer not to answer <span style="float: right;"><i>Terminate</i></span> |
| Q10 | What is the primary <b>purpose</b> of your trip today? |  |
|     | 1  | Work or business   |

|    |                               |                 |
|----|-------------------------------|-----------------|
| 2  | School                        |                 |
| 3  | Shopping                      |                 |
| 4  | Dining/Eating                 |                 |
| 5  | Visiting a friend or relative |                 |
| 6  | Attending a sporting event    |                 |
| 7  | Other recreational activity   |                 |
| 8  | Pick-up/Drop-off a passenger  |                 |
| 9  | Pick-up/Drop-off cargo        |                 |
| 10 | Airport                       |                 |
| 11 | Other                         | <i>describe</i> |
| 99 | Prefer not to answer          |                 |

*Ask Q11 if Q2=3 (pedestrian)*

|     |  |  |
|-----|--|--|
| Q11 | How many <u>other</u> people are you traveling with today? |  |
| ##  | Range (0 to 12+)   |  |

#### Section 4US: Personal and Trip Characteristics - US Residents

*Ask questions in this section of US residents driving a vehicle (SC1Q2=2).*

|     |                            |                  |
|-----|----------------------------|------------------|
| Q12 | Do you live in California? |                  |
| 1   | Yes                        | Ask Q13          |
| 2   | No                         | Skip to Q15      |
| 99  | Prefer not to answer       | Skip to Q15      |
| Q13 | What county do live in?    |                  |
| 1   | San Diego County           | Ask Q14          |
| 2   | Imperial County            | Skip to Q15      |
| 3   | Los Angeles County         | Skip to Q15      |
| 4   | Orange County              | Skip to Q15      |
| 5   | Riverside County           | Skip to Q15      |
| 6   | San Bernardino County      | Skip to Q15      |
| 7   | Santa Barbara County       | Skip to Q15      |
| 8   | Ventura County             | Skip to Q15      |
| 9   | Other                      | <i>type name</i> |
| 99  | Prefer not to answer       | Skip to Q15      |

| Q14 What is the name of the city you live in or closest to?     |                               |                  |
|---|-------------------------------|------------------|
| 1   | Carlsbad                      |                  |
| 2   | Chula Vista                   |                  |
| 3   | Coronado                      |                  |
| 4   | Del Mar                       |                  |
| 5   | El Cajon                      |                  |
| 6   | Encinitas                     |                  |
| 7   | Escondido                     |                  |
| 8   | Imperial Beach                |                  |
| 9   | La Mesa                       |                  |
| 10  | Lemon Grove                   |                  |
| 11  | National City                 |                  |
| 12  | Oceanside                     |                  |
| 13  | Poway                         |                  |
| 14  | San Diego                     |                  |
| 15  | San Marcos                    |                  |
| 16  | Santee                        |                  |
| 17  | Solana Beach                  |                  |
| 18  | Vista                         |                  |
| 19  | Other                         | <i>type name</i> |
| 98  | Not sure                      |                  |
| 99  | Prefer not to answer          |                  |
| Q15 What was your primary reason for visiting Mexico this trip? |                               |                  |
| 1   | Work or business              |                  |
| 2   | Vacation                      |                  |
| 3   | Shopping                      |                  |
| 4   | Dining/Eating                 |                  |
| 5   | Visiting a friend or relative |                  |
| 6   | Attending a sporting event    |                  |
| 7   | Other recreational activity   |                  |
| 8   | Pick-up/Drop-off a passenger  |                  |
| 9   | Pick-up/Drop-off cargo        |                  |
| 10  | Airport                       |                  |
| 11  | Other                         | <i>describe</i>  |

|     |   |                         |                  |
|-----|---|-------------------------|------------------|
|     | 99  | Prefer not to answer    |                  |
| Q16 | What cities in Mexico did you visit on your trip? <i>Multiple responses allowed.</i>  |                         |                  |
|     | 1   | Tijuana                 |                  |
|     | 2   | Tecate                  |                  |
|     | 3   | Rosarito                |                  |
|     | 4   | Ensenada                |                  |
|     | 5   | Other                   | <i>type name</i> |
|     | 99  | Prefer not to answer    |                  |
| Q17 | How many days did you stay in Mexico?   |                         |                  |
|     | ##  | <i>Range (0 to 31+)</i> |                  |
| Q18 | In a <b>typical month</b> , how many <b>times</b> do you cross the border from Mexico into the United States between Monday and Friday – <b>not</b> including weekends? |                         |                  |
|     | ##  | <i>Range (0 to 25+)</i> |                  |
| Q19 | In a <b>typical month</b> , how many <b>times</b> do you cross the border from Mexico into the United States on the <b>weekend</b> – Saturday and Sunday?               |                         |                  |
|     | ##  | <i>Range (0 to 10+)</i> |                  |

#### Section 5: Personal Characteristics for Mexico Residents

*Ask questions in this section if Mexico Resident (SC1=1)*

|     |  |   |             |
|-----|--|---|-------------|
| Q20 | In a <b>typical week</b> , how many <b>times</b> do you cross the border into the United States between Monday and Friday – <b>not</b> including weekends? |   |             |
|     | ##   | <i>Range (0 to 25+)</i>                                 |             |
| Q21 | In a <b>typical week</b> , how many <b>times</b> do you cross the border into the United States on the <b>weekend</b> – Saturday and Sunday?               |   |             |
|     | ##   | <i>Range (0 to 10+)</i>                                 |             |
| Q22 | In what year were you born?  |   |             |
|     | ####   |   |             |
| Q23 | Which of the following best describes your employment status?  |   |             |
|     | 1  | Employed <b>full-time</b> : at least 35 hours per week  | Ask Q24     |
|     | 2  | Employed <b>part-time</b> : less than 35 hours per week | Ask Q24     |
|     | 3  | Not employed, but looking for work                      | Skip to Q25 |

|     |  |             |
|-----|--|-------------|
| 4   | Retired, home maker, not employed  | Skip to Q25 |
| 5   | College Student  | Skip to Q25 |
| 6   | High School Student  | Skip to Q25 |
| 99  | Prefer not to answer   | Skip to Q25 |
| Q24 | Is your primary place of <b>employment</b> in Mexico or the United States? |             |
| 1   | Mexico   |             |
| 2   | United States  |             |
| 99  | Prefer not to answer   |             |

### Section 6: Household Characteristics for Mexico Residents

*Ask questions in this section if Mexico Resident (SC1=1)*

|                              |  |  |
|------------------------------|--|--|
| Q25                          | Including yourself, how many people <b>live</b> in your household?   |  |
| ##                           | Range (1 to 10)  |  |
| <i>If Q25=1, Skip to Q27</i> |  |  |
| Q26                          | Including yourself, how many people in your household are <b>employed</b> full-time or part-time?  |  |
| ##                           | Constrain range from 0 to value inserted in Q25  |  |
| Q27                          | In total, how many automobiles and motorcycles are owned or leased by your household?  |  |
| ##                           | Range (0 to 10)  |  |
| Q28                          | I'm going to show you list of income ranges. Please tell me the <b>letter</b> that corresponds with the category that best represents the income your household makes in a typical <b>month</b> before taxes. You can choose either dollars or pesos |  |
|                              | <b>Dollars</b>   |  |
| A                            | Less than 500 <b>dollars</b> per month   |  |
| B                            | 500 to 999 <b>dollars</b> per month  |  |
| C                            | 1,000 to 1,499 <b>dollars</b> per month  |  |
| D                            | 1,500 to 1,999 <b>dollars</b> per month  |  |
| E                            | 2,000 to 2,999 <b>dollars</b> per month  |  |
| F                            | 3,000 to 3,999 <b>dollars</b> per month  |  |
| G                            | 4,000 or more <b>dollars</b> per month   |  |
|                              | <b>Pesos</b>   |  |
| H                            | Less than 10,000 <b>pesos</b> per month  |  |
| I                            | 10,000 to 19,999 <b>pesos</b> per month  |  |
| J                            | 20,000 to 29,999 <b>pesos</b> per month  |  |

|    |                                  |  |
|----|----------------------------------|--|
| K  | 30,000 to 39,999 pesos per month |  |
| L  | 40,000 to 59,999 pesos per month |  |
| M  | 60,000 to 79,999 pesos per month |  |
| N  | 80,000 or more pesos per month   |  |
| 99 | Prefer not to answer             |  |

### Section 7: Value of Time, US and Mexico Residents

Ask questions in this section of Mexico and US respondents driving a vehicle/motorcycle  
[(SC1=1 AND Q2=(1,2)] or SC1=2

Q29 When you started this trip today, how long did you expect to **wait in line** at the border before crossing into the United States? *If hesitates, ask them to estimate.*

|         |                 |
|---------|-----------------|
| Hours   | Range (0 to 5)  |
| Minutes | Range (0 to 59) |

Q30 In the near future, you will have the option of using a new border crossing just east of Otay Mesa. For a toll, you can cross at this new border without having to wait in line as long.  
Once it is open, do you think you will occasionally pay a toll to cross the border faster at this location?

|    |                      |  |
|----|----------------------|--|
| 1  | Yes                  |  |
| 2  | No                   |  |
| 3  | Not sure/Depends     |  |
| 99 | Prefer not to answer |  |

*If Q29 < 20 minutes, skip to instructions at end of this section.*

Q31 You said that for **today's** trip, you expected to wait in line <<pipe from Q29>> before crossing the border. If you could have shortened the wait time to cross the border today to **less** than 20 minutes by using the new crossing just east of Otay Mesa, would you pay <<\$20 | \$10>>?

*If Q29 >= 1 hour and 20 minutes, insert \$20. If Q29 < 1 hour and 20 minutes, insert \$10.*

|    |                      |   |
|----|----------------------|---|
| 1  | Yes                  | Skip to instructions at end of this section |
| 2  | No                   | Ask Q32                                     |
| 3  | Not sure/Depends     | Ask Q32                                     |
| 99 | Prefer not to answer | Ask Q32                                     |

Q32 If you could have shortened the wait time to cross the border today to less than 20 minutes by using the new crossing just east of Otay Mesa, would you pay <<\$10 | \$5>>?

*If Q29 >= 1 hour and 20 minutes, insert \$10. If Q29 < 1 hour and 20 minutes, insert \$5.*

|   |     |   |
|---|-----|---|
| 1 | Yes | Skip to instructions at end of this section |
|---|-----|---|

|   |  |   |  |
|---|--|---|--|
|   | 2  | No  | Ask Q33  |
|   | 3  | Not sure/Depends  | Ask Q33  |
|   | 99   | Prefer not to answer                                    | Ask Q33  |
| Q33   | If you could have shortened the wait time to cross the border today to less than 20 minutes by using the new crossing just east of Otay Mesa, would you pay <<\$5   \$3>>?<br><i>If Q29&gt;= 1 hour and 20 minutes, insert \$5. If Q29&lt;1 hour and 20 minutes, insert \$3.</i> |   |  |
|   | 1  | Yes   | <i>Skip to instructions at end of this section</i> |
|   | 2  | No  | Ask Q34  |
|   | 3  | Not sure/Depends  | <i>Skip to instructions at end of this section</i> |
|   | 99   | Prefer not to answer                                    | <i>Skip to instructions at end of this section</i> |
| Q34   | What is the main reason why you aren't interested in paying a toll to cross the border faster at the new crossing east of Otay Mesa?   |   |  |
|   | 1  | Cost/Too expensive                                      |  |
|   | 2  | Location of crossing/Too far away                       |  |
|   | 3  | Not enough time savings to make it worth it             |  |
|   | 4  | Not familiar with toll crossings/not sure how they work |  |
|   | 5  | Other   |  |
|   | 99   | Prefer not to answer                                    |  |
| <b>INSTRUCTIONS:</b>  |  |   |  |
| <i>If US resident driving a vehicle (SC1SC2=2), use following closing statement:<br/>Those are all the questions I have for you, thank you very much. Here is your \$5 gift card.<br/><br/>Give US Resident \$5 Gift Card.<br/><br/>Then continue to Q43 for Final Post-Interview Items.<br/><br/>If Mexico resident (SC1=1), continue to next section.</i> |  |   |  |

**Section 8: Recruit for Diary***Ask if SC1=1 (Mexico residents only)*

Thank you very much. You have completed PART 1 of the interview. All you need to do to receive the \$50 gift card is to complete PART 2 by keeping track of the places you visit today in the United States using this diary form and participating in a short follow-up interview by telephone, online, or in-person at our survey table on the US side of the border.

|     |   |     |          |
|-----|---|-----|----------|
|     | Are you willing to complete PART 2 of the interview?  |     |          |
| Q35 | Q35a - <i>If they say no, ask: Just to be clear, the \$50 gift card is provided after PART 2 of the interview is complete. If you do not want to complete PART 2 of the interview, we can end the interview now without the \$50 gift card. If they still say no to PART 2, record as 'no'.</i> |     |          |
|     | 1   | Yes | Continue |

|      |  |   |           |
|------|--|---|-----------|
|      | 2  | No  | Terminate |
| Q35a | Just to be clear, the \$50 gift card is provided after PART 2 of the interview is complete. If you do not want to complete PART 2 of the interview, we can end the interview now without the \$50 gift card. <i>If they still say no to PART 2, record as 'No, doesn't want to take PART 2 interview.'</i> |   |           |
|      | 1  | Yes, wants to take PART 2 interview       | Continue  |
|      | 2  | No, doesn't want to take PART 2 interview | Terminate |
| Q36  | What is the best telephone number that we can reach you at during the evening the next two or three days? <i>Read back telephone number to respondent to confirm correct.</i>  |   |           |
|      | (###) ###-####   |   |           |
|      | 99   | No phone # provided                       |           |
| Q37  | It's easy to participate by email. Do you have an email address we can use to follow-up with you? <i>If yes, ask: Please tell me your email.</i>   |   |           |
|      | Record email address. Read back to confirm correct.  |   |           |
|      | 99   | No email provided                         |           |
| Q38  | What is your first name? <i>If hesitates, say: We need your first name only – not your last name.</i>  |   |           |
|      | Record first name  |   |           |
|      | 99   | No name provided                          |           |

#### Section 9: Diary Distribution & GPS

|   |  |     |  |
|---|--|-----|--|
| Q39   | Interviewer: Are you distributing GPS devices? |     |  |
|   | 1  | Yes |  |
|   | 2  | No  |  |
| <i>If Q39=2, use the closing statement below.</i>   |  |     |  |
| <p>Interviewer – Enter 7- <b>digit PIN</b> on diary form you are handing to person here: _____, then read following closing statement.</p> <p>Here is the form to fill out for each location that you visit today. You must fill it out <b>completely</b> for <b>each</b> location that you visit.</p> <p>Once you've completed this travel diary for your trips today, you have three options for completing your participation and receiving your \$50 gift card. The three options are listed at the top of the form.</p> <p>Do you need a pencil to fill out the form? <i>If yes, hand pencil.</i> Any questions?</p> |  |     |  |

| <i>If Q39=1, go to Q40</i>   |   |  |
|--|---|--|
| Q40  | Do you plan to turn in your diary form in-person at our survey table, by telephone, or by email?  |  |
|  | 1   | In-person<br><i>Go to Q41</i>  |
|  | 2   | Telephone<br><i>Skip to closing instructions</i>                         |
|  | 3   | Email<br><i>Skip to closing instructions</i>                             |
| Q41  | Since you plan to turn in your diary in-person, I'd recommend that you carry this small GPS device with you today. It will automatically keep track of your trips and will make completing the follow-up interview faster.<br><br>You don't need to do anything with the device. You can put it in your pocket or in a backpack or purse and then just hand it in with your completed form. |  |
|  | 1   | Respondent accepts the GPS device<br><i>Go to Q42</i>                    |
|  | 2   | Respondent refuses the GPS device<br><i>Skip to closing instructions</i> |
| Q42  | Interviewer: record the GPS Device # below. <i>Double check to make sure correct.</i><br><i>Make sure it is turned on and hand it to them. Tell them the device is already turned on and it needs to stay that way. They shouldn't press any buttons as it might turn off.</i>  |  |
|  | <i>Drop down menu (1-75)</i>  |  |
| <p><i>Interviewer – Enter 7 digit PIN on diary form you are handing to person here: _____, then read following closing statement.</i></p> <p>Here is the form to fill out for each location that you visit today. You must fill it out <b>completely</b> for <b>each</b> location that you visit.</p> <p>Once you've completed this travel diary for your trips today, bring it back to the location shown on the map and you will receive your \$50 gift card.</p> <p>Do you need a pencil to fill out the form? <i>If yes, hand pencil.</i> Any questions?</p> |   |  |

#### Section 10: Post- Interview Items to be completed by Interviewer

*The Post Interview items in this section should be recorded following interviews with all Mexico residents, as well as US residents driving a vehicle (SC1Q2=1 or 2).*

|     |                      |             |
|-----|----------------------|-------------|
| Q43 | Lane Type            |             |
|     | 1                    | General     |
|     | 2                    | Ready Lane  |
|     | 3                    | SENTRI Lane |
| Q44 | Gender of Respondent |             |
|     | 1                    | Male        |
|     | 2                    | Female      |

|     |   |     |
|-----|---|-----|
| Q45 | Regardless of what the person reported, did the person look like they were going to a job/work site in the United States? |     |
|     | 1   | Yes |
|     | 2   | No  |
| Q46 | Interviewer Number  |     |
|     | 1-4 digits  |     |

|   |                  |
|---|------------------|
| <b>Automatically Recorded at Submission of Interview</b>                                |                  |
| D1  | Date             |
|   | MMDDYY           |
| D2  | Time (0000-2359) |
|   | ####             |
| <i>Program should loop back to beginning and start a new survey for next interview.</i> |                  |

## QUESTIONNAIRE: SPANISH VERSION



SANDAG Cross- Border Travel Behavior Survey  
Initial Interview *Final Q Spanish*  
July 2020

### Sección 1: Introducción

Hola, mi nombre es \_\_\_\_\_ y trabajo para SANDAG y Caltrans. Estamos estudiando las condiciones del tráfico en la frontera y en la región de San Diego.

### Sección 2: Pregunta de Selección

SC1 Pregunta rápida: ¿Vive en México, en los Estados Unidos, o está visitando de otro país?

|    |   |                   |
|----|---|-------------------|
| 1  | México  | <i>Pase a SC2</i> |
| 2  | Estados Unidos (auto o motocicleta)           | <i>Pase a SC3</i> |
| 3  | Estados Unidos (caminar, Bicicleta, tránsito) | <i>Terminar</i>   |
| 4  | Otro país                                     | <i>Terminar</i>   |
| 99 | Prefiero no responder                         | <i>Terminar</i>   |

#### *Pregunta SC2 si es residente de México (SC1=1)*

SC2 Estamos interesados en los tipos de viajes realizados por personas que cruzan la frontera hacia San Diego. Me gustaría hacerle algunas preguntas sobre su viaje el día de hoy. Esta encuesta es solo para estudiar patrones de tráfico. Su información será completamente confidencial.

Los participantes **calificados** que completen esta breve entrevista inicial y una encuesta de seguimiento recibirán una tarjeta de regalo de \$50 (cincuenta dólares).

|   |                     |                  |
|---|---------------------|------------------|
| 1 | Acepta Entrevistar  | <i>Pase a Q1</i> |
| 2 | Rechaza Entrevistar | <i>Terminar</i>  |

#### *Pregunta SC3 si es residente de Estados Unidos y maneja un auto/una motocicleta (SC1=2)*

SC3 Para los residentes de los Estados Unidos que cruzan en vehículo, tenemos una breve encuesta: debe tomar unos 5 minutos. Podré proporcionarle una tarjeta de regalo de \$5 (cinco dólares) después de completar esta entrevista. Su información será completamente confidencial.

|   |                     |                  |
|---|---------------------|------------------|
| 1 | Acepta Entrevistar  | <i>Pase a Q1</i> |
| 2 | Rechaza Entrevistar | <i>Terminar</i>  |

*Después de cualquier finalización o finalización de la encuesta, el programa debe volver al principio y comenzar una nueva encuesta para la próxima entrevista.*

### Sección 3: Elementos previos a la entrevista para que el entrevistador complete

|    |                  |  |
|----|------------------|--|
| Q1 | Punto de Entrada |  |
| 1  | San Ysidro       |  |
| 2  | Otay Mesa        |  |
| 3  | Tecate           |  |

|                                     |    |  |   |
|-------------------------------------|----|--|---|
| Q2                                  |    | Modo de Viaje  |   |
|                                     | 1  | Auto   | Pase a Q3                                 |
|                                     | 2  | Motocicleta  | Salte a las instrucciones que preceden Q5 |
|                                     | 3  | Caminar/Peatonal   | Salte a Q4                                |
|                                     | 4  | Bicicleta  | Salte a las instrucciones que preceden Q5 |
|                                     | 5  | Autobus/Transporte Público                                     | Salte a las instrucciones que preceden Q5 |
| Q3                                  |    | Número total de personas en el vehículo                        |   |
|                                     | ## | Rango (1 a 10)   |   |
| <i>Sí Q1=1 Y Q2=3, preguntar Q4</i> |    |  |   |
| Q4                                  |    | Entrevistador/a: ¿Estás entrevistando en PedWest-El Chaparral? |   |
|                                     | 1  | Sí   |   |
|                                     | 2  | No   |   |

#### Sección 4MX: Características del viaje - Residentes MX

*Haga preguntas en esta sección si es residente de México (SC1= 1)*

|                  |    |   |             |
|------------------|----|---|-------------|
| Q5               |    | Cuando comenzó su viaje hoy, ¿en qué ciudad estaba o cerca de que ciudad estaba?  |             |
|                  | 1  | Tijuana   | Pregunte Q6 |
|                  | 2  | Tecate  | Pregunte Q6 |
|                  | 3  | Rosarito  | Pregunte Q6 |
|                  | 4  | Ensenada  | Salte a Q7  |
|                  | 5  | Otro <i>nombre</i>  | Salte a Q7  |
|                  | 99 | Prefiero no responder   | Salte a Q7  |
| Q6               |    | ¿Qué Colonia es?  |             |
| Lista despegable |    | <i>Lista será específica para la ciudad en Q5. 196 Colonias en Tijuana; 12 en Tecate; 12 en Rosarito.</i>               |             |
| Q7               |    | Desde el momento en que comenzó su viaje hoy, ¿cuánto tiempo le tomó <u>llegar a la línea de espera</u> en la frontera? |             |
| Horas            |    | Rango (0 a 12)  |             |
| Minutos          |    | Rango (0 a 59)  |             |

|     |   |                                       |
|-----|---|---------------------------------------|
| Q8  | ¿Dónde es su destino principal hoy?             |                                       |
|     | <i>Graba textualmente</i>                       |                                       |
|     | 99  | Prefiero no responder <i>Terminar</i> |
| Q9  | ¿En qué ciudad está o cerca de que ciudad?      |                                       |
|     | 1   | Carlsbad                              |
|     | 2   | Chula Vista                           |
|     | 3   | Coronado                              |
|     | 4   | Del Mar                               |
|     | 5   | El Cajon                              |
|     | 6   | Encinitas                             |
|     | 7   | Escondido                             |
|     | 8   | Imperial Beach                        |
|     | 9   | La Mesa                               |
|     | 10  | Lemon Grove                           |
|     | 11  | National City                         |
|     | 12  | Oceanside                             |
|     | 13  | Poway                                 |
|     | 14  | San Diego                             |
|     | 15  | San Marcos                            |
|     | 16  | Santee                                |
|     | 17  | Solana Beach                          |
|     | 18  | Vista                                 |
|     | 19  | Otro <i>nombre</i>                    |
|     | 20  | Outside SD County                     |
|     | 21  | San Ysidro                            |
|     | 22  | Otay Mesa                             |
|     | 23  | Tecate                                |
|     | 24  | Campo                                 |
|     | 98  | No estoy seguro/a                     |
|     | 99  | Prefiero no responder <i>Terminar</i> |
| Q10 | ¿Cuál es el objetivo principal de su viaje hoy? |                                       |
|     | 1   | Trabajo o negocios                    |
|     | 2   | Escuela                               |

|    |                               |                 |
|----|-------------------------------|-----------------|
| 3  | Compras                       |                 |
| 4  | Comida/Cena                   |                 |
| 5  | Visitar a un amigo o pariente |                 |
| 6  | Asistir a un evento deportivo |                 |
| 7  | Otra actividad recreativa     |                 |
| 8  | Recoger /Dejar a un pasajero  |                 |
| 9  | Recoger /Entregar carga       |                 |
| 10 | Aeropuerto                    |                 |
| 11 | Otro                          | <i>describe</i> |
| 99 | Prefiero no responder         |                 |

*Pregunte Q11 si Q2 = 3 (peatón)*

|     |  |  |
|-----|--|--|
| Q11 | ¿Con cuántas otras personas viaja hoy? |  |
| ##  | Rango (0 a 10+)                        |  |

**Sección 4US: Características personales y de viaje - Residentes de EE. UU.**

*Haga preguntas en esta sección de residentes estadounidenses que conducen vehículo (SC1=2).*

|     |                           |                     |
|-----|---------------------------|---------------------|
| Q12 | ¿Vive en California?      |                     |
| 1   | Sí                        | <i>Pregunte Q13</i> |
| 2   | No                        | <i>Salte a Q15</i>  |
| 99  | Prefiero no responder     | <i>Salte a Q15</i>  |
| Q13 | ¿En qué condado vive?     |                     |
| 1   | Condado de San Diego      | <i>Pregunte Q14</i> |
| 2   | Condado Imperial          | <i>Salte a Q15</i>  |
| 3   | Condado de Los Ángeles    | <i>Salte a Q15</i>  |
| 4   | Condado de Orange         | <i>Salte a Q15</i>  |
| 5   | Condado de Riverside      | <i>Salte a Q15</i>  |
| 6   | Condado de San Bernardino | <i>Salte a Q15</i>  |
| 7   | Condado de Santa Barbara  | <i>Salte a Q15</i>  |
| 8   | Condado de Ventura        | <i>Salte a Q15</i>  |
| 9   | Otro                      | <i>nombre</i>       |
| 99  | Prefiero no responder     | <i>Salte a Q15</i>  |

| Q14 ¿Cuál es el nombre de la ciudad en la que vive o la más cercana?  |                               |                 |
|---|-------------------------------|-----------------|
| 1   | Carlsbad                      |                 |
| 2   | Chula Vista                   |                 |
| 3   | Coronado                      |                 |
| 4   | Del Mar                       |                 |
| 5   | El Cajon                      |                 |
| 6   | Encinitas                     |                 |
| 7   | Escondido                     |                 |
| 8   | Imperial Beach                |                 |
| 9   | La Mesa                       |                 |
| 10  | Lemon Grove                   |                 |
| 11  | National City                 |                 |
| 12  | Oceanside                     |                 |
| 13  | Poway                         |                 |
| 14  | San Diego                     |                 |
| 15  | San Marcos                    |                 |
| 16  | Santee                        |                 |
| 17  | Solana Beach                  |                 |
| 18  | Vista                         |                 |
| 19  | Otro                          | <i>nombre</i>   |
| 98  | No estoy Seguro/a             |                 |
| 99  | Prefiero no responder         |                 |
| Q15 ¿Cuál fue la razón principal de su visita a México en este viaje? |                               |                 |
| 1   | Trabajo o negocios            |                 |
| 2   | Vacaciones                    |                 |
| 3   | Crompas                       |                 |
| 4   | Comida/Cena                   |                 |
| 5   | Visitar a un amigo o pariente |                 |
| 6   | Asistir a un evento deportivo |                 |
| 7   | Otra actividad recreativa     |                 |
| 8   | Recoger /Dejar a un pasajero  |                 |
| 9   | Recoger /Entregar carga       |                 |
| 10  | Aeropuerto                    |                 |
| 11  | Otro                          | <i>describe</i> |

|     |   |                       |               |
|-----|---|-----------------------|---------------|
|     | 99  | Prefiero no responder |               |
| Q16 | ¿Qué ciudades de México visitó en su viaje? Se permiten múltiples respuestas.   |                       |               |
|     | 1   | Tijuana               |               |
|     | 2   | Tecate                |               |
|     | 3   | Rosarito              |               |
|     | 4   | Ensenada              |               |
|     | 5   | Otro                  | <i>nombre</i> |
|     | 99  | Prefiero no responder |               |
| Q17 | ¿Cuántos días se quedó en México?   |                       |               |
|     | ##  | Rango (0 a 31+)       |               |
| Q18 | En un <b>mes típico</b> , ¿cuántas <b>veces</b> cruza la frontera de México a los Estados Unidos entre lunes y viernes, <b>sin</b> incluir los fines de semana? |                       |               |
|     | ##  | Rango (0 a 25+)       |               |
| Q19 | En un <b>mes típico</b> , ¿cuántas veces cruza la frontera de México a los Estados Unidos en <b>fin de semana</b> , sábado y domingo?                           |                       |               |
|     | ##  | Rango (0 a 10+)       |               |

#### Sección 5: Características personales de los residentes de México

*Haga preguntas en esta sección si es residente de México (SC1=1)*

|     |   |  |                     |
|-----|---|--|---------------------|
| Q20 | En una <b>semana típica</b> , ¿cuántas <b>veces</b> cruza la frontera hacia los Estados Unidos entre lunes y viernes, <b>sin</b> incluir los fines de semana? |  |                     |
|     | ##  | Rango (0 a 25+)  |                     |
| Q21 | En una <b>semana típica</b> , ¿cuántas veces cruza la frontera hacia los Estados Unidos en <b>fin de semana</b> , sábado y domingo?                           |  |                     |
|     | ##  | Rango (0 a 10+)  |                     |
| Q22 | ¿En qué año nació?  |  |                     |
|     | ####  |  |                     |
| Q23 | ¿Cuál de las siguientes opciones describe mejor su situación laboral?   |  |                     |
|     | 1   | Empleado a <b>tiempo completo</b> : al menos 35 horas por semana | <i>Pregunte Q24</i> |
|     | 2   | Empleado a <b>tiempo parcial</b> : menos de 35 horas por semana  | <i>Pregunte Q24</i> |
|     | 3   | No empleado, pero buscando trabajo                               | <i>Salte a Q25</i>  |

|     |  |                                    |             |
|-----|--|------------------------------------|-------------|
|     | 4  | Jubilado, ama de casa, no empleado | Salte a Q25 |
|     | 5  | Estudiante Universitario           | Salte a Q25 |
|     | 6  | Estudiante de preparatoria         | Salte a Q25 |
|     | 99   | Prefiero no responder              | Salte a Q25 |
| Q24 | ¿Dónde se encuentra su lugar principal de empleo en México o los Estados Unidos? |                                    |             |
|     | 1  | México                             |             |
|     | 2  | Estados Unidos                     |             |
|     | 99   | Prefiero no responder              |             |

### Sección 6: Características del hogar para residentes de México

*Haga preguntas en esta sección si es residente de México (SC1=1)*

|                             |  |   |  |
|-----------------------------|--|---|--|
| Q25                         | Incluyéndose a usted mismo, ¿cuántas personas <b>viven</b> en su hogar?  |   |  |
|                             | ##   | Rango (1 a 10)                                    |  |
| <i>Si Q25=1, pase a Q27</i> |  |   |  |
| Q26                         | Incluyéndote a usted mismo, ¿cuántas personas en su hogar son <b>empleados</b> de tiempo completo o parcial?   |   |  |
|                             | ##   | Restrinja el rango de 0 al valor insertado en Q25 |  |
| Q27                         | En total, ¿cuántos automóviles y motocicletas son propiedad o alquilados por su hogar?   |   |  |
|                             | ##   | Rango (0 a 10)                                    |  |
| Q28                         | Voy a mostrarle una lista de rangos de ingresos. Por favor, dígame la <b>letra</b> que corresponde con la categoría que mejor representa los ingresos que obtiene su hogar en un <b>mes</b> típico antes de impuestos. Puede elegir dólares o pesos. |   |  |
|                             | <b>Dólares</b>   |   |  |
|                             | A  | Menos de 500 <b>dólares</b> por mes               |  |
|                             | B  | 500 a 999 <b>dólares</b> por mes                  |  |
|                             | C  | 1,000 a 1,499 <b>dólares</b> por mes              |  |
|                             | D  | 1,500 a 1,999 <b>dólares</b> por mes              |  |
|                             | E  | 2,000 a 2,999 <b>dólares</b> por mes              |  |
|                             | F  | 3,000 a 3,999 <b>dólares</b> por mes              |  |
|                             | G  | 4,000 o más <b>dólares</b> por mes                |  |
|                             | <b>Pesos</b>   |   |  |
|                             | H  | Menos de 10,000 <b>pesos</b> por mes              |  |
|                             | I  | 10,000 a 19,999 <b>pesos</b> por mes              |  |
|                             | J  | 20,000 a 29,999 <b>pesos</b> por mes              |  |

|    |                               |  |
|----|-------------------------------|--|
| K  | 30,000 a 39,999 pesos por mes |  |
| L  | 40,000 a 59,999 pesos por mes |  |
| M  | 60,000 a 79,999 pesos por mes |  |
| N  | 80,000 o más pesos por mes    |  |
| 99 | Prefiero no responder         |  |

**Sección 7: Valor del tiempo**

*Haga preguntas en esta sección de los encuestados de México y EE.UU. que conducen un vehículo/motocicleta [(SC1=1 AND Q2=(1,2)) o SC1=2]*

Q29 Cuando comenzó este viaje hoy, ¿cuánto tiempo espera estar en la fila antes de cruzar a los Estados Unidos? Si duda, pídale que haga una estimación.

Horas Rango (0 a 5)

Minutos Rango (0 a 59)

Q30 En el futuro cercano, tendrá la opción de utilizar un nuevo cruce fronterizo al este de Otay Mesa. Por un peaje, puede cruzar en esta nueva frontera sin tener que esperar en la fila tanto tiempo.

Una vez que esté abierto, ¿cree que ocasionalmente pagará peaje para cruzar la frontera más rápido en esta ubicación?

- |    |                         |  |
|----|-------------------------|--|
| 1  | Sí                      |  |
| 2  | No                      |  |
| 3  | No estoy seguro/Depende |  |
| 99 | Prefiero no responder   |  |

*Si Q29 <20 minutos, salte las instrucciones al final de esta sección.*

Q31 Mencionó que para el viaje de hoy, esperaba estar en fila << Horas/Minutos de Q29 >> antes de cruzar la frontera. Si hubiera podido acortar el tiempo de espera para cruzar la frontera hoy en menos de 20 minutos utilizando el nuevo cruce al este de Otay Mesa, ¿pagaría << \$20 | \$10 >>?

Si Q29 >= 1 hora y 20 minutos, inserte \$20. Si Q29 <1 hora y 20 minutos, inserte \$10.

- |    |                         |   |
|----|-------------------------|---|
| 1  | Sí                      | Salte las instrucciones al final de esta sección. |
| 2  | No                      | Pregunte Q32                                      |
| 3  | No estoy seguro/Depende | Pregunte Q32                                      |
| 99 | Prefiero no responder   | Pregunte Q32                                      |

Q32 Si hubiera podido acortar el tiempo de espera para cruzar la frontera hoy a menos de 20 minutos utilizando el nuevo cruce al este de Otay Mesa, ¿pagaría << \$10 | \$5 >>?

Si Q29 >= 1 hora y 20 minutos, inserte \$10. Si Q29 <1 hora y 20 minutos, inserte \$5.

- |   |    |   |
|---|----|---|
| 1 | Sí | Salte las instrucciones al final de esta sección. |
| 2 | No | Pregunte Q33                                      |

|   |   |   |   |
|---|---|---|---|
|   | 3   | No estoy seguro/Depende   | Pregunte Q33                                      |
|   | 99  | Prefiero no responder   | Pregunte Q33                                      |
| Q33   | Si hubiera podido acortar el tiempo de espera para cruzar la frontera hoy a menos de 20 minutos utilizando el nuevo cruce al este de Otay Mesa, ¿pagaría << \$5   \$3 >>? |   |   |
|   | Si Q29 >= 1 hora y 20 minutos, inserte \$5. Si Q29 <1 hora y 20 minutos, inserte \$3.   |   |   |
|   | 1   | Sí  | Salte las instrucciones al final de esta sección. |
|   | 2   | No  | Pregunte Q34                                      |
|   | 3   | No estoy seguro/Depende   | Salte las instrucciones al final de esta sección. |
|   | 99  | Prefiero no responder   | Salte las instrucciones al final de esta sección. |
| Q34   | ¿Cuál es la razón principal por la que no está interesado en pagar un peaje para cruzar la frontera más rápido en el nuevo cruce al este de Otay Mesa?                    |   |   |
|   | 1   | Costo/Demasiado caro  |   |
|   | 2   | Ubicación del cruce/Demasiado lejos   |   |
|   | 3   | No es suficiente ahorro de tiempo para que valga la pena                          |   |
|   | 4   | No estoy familiarizado con los cruces de peaje /No estoy seguro de cómo funcionan |   |
|   | 5   | Otro  |   |
|   | 99  | Prefiero no responder   |   |
| <b>INSTRUCCIONES:</b>   |   |   |   |
| <i>Si es un residente de EE.UU. y conduce un vehículo (SC1SC2=2), use la siguiente declaración de cierre:</i> |   |   |   |
| Esas son todas las preguntas que tengo para usted, muchas gracias. Aquí tiene su tarjeta de regalo de \$5     |   |   |   |
| <i>De al residente de EE.UU. una tarjeta de regalo de \$5.</i>  |   |   |   |
| <i>Luego continúe con la Q43 para los Elementos Finales posteriores a la entrevista.</i>                      |   |   |   |
| <i>Si es residente de México (SC1=1), continúe con la siguiente sección.</i>                                  |   |   |   |

**Sección 8: Recluta para el Diario***Pregunte si SC1=1 (solo residentes de México)*

Muchas gracias. Ha completado la primera PARTE de la entrevista. Todo lo que necesita hacer para recibir la tarjeta de regalo de \$50 es completar la segunda PARTE haciendo un seguimiento de los lugares que visita hoy en los Estados Unidos utilizando este formulario de diario y participando en una breve entrevista de seguimiento por teléfono, en línea o en persona en nuestra mesa de encuestas en el lado estadounidense de la frontera.

¿Estás dispuesto a completar la segunda parte de la entrevista?

Q35 Q35a - Si dicen que no, pregunte: para ser claros, la tarjeta de regalo de \$50 se proporciona después de que se complete la segunda PARTE de la entrevista. Si no desea completar la segunda PARTE de la entrevista, podemos finalizar la entrevista

|      |  |  |                 |
|------|--|--|-----------------|
|      | ahora sin la tarjeta de regalo de \$50. <i>Si todavía dicen que no a la segunda PARTE, registre como "no".</i>   |  |                 |
|      | 1  | Sí   | <i>Continua</i> |
|      | 2  | No   | <i>Terminar</i> |
| Q35a | Para ser claros, la tarjeta de regalo de \$50 se proporciona después de que se complete la segunda PARTE de la entrevista. Si no desea completar la segunda PARTE de la entrevista, podemos finalizar la entrevista ahora sin la tarjeta de regalo de \$50. <i>Si todavía dicen que no a la segunda PARTE, registre como "No, quiere tomar la PARTE 2 de la entrevista".</i> |  |                 |
|      | 1  | Si, quiere tomar la PARTE 2 de la entrevista | <i>Continua</i> |
|      | 2  | No, quiere tomar la PARTE 2 de la entrevista | <i>Terminar</i> |
| Q36  | ¿Cuál es el mejor número de teléfono en el que nos podamos comunicarnos usted durante la noche los próximos dos o tres días? <i>Lea el número de teléfono al encuestado para confirmar que es correcto.</i>  |  |                 |
|      | (###) ###-####   |  |                 |
|      | 99   | No proporcionó # de teléfono                 |                 |
| Q37  | Es fácil participar por correo electrónico. ¿Tiene una dirección de correo electrónico que podamos usar para hacer un seguimiento con usted? <i>En caso afirmativo, pregunte: dígame su correo electrónico.</i>  |  |                 |
|      | <i>Ingrese dirección de correo electrónico. Lea nuevamente para confirmar que es correcto.</i>   |  |                 |
|      | 99   | No proporcionó correo electrónico            |                 |
| Q38  | ¿Cuál es su primer nombre? <i>Si duda, diga: Solo necesitamos su nombre, no su apellido.</i>   |  |                 |
|      | <i>Ingrese nombre</i>  |  |                 |
|      | 99   | No hay nombre proporcionado                  |                 |

### Sección 9: Distribución de diarios y GPS

Q39 Entrevistador: ¿Está distribuyendo dispositivos GPS?

- |   |    |
|---|----|
| 1 | Sí |
| 2 | No |

*Si Q39 = 2, use la siguiente declaración.*

Aquí está el formulario que debe completar para cada ubicación que visite hoy. Debe llenar todos los datos **completamente** para **cada** ubicación que visite.

Una vez que haya completado este diario de viaje para sus viajes de hoy, tiene tres opciones para completar su participación y recibir su tarjeta de regalo de \$50. Las tres opciones aparecen en la parte superior del formulario.

¿Necesita un lápiz para completar el formulario? *En caso afirmativo, de lápiz. ¿Alguna pregunta?*

| <i>Si Q39=1, pase a Q40</i>  |  |   |
|--|--|---|
| Q40  | ¿Planea entregar su diario en persona en nuestra mesa de encuestas, por teléfono o por correo electrónico?   |   |
|  | 1  | En persona <i>Pase a Q41</i>  |
|  | 2  | Teléfono <i>Salte a las instrucciones finales</i>                                 |
|  | 3  | Correo electrónico <i>Salte a las instrucciones finales</i>                       |
| Q41  | Dado que planea entregar su diario en persona, le recomiendo que lleve este pequeño dispositivo GPS con usted hoy. Realizará un seguimiento automático de sus viajes y ayudará a completar la entrevista de seguimiento más rápido.<br>No necesita hacer nada con el dispositivo. Puede ponerlo en su bolsillo o en una mochila o bolso y luego simplemente entregarlo con su formulario completo. |   |
|  | 1  | El encuestado acepta el dispositivo GPS <i>Pase a Q42</i>                         |
|  | 2  | El encuestado rechaza el dispositivo GPS <i>Salte a las instrucciones finales</i> |
| Q42  | Entrevistador: registre el número de dispositivo GPS a continuación. <i>Verifique dos veces para asegurarse de que sea correcto.</i><br><i>Asegúrese de que esté encendido y entrégueselo. Por favor explique que el dispositivo ya está encendido y que debe permanecer así. No deben presionar ningún botón, ya que podría apagarse.</i>   |   |
|  | <i>Menú desplegable (1-75)</i>   |   |
| Aquí está el formulario que debe completar para cada ubicación que visite hoy. Debe llenar completamente para cada ubicación que visite.<br><br>Una vez que haya completado este diario de viaje hoy, tráigalo de nuevo a la ubicación que se muestra en el mapa y recibirá su tarjeta de regalo de \$50.<br><br>¿Necesita un lápiz para completar el formulario? <i>En caso afirmativo, de lápiz.</i> ¿Alguna pregunta? |  |   |

**Sección: Elementos posteriores a la entrevista que debe completar el entrevistador**

*Los elementos posteriores a la entrevista en esta sección deberán registrarse después de las entrevistas con todos los residentes de México, así como los residentes de EE.UU. que conducen un vehículo (SC1Q2=1 o 2).*

|     |                        |             |
|-----|------------------------|-------------|
| Q43 | Tipo de carril (línea) |             |
|     | 1                      | General     |
|     | 2                      | Ready Lane  |
|     | 3                      | SENTRI Lane |
| Q44 | Género del encuestado  |             |
|     | 1                      | Hombre      |
|     | 2                      | Mujer       |

|     |  |    |
|-----|--|----|
| Q45 | Independientemente de lo que informó la persona, ¿parecía que iba a un trabajo/lugar de trabajo en los Estados Unidos? |    |
|     | 1  | Sí |
|     | 2  | No |
| Q46 | Número del entrevistador   |    |
|     | 1-4 digits   |    |

**Automatically Recorded at Submission of Interview**

|   |                  |  |
|---|------------------|--|
| D1  | Date             |  |
|   | MMDDYY           |  |
| D2  | Time (0000-2359) |  |
|   | ####             |  |
| <i>Program should loop back to beginning and start a new survey for next interview.</i> |                  |  |

**Instrucciones para completar la encuesta y ganar la tarjeta de regalo de \$50:**

- 1 Guarde este formulario con usted el día de hoy mientras viaja. Complete la siguiente información para CADA lugar al que vaya el día de hoy en los Estados Unidos después de cruzar la frontera, incluyendo negocios, hogares, parques, estaciones de transporte público, etc.
- 2 Si visita más de cinco lugares el día de hoy, el formulario continúa en la parte posterior de esta página.
- 3 Si no está seguro acerca de cómo completar el formulario, consulte el Formulario de Ejemplo adjunto en la página siguiente.
- 4 Mantenga esta hoja con usted! Hay tres formas de entregar la información y completar la encuesta:
  1. Puede llevar el formulario a la ubicación que se muestra en la parte posterior del Formulario de Ejemplo y entregarlo en persona.
  2. O si proporcionó un número de teléfono a nuestro entrevistador, le llamaremos en los próximos dos o tres días para tomar la información por teléfono.
  3. O puede ir en línea a <https://nutripx.com> para ingresar la información usted mismo. Cuando le pregunte por su PIN, ingrese: «PIN»



| ¿Cuál es la dirección?   | Si no puede identificar la dirección completa, ¿cuáles son las calles/cruceos o puntos de referencia más cercanos? | ¿Cuál era el objetivo de su visita en esta ubicación? | ¿Qué medio de transporte usó para llegar a esta ubicación? | ¿A qué HORA LLEGO? | ¿A qué HORA se FUE? |
|--|--|---|--|--------------------|---------------------|
| Lugar 1<br>Después de cruzar la frontera, ¿a dónde fue primero?<br>Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 2<br>¿A dónde fue después?<br>Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad:                                | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 3<br>¿A dónde fue después?<br>Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad:                                | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 4<br>¿A dónde fue después?<br>Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad:                                | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 5<br>¿A dónde fue después?<br>Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad:                                | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |

el formulario continúa en el reverso de la página →

Diary Batch # «Batch»

| ¿A dónde fue después? | ¿Cuál es la dirección?  | Si no puede identificar la dirección completa, ¿cuáles son las calles/cruceos o puntos de referencia más cercanos? | ¿Cuál era el objetivo de su visita en esta ubicación? | ¿Qué medio de transporte usó para llegar a esta ubicación? | ¿A qué HORA LLEGÓ? | ¿A qué HORA se FUE? |
|-----------------------|---|--|---|--|--------------------|---------------------|
| Lugar 6               | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 7               | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 8               | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 9               | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 10              | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 11              | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 12              | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |

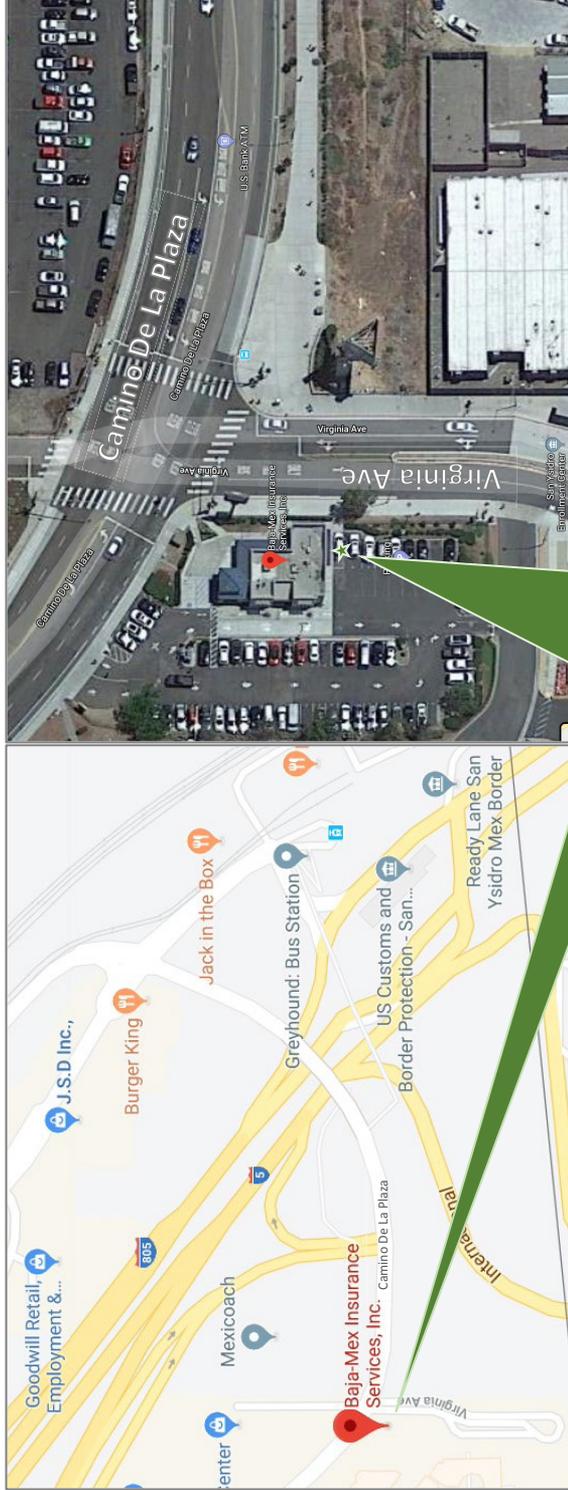
**FORMULARIO DE EJEMPLO:** Este formulario muestra un ejemplo de cómo completar el formulario de todos los lugares que visita en los Estados Unidos en este viaje. En este ejemplo, la persona visitó la tienda Target, luego la casa de su amigo, se fue caminando a Starbucks, tomó Uber/Lyft de regreso a la casa de su amigo, y luego regresó a Tijuana.

|  | ¿Cuál es la dirección?  | Si no puede identificar la dirección completa, ¿cuáles son las calles/cruceiros o puntos de referencia más cercanos?          | ¿Cuál era el objetivo de su visita en esta ubicación? | ¿Qué medio de transporte usó para llegar a esta ubicación? | ¿A qué HORA LLEGÓ?     | ¿A qué HORA se FUE?    |
|--|---|---|---|--|------------------------|------------------------|
| Después de cruzar la frontera, ¿a dónde fue primero? | Nombre de Lugar: <b>Tienda Target</b><br>Dirección #: <b>525</b><br>Nombre de la Calle: <b>Oak Road</b><br>Ciudad: <b>San Diego</b> | Calle #1:<br>Calle #2:<br>Punto de referencia:  | <b>Compras</b>  | <b>Maneje carro</b>  | <b>10 : 15 am</b> / pm | <b>10 : 45 am</b> / pm |
| ¿A dónde fue después?                                | Lugar name: <b>Casa de Amigo</b><br>Street #: <b>1225</b><br>Street Name: <b>Broadway</b><br>City: <b>Chula Vista</b>               | Calle #1:<br>Calle #2:<br>Punto de referencia:  | <b>Visitar a Amigo</b>                                | <b>Maneje carro</b>  | <b>11 : 20 am</b> / pm | <b>11 : 40 am</b> / pm |
| ¿A dónde fue después?                                | Lugar name: <b>Starbucks</b><br>Street #: <b>No se</b> →<br>Street Name:<br>City: <b>Chula Vista</b>                                | Cross Street #1: <b>Calle Palomar</b><br>Cross Street #2: <b>Broadway</b><br>Landmark: <b>Centro Comercial Genesis Square</b> | <b>Comida/Café</b>                                    | <b>Camine</b>  | <b>11 : 55 am</b> / pm | <b>12 : 45 am</b> / pm |
| ¿A dónde fue después?                                | Lugar name: <b>Casa de Amigo</b><br>Street #: <b>1225</b><br>Street Name: <b>Broadway</b><br>City: <b>Chula Vista</b>               | Calle #1:<br>Calle #2:<br>Punto de referencia:  | <b>Visitar a Amigo</b>                                | <b>Uber/Lyft</b>   | <b>12 : 55 am</b> / pm | <b>2 : 05 am</b> / pm  |
| ¿A dónde fue después?                                | Nombre de Lugar: <b>De regreso a Tijuana</b><br>Dirección #:<br>Nombre de la Calle:<br>Ciudad:                                      | Calle #1:<br>Calle #2:<br>Punto de referencia:  | <b>Regreso a Casa</b>                                 | <b>Maneje carro</b>  | <b>3 : 10 am</b> / pm  | : am / pm              |

Puede devolver su diario de viaje completo en persona en nuestra carpa de entrevista en el estacionamiento sur del lote de Baja-Mex de Servicios de Seguro (Insurance Services) en **4575 Camino De La Plaza, San Ysidro, CA 92173**. Ver el mapa de abajo. Nuestro horario es de **10 a.m. a 7 p.m. los días que estamos entrevistando**, que generalmente son de lunes a viernes.

O puede ingresar en línea a <https://nutripx.com> para completar la encuesta y recibir la tarjeta de regalo de \$50 por correo o mensaje de texto. Usted debe proporcionar el número de PIN de 7 dígitos impreso en la primera página del diario para poder completar la encuesta en línea.

O, si proporcionó su correo electrónico o número de teléfono, intentaremos comunicarnos con usted en los próximos días para obtener la información de su diario. Mantenga este diario con usted por que debe proporcionar el número de PIN de 7 dígitos impreso en la primera página del diario para completar la encuesta y recibir la tarjeta de regalo de \$50.



Devuelva su Diario de Viaje Completo Aquí  
 4575 Camino De La Plaza  
 San Ysidro, CA 92173

**Instrucciones para completar la encuesta y ganar la tarjeta de regalo de \$50:**

- 1 Guarde este formulario con usted el día de hoy mientras viaja. Complete la siguiente información para CADA lugar al que vaya el día de hoy en los Estados Unidos después de cruzar la frontera, incluyendo negocios, hogares, parques, estaciones de transporte público, etc.
- 2 Si visita más de cinco lugares el día de hoy, el formulario continúa en la parte posterior de esta página.
- 3 Si no está seguro acerca de cómo completar el formulario, consulte el Formulario de Ejemplo adjunto en la página siguiente.
- 4 Mantenga esta hoja con usted! Hay tres formas de entregar la información y completar la encuesta:
  1. Puede llevar el formulario a la ubicación que se muestra en la parte posterior del Formulario de Ejemplo y entregarlo en persona.
  2. O si proporcionó un número de teléfono a nuestro entrevistador, le llamaremos en los próximos dos o tres días para tomar la información por teléfono.
  3. O puede ir en línea a <https://nutripx.com> para ingresar la información usted mismo. Cuando le pregunte por su PIN, ingrese: «PIN»



Su información se mantendrá confidencial y se adherirá a la Política de Privacidad de SANDAG, que puede encontrar en su sitio de web.

|  | ¿Cuál es la dirección?   | Si no puede identificar la dirección completa, ¿cuáles son las calles/cruceos o puntos de referencia más cercanos? | ¿Cuál era el objetivo de su visita en esta ubicación? | ¿Qué medio de transporte usó para llegar a esta ubicación? | ¿A qué HORA LLEGÓ? | ¿A qué HORA se FUE? |
|--|--|--|---|--|--------------------|---------------------|
| Después de cruzar la frontera, ¿a dónde fue primero? | Lugar 1<br>Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| ¿A dónde fue después?                                | Lugar 2<br>Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| ¿A dónde fue después?                                | Lugar 3<br>Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| ¿A dónde fue después?                                | Lugar 4<br>Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| ¿A dónde fue después?                                | Lugar 5<br>Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |

el formulario continúa en el reverso de la página →

Diary Batch # «Batch»

| ¿A dónde fue después? | ¿Cuál es la dirección?  | Si no puede identificar la dirección completa, ¿cuáles son las calles/cruceos o puntos de referencia más cercanos? | ¿Cuál era el objetivo de su visita en esta ubicación? | ¿Qué medio de transporte usó para llegar a esta ubicación? | ¿A qué HORA LLEGÓ? | ¿A qué HORA se FUE? |
|-----------------------|---|--|---|--|--------------------|---------------------|
| Lugar 6               | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 7               | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 8               | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 9               | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 10              | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 11              | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 12              | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |

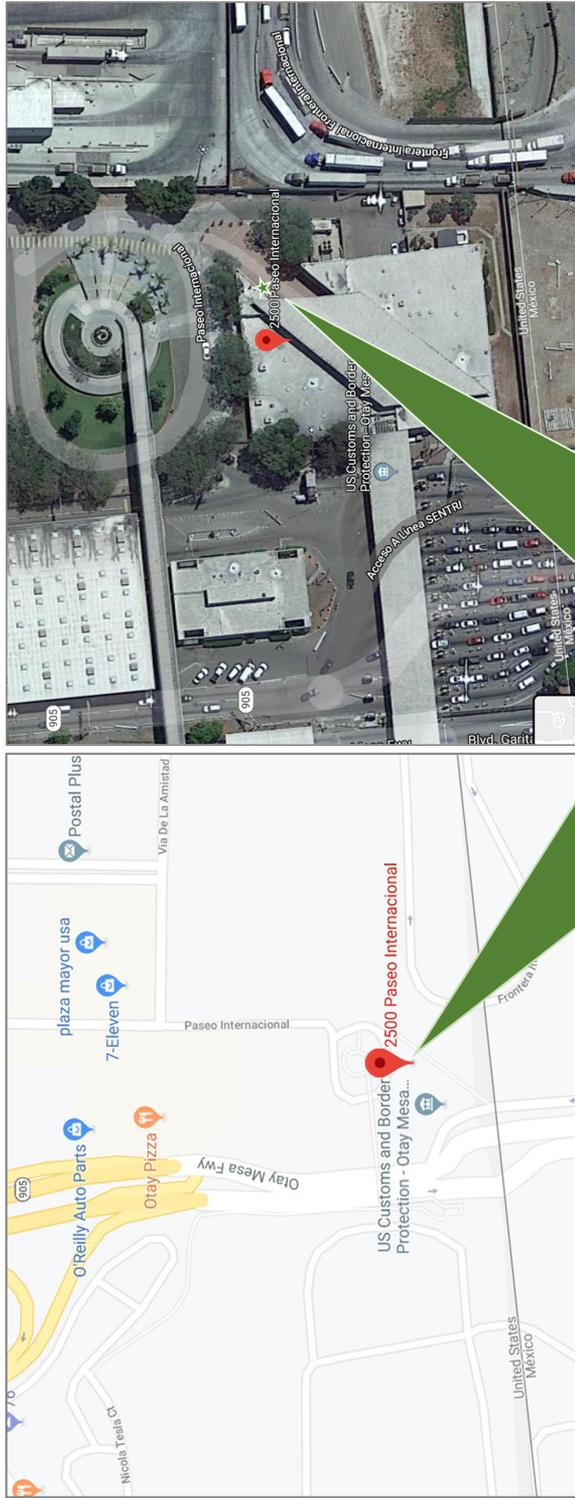
**FORMULARIO DE EJEMPLO:** Este formulario muestra un ejemplo de cómo completar el formulario de todos los lugares que visita en los Estados Unidos en este viaje. En este ejemplo, la persona visitó la tienda Target, luego la casa de su amigo, se fue caminando a Starbucks, tomó Uber/Lyft de regreso a la casa de su amigo, y luego regresó a Tijuana.

|  | ¿Cuál es la dirección?  | Si no puede identificar la dirección completa, ¿cuáles son las calles/cruceos o puntos de referencia más cercanos?                           | ¿Cuál era el objetivo de su visita en esta ubicación? | ¿Qué medio de transporte usó para llegar a esta ubicación? | ¿A qué HORA LLEGÓ?     | ¿A qué HORA se FUE?    |
|--|---|--|---|--|------------------------|------------------------|
| Después de cruzar la frontera, ¿a dónde fue primero? | <p>Nombre de Lugar: <b>Tienda Target</b></p> <p>Dirección #: <b>525</b></p> <p>Nombre de la Calle: <b>Oak Road</b></p> <p>Ciudad: <b>San Diego</b></p>  | <p>Calle #1:</p> <p>Calle #2:</p> <p>Punto de referencia:</p>  | <b>Compras</b>  | <b>Manejo carro</b>  | <b>10 : 15 am / pm</b> | <b>10 : 45 am / pm</b> |
| ¿A dónde fue después?                                | <p>Lugar name: <b>Casa de Amigo</b></p> <p>Street #: <b>1225</b></p> <p>Street Name: <b>Broadway</b></p> <p>City: <b>Chula Vista</b></p>  | <p>Calle #1:</p> <p>Calle #2:</p> <p>Punto de referencia:</p>  | <b>Visitar a Amigo</b>                                | <b>Manejo carro</b>  | <b>11 : 20 am / pm</b> | <b>11 : 40 am / pm</b> |
| ¿A dónde fue después?                                | <p>Lugar name: <b>Starbucks</b></p> <p>Street #: <b>No se</b> </p> <p>Street Name:</p> <p>City: <b>Chula Vista</b></p> | <p>Cross Street #1: <b>Calle Palomar</b></p> <p>Cross Street #2: <b>Broadway</b></p> <p>Landmark: <b>Centro Comercial Genesis Square</b></p> | <b>Comida/Café</b>                                    | <b>Camino</b>  | <b>11 : 55 am / pm</b> | <b>12 : 45 am / pm</b> |
| ¿A dónde fue después?                                | <p>Lugar name: <b>Casa de Amigo</b></p> <p>Street #: <b>1225</b></p> <p>Street Name: <b>Broadway</b></p> <p>City: <b>Chula Vista</b></p>  | <p>Calle #1:</p> <p>Calle #2:</p> <p>Punto de referencia:</p>  | <b>Visitar a Amigo</b>                                | <b>Uber/Lyft</b>   | <b>12 : 55 am / pm</b> | <b>2 : 05 am / pm</b>  |
| ¿A dónde fue después?                                | <p>Nombre de Lugar: <b>De regreso a Tijuana</b></p> <p>Dirección #:</p> <p>Nombre de la Calle:</p> <p>Ciudad:</p>   | <p>Calle #1:</p> <p>Calle #2:</p> <p>Punto de referencia:</p>  | <b>Regreso a Casa</b>                                 | <b>Manejo carro</b>  | <b>3 : 10 am / pm</b>  | : am / pm              |

Puede devolver su diario de viaje completo en persona en nuestra carpa de entrevista cerca de la salida peatonal de la Aduana EE.UU. en **2500 Paseo Internacional, San Diego, CA 92154**. Ver el mapa de abajo. Nuestro horario es de **10 a.m. a 7 p.m. los días que estamos entrevistando**, que generalmente son de lunes a viernes.

O puede ingresar en línea a <https://nutripx.com> para completar la encuesta y recibir la tarjeta de regalo de \$50 por correo o mensaje de texto. Usted debe proporcionar el número de PIN de 7 dígitos impreso en la primera página del diario para poder completar la encuesta en línea.

O, si proporcionó su correo electrónico o número de teléfono, intentaremos comunicarnos con usted en los próximos días para obtener la información de su diario. Mantenga este diario con usted por que debe proporcionar el número de PIN de 7 dígitos impreso en la primera página del diario para completar la encuesta y recibir la tarjeta de regalo de \$50.



Devuelva su Diario de Viaje Completo Aquí  
 2500 Paseo Internacional  
 San Diego, CA 92154



Su información se mantendrá confidencial y se adherirá a la Política de Privacidad de SANDAG, que puede encontrar en su sitio de web.

**Instrucciones para completar la encuesta y ganar la tarjeta de regalo de \$50:**

- 1 Guarde este formulario con usted el día de hoy mientras viaja. Complete la siguiente información para CADA lugar al que vaya el día de hoy en los Estados Unidos después de cruzar la frontera, incluyendo negocios, hogares, parques, estaciones de transporte público, etc.
- 2 Si visita más de cinco lugares el día de hoy, el formulario continúa en la parte posterior de esta página.
- 3 Si no está seguro acerca de cómo completar el formulario, consulte el Formulario de Ejemplo adjunto en la página siguiente.
- 4 Mantenga esta hoja con usted! Hay tres formas de entregar la información y completar la encuesta:
  1. Puede llevar el formulario a la ubicación que se muestra en la parte posterior del Formulario de Ejemplo y entregarlo en persona.
  2. O si proporcionó un número de teléfono a nuestro entrevistador, le llamaremos en los próximos dos o tres días para tomar la información por teléfono.
  3. O puede ir en línea a <https://nutripx.com> para ingresar la información usted mismo. Cuando le pregunte por su PIN, ingrese: «PIN»

| ¿Cuál es la dirección?   | Si no puede identificar la dirección completa, ¿cuáles son las calles/cruceos o puntos de referencia más cercanos? | ¿Cuál era el objetivo de su visita en esta ubicación? | ¿Qué medio de transporte usó para llegar a esta ubicación? | ¿A qué HORA LLEGO? | ¿A qué HORA se FUE? |
|--|--|---|--|--------------------|---------------------|
| Lugar 1<br>Después de cruzar la frontera, ¿a dónde fue primero?<br>Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 2<br>¿A dónde fue después?<br>Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad:                                | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 3<br>¿A dónde fue después?<br>Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad:                                | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 4<br>¿A dónde fue después?<br>Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad:                                | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 5<br>¿A dónde fue después?<br>Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad:                                | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |

el formulario continúa en el reverso de la página →

Diary Batch # «Batch»

| ¿A dónde fue después? | ¿Cuál es la dirección?  | Si no puede identificar la dirección completa, ¿cuáles son las calles/cruceos o puntos de referencia más cercanos? | ¿Cuál era el objetivo de su visita en esta ubicación? | ¿Qué medio de transporte usó para llegar a esta ubicación? | ¿A qué HORA LLEGÓ? | ¿A qué HORA se FUE? |
|-----------------------|---|--|---|--|--------------------|---------------------|
| Lugar 6               | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 7               | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 8               | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 9               | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 10              | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 11              | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |
| Lugar 12              | Nombre del Lugar:<br>Dirección #:<br>Nombre de la Calle:<br>Ciudad: | Calle #1:<br>Calle #2:<br>Punto de referencia:   |   |  | : am / pm          | : am / pm           |

**FORMULARIO DE EJEMPLO:** Este formulario muestra un ejemplo de cómo completar el formulario de todos los lugares que visita en los Estados Unidos en este viaje. En este ejemplo, la persona visitó la tienda Target, luego la casa de su amigo, se fue caminando a Starbucks, tomó Uber/Lyft de regreso a la casa de su amigo, y luego regresó a Tijuana.

|  | ¿Cuál es la dirección?  | Si no puede identificar la dirección completa, ¿cuáles son las calles/cruceiros o puntos de referencia más cercanos?          | ¿Cuál era el objetivo de su visita en esta ubicación? | ¿Qué medio de transporte usó para llegar a esta ubicación? | ¿A qué HORA LLEGÓ?     | ¿A qué HORA se FUE?    |
|--|---|---|---|--|------------------------|------------------------|
| Después de cruzar la frontera, ¿a dónde fue primero? | Nombre de Lugar: <b>Tienda Target</b><br>Dirección #: <b>525</b><br>Nombre de la Calle: <b>Oak Road</b><br>Ciudad: <b>San Diego</b> | Calle #1:<br>Calle #2:<br>Punto de referencia:  | <b>Compras</b>  | <b>Manejo carro</b>  | <b>10 : 15 am</b> / pm | <b>10 : 45 am</b> / pm |
| ¿A dónde fue después?                                | Lugar name: <b>Casa de Amigo</b><br>Street #: <b>1225</b><br>Street Name: <b>Broadway</b><br>City: <b>Chula Vista</b>               | Calle #1:<br>Calle #2:<br>Punto de referencia:  | <b>Visitar a Amigo</b>                                | <b>Manejo carro</b>  | <b>11 : 20 am</b> / pm | <b>11 : 40 am</b> / pm |
| ¿A dónde fue después?                                | Lugar name: <b>Starbucks</b><br>Street #: <b>No se</b> →<br>Street Name:<br>City: <b>Chula Vista</b>                                | Cross Street #1: <b>Calle Palomar</b><br>Cross Street #2: <b>Broadway</b><br>Landmark: <b>Centro Comercial Genesis Square</b> | <b>Comida/Café</b>                                    | <b>Camine</b>  | <b>11 : 55 am</b> / pm | <b>12 : 45 am</b> / pm |
| ¿A dónde fue después?                                | Lugar name: <b>Casa de Amigo</b><br>Street #: <b>1225</b><br>Street Name: <b>Broadway</b><br>City: <b>Chula Vista</b>               | Calle #1:<br>Calle #2:<br>Punto de referencia:  | <b>Visitar a Amigo</b>                                | <b>Uber/Lyft</b>   | <b>12 : 55 am</b> / pm | <b>2 : 05 am</b> / pm  |
| ¿A dónde fue después?                                | Nombre de Lugar: <b>De regreso a Tijuana</b><br>Dirección #:<br>Nombre de la Calle:<br>Ciudad:                                      | Calle #1:<br>Calle #2:<br>Punto de referencia:  | <b>Regreso a Casa</b>                                 | <b>Manejo carro</b>  | <b>3 : 10 am</b> / pm  | : am / pm              |

Puede devolver su diario de viaje completo en persona en nuestra carpa de entrevista cerca de la salida peatonal de la Aduana EE.UU. en **405 Tecate Rd, Tecate, CA 91980**. Ver el mapa de abajo. Nuestro horario es de **10 a.m. a 7 p.m. los días que estamos entrevistando**, que generalmente son de lunes a viernes.

O puede ingresar en línea a <https://nutripx.com> para completar la encuesta y recibir la tarjeta de regalo de \$50 por correo o mensaje de texto. Usted debe proporcionar el número de PIN de 7 dígitos impreso en la primera página del diario para poder completar la encuesta en línea.

O, si proporcionó su correo electrónico o número de teléfono, intentaremos comunicarnos con usted en los próximos días para obtener la información de su diario. Mantenga este diario con usted por que debe proporcionar el número de PIN de 7 dígitos impreso en la primera página del diario para completar la encuesta y recibir la tarjeta de regalo de \$50.

