

11-2023

## **Borderplex Business Barometer, Volume 7, Number11**

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T.M. Fullerton, Jr., S.L. Fullerton, and C.R. Chávez, 2023, "Borderplex Crime Patterns" *Borderplex Business Barometer* 7(11), 1-65.

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# BORDERPLEX BUSINESS BAROMETER

**November 2023**

## **Border Region Modeling Project**

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*Border Commerce & Economics*

## **Borderplex Business Barometer, Volume 7, Number 11**

### **Borderplex Crime Patterns**

Crime is a serious problem that can derail economic progress and regional commerce. The Border Region Modeling Project has periodically quantified different aspects of the economic fallout resulting from crime in the Borderplex. Necessary as part of the ongoing effort to comprehensively analyze the regional economy, those studies often yield interesting insights about commerce on both sides of the border.

How bad is crime in the Borderplex and what are some of the economic costs associated with it? Recent articles published by *Forbes* and *MoneyGeek* review FBI national crime data. El Paso episodically tops the list as the safest large city in the United States. The most recent FBI data rank El Paso as the fourth safest large city in the country. That is important because crimes inflict personal, familial, social, and economic costs on the regions where they occur.

Nationally, larceny costs average approximately \$3,500 per crime. Murders are much worse, costing more than \$7 million per homicide. All together, the national per capita cost of crime is estimated at nearly \$1,840 per year. The corresponding calculation for El Paso is roughly \$840 per person.

While El Paso consistently ranks as one of the 10 safest large cities in the United States, crime is more prevalent in Ciudad Juarez. At various points during 2010 and 2011, Juarez was ranked among the 50 most dangerous cities in the world. Although Ciudad Juarez is less secure than El Paso, it also tends to be one of the safer cities in Mexico.

What are some of the economic consequences of crime in border regions? Results in more than one study confirm that increased crime causes business failures to accelerate in Northern Mexico. It also raises unemployment in Mexico border economies. Violent crime also reduces retail activity in those same border municipalities. The losses in commercial activity on the south side of the international boundary occur because of two primary reasons.

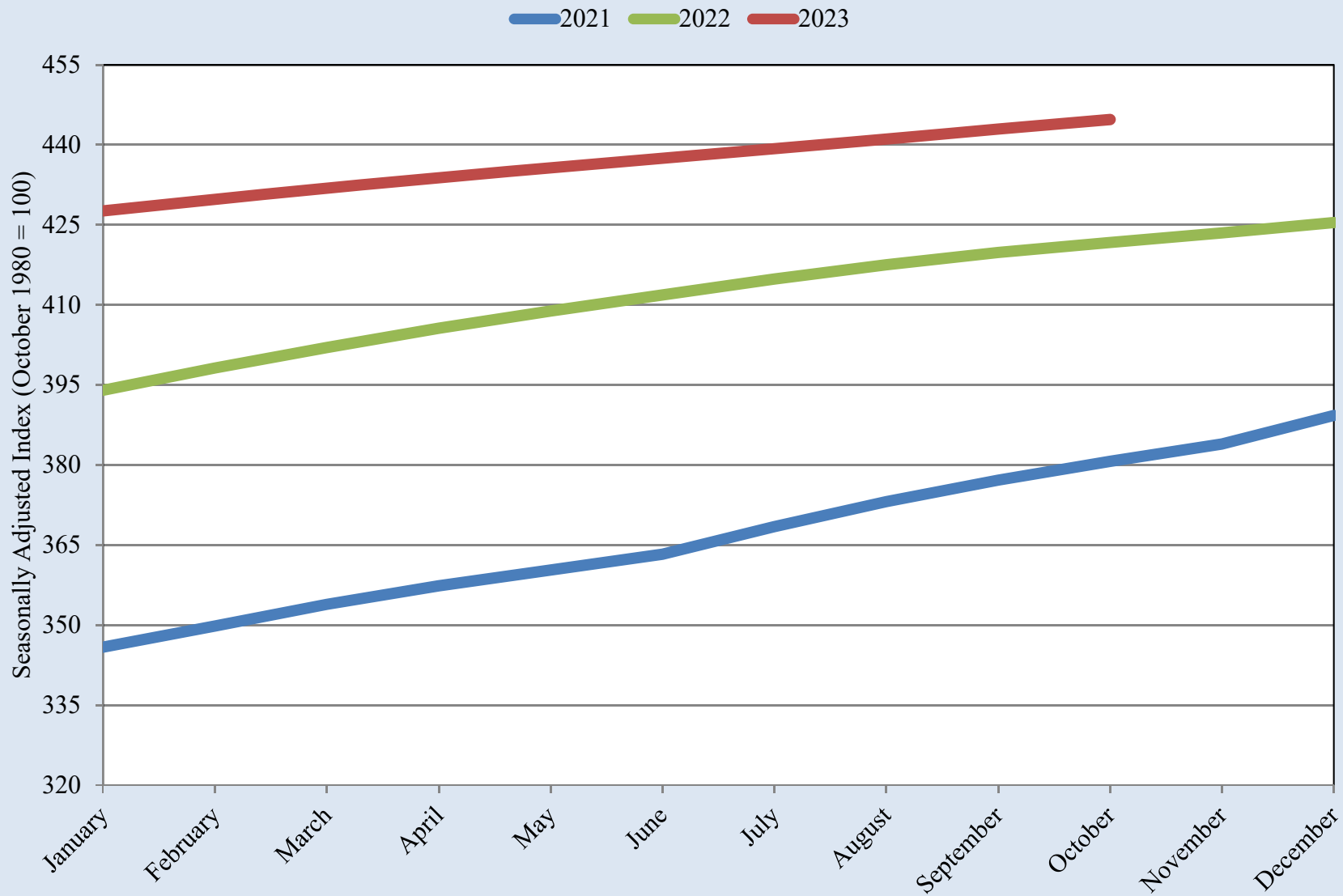
One is that increased risk levels cause tourism to decline. The second is that many households that generally make most of their daily and weekly purchases at stores in Mexico take advantage of the proximity of safer shopping

conditions in the United States, causing retail leakages via geographic displacement. While the metropolitan economies on the north side of the border obtain some short-term gains from this situation, insecurity due to violence in Northern Mexico hampers long-term growth in both countries. Contrary to popular opinion, El Paso is much safer than nearly all other large urban economies in the United States. Lower crime in Juarez would help solidify growth in both cities.

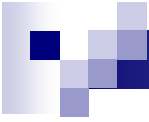
**Thomas M. Fullerton, Jr., Cely Ronquillo Chávez, and Steven L. Fullerton**



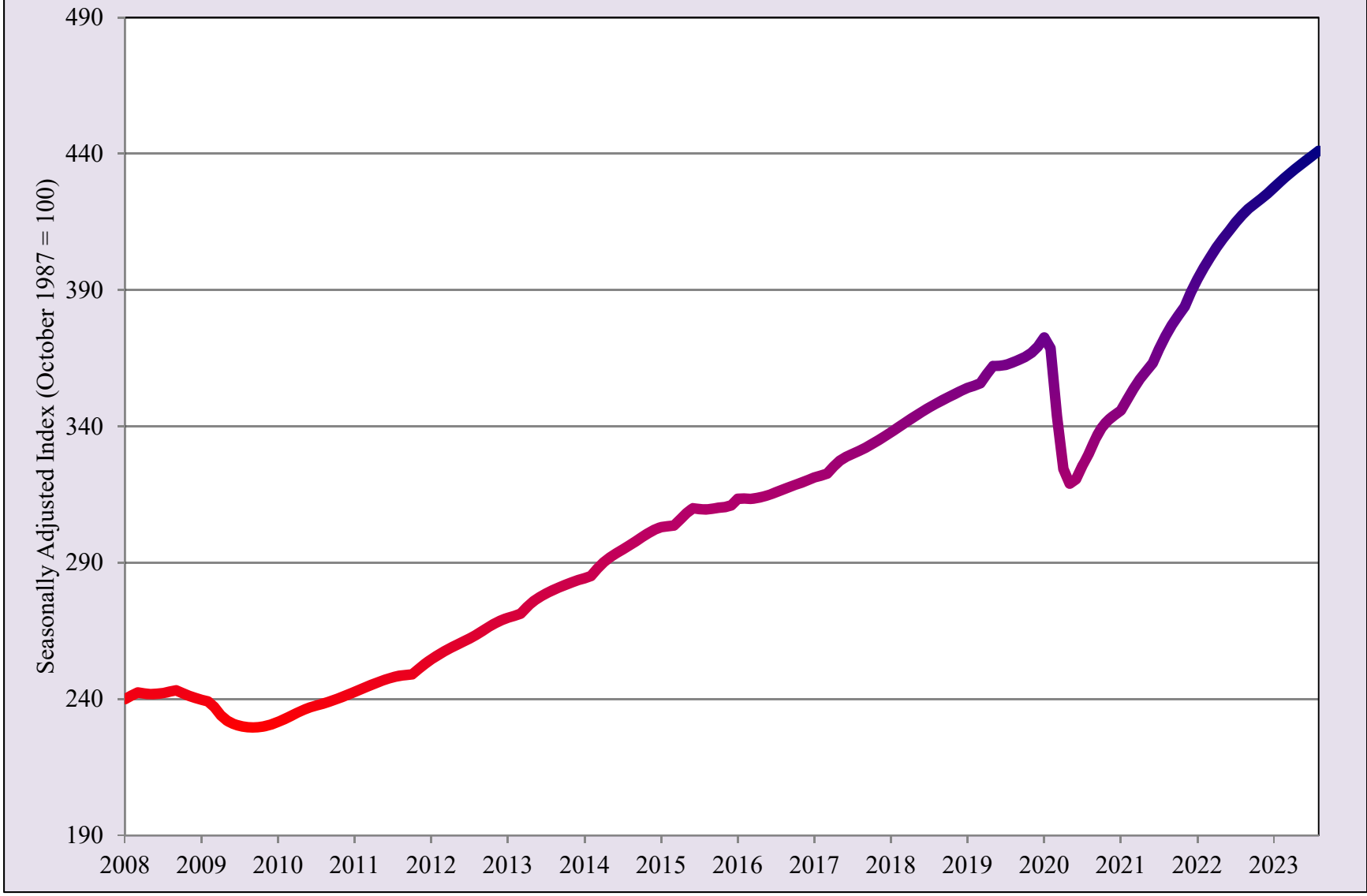
## El Paso Metropolitan Business Cycle Index



Source: UTEP Border Region Modeling Project using Federal Reserve Bank of Dallas Data



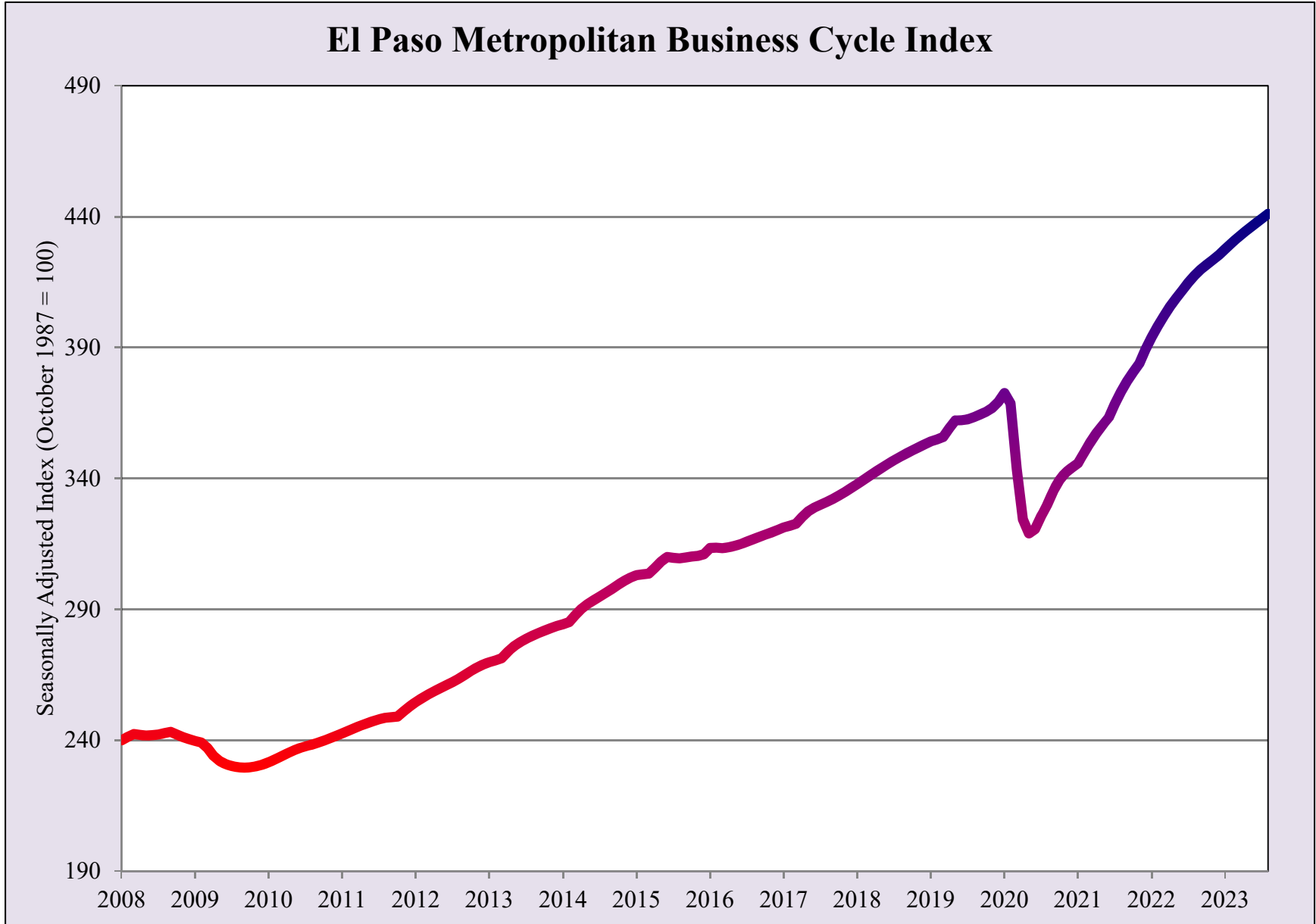
## El Paso Metropolitan Business Cycle Index



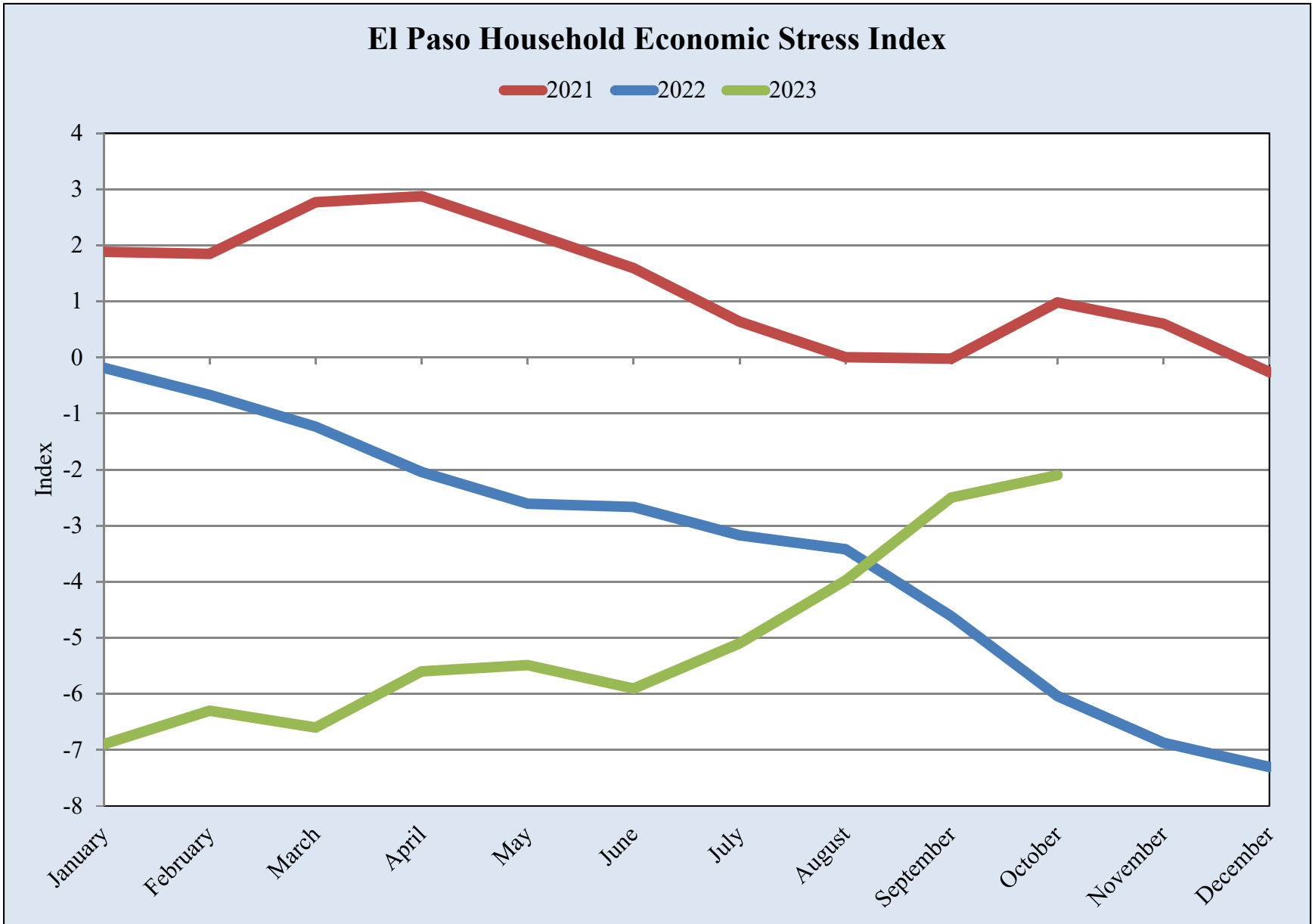
Source: UTEP Border Region Modeling Project using Federal Reserve Bank of Dallas Data



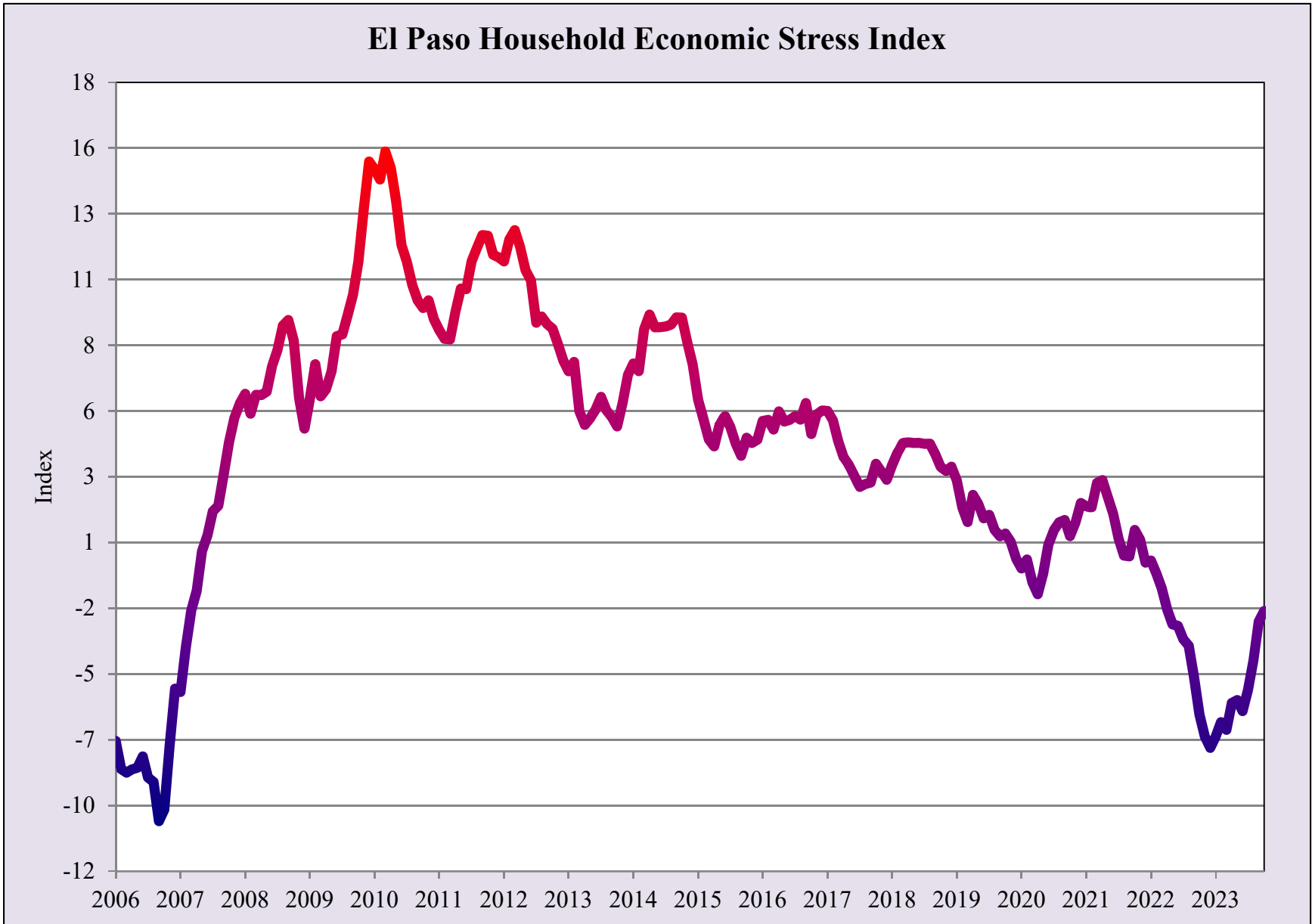
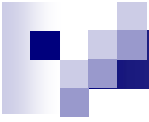
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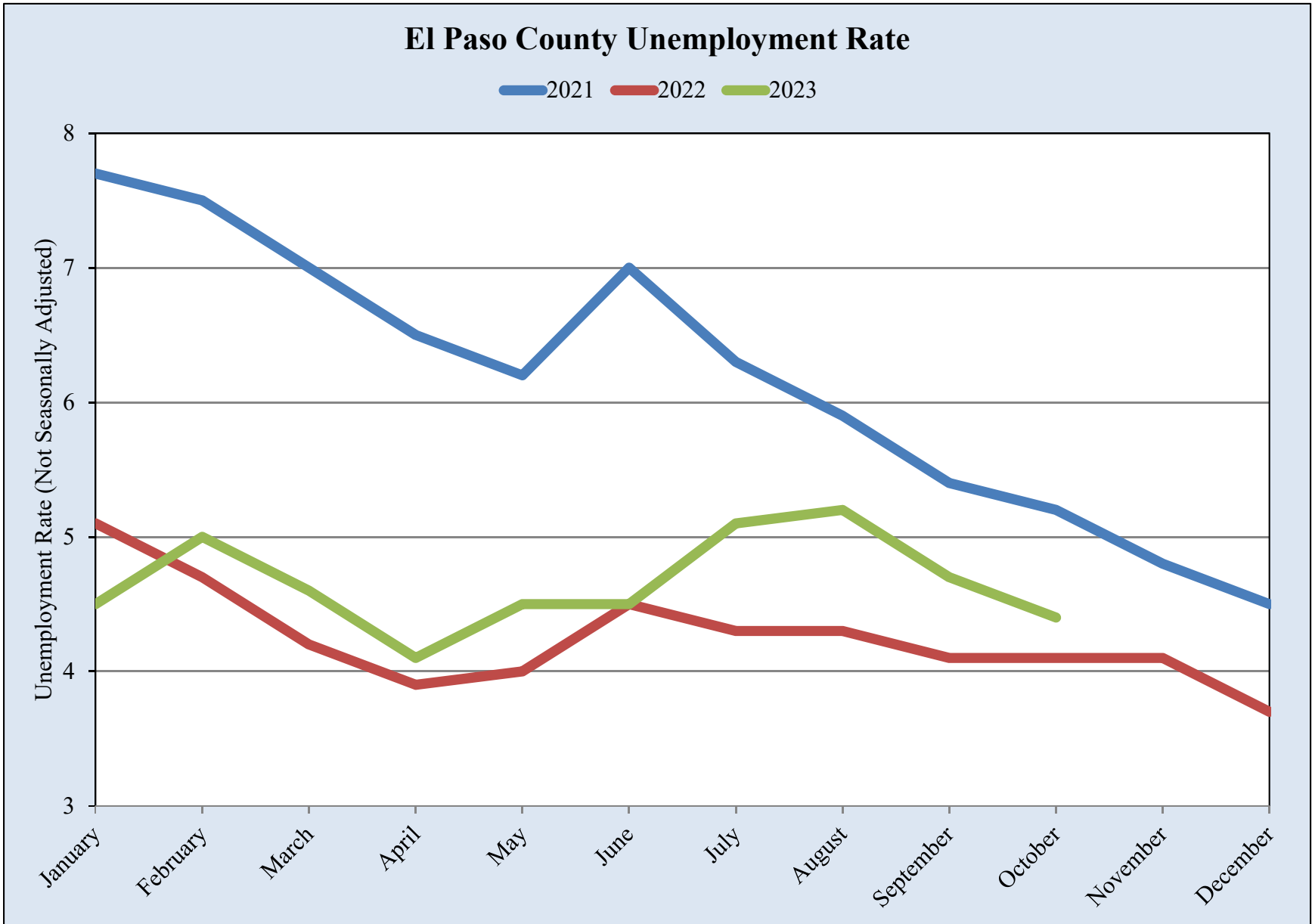
Source: UTEP Border Region Modeling Project using US Treasury, Daily Treasury Yield Curve Rates Data



Source: UTEP Border Region Modeling Project

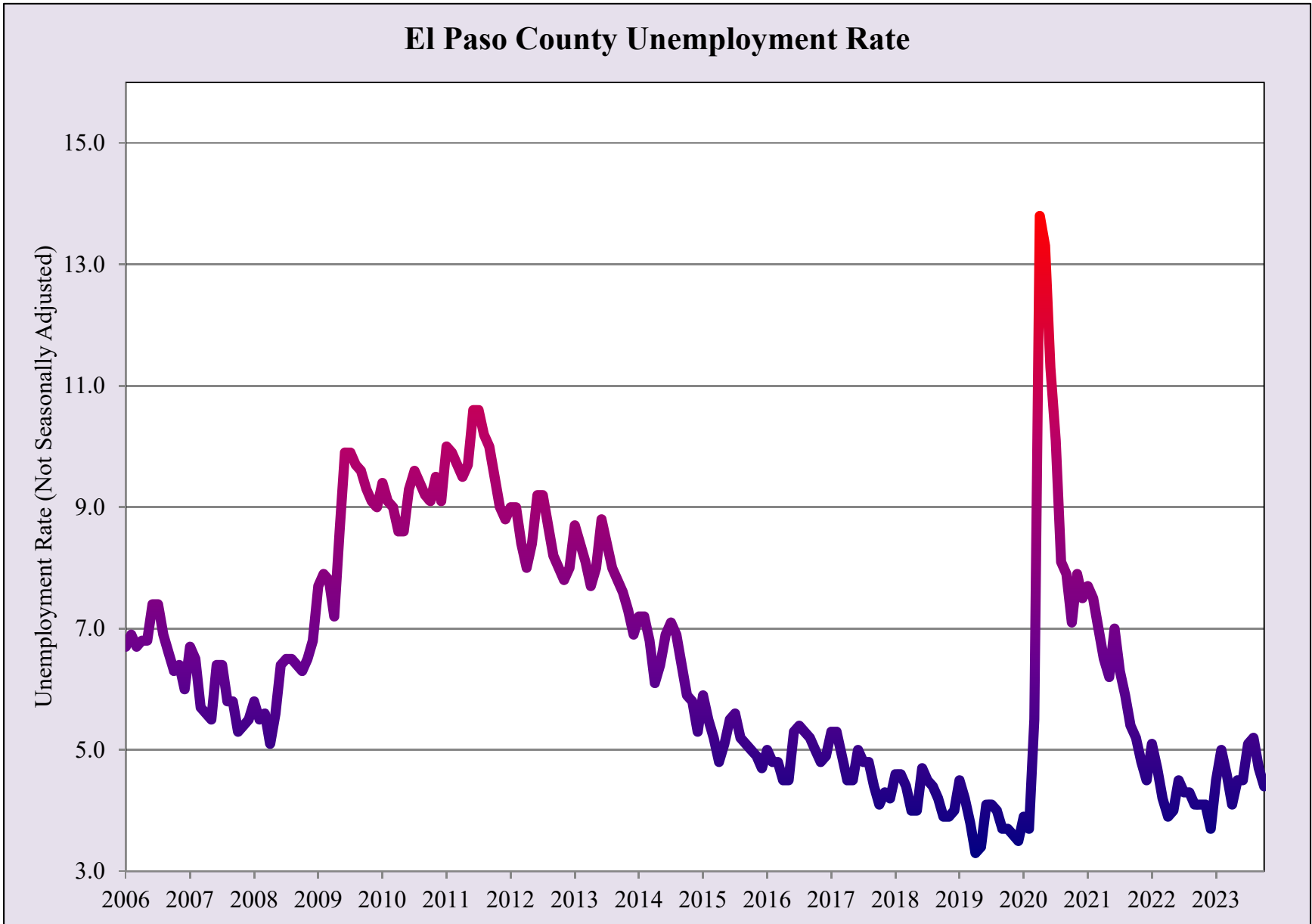


Source: UTEP Border Region Modeling Project

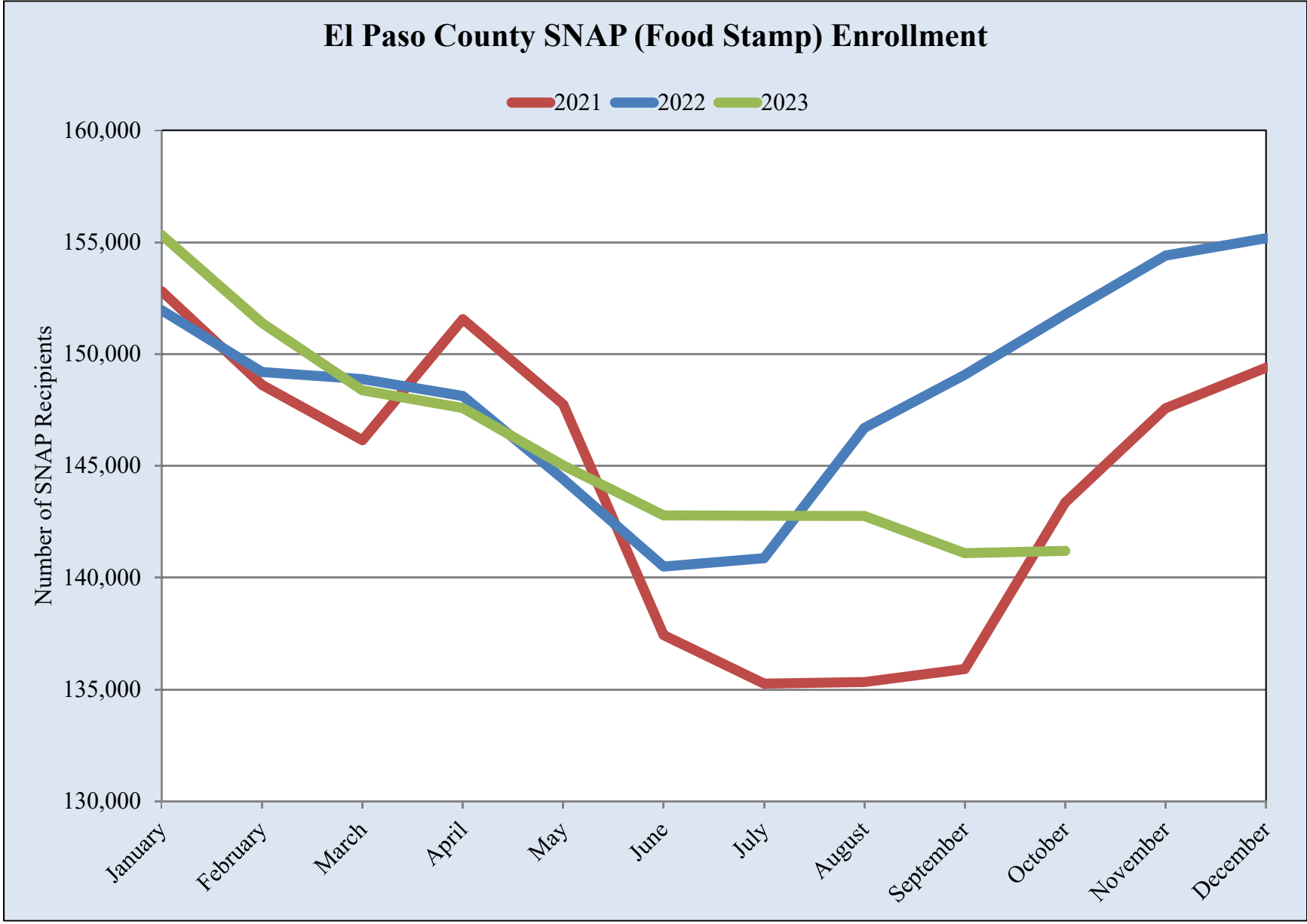


Source: UTEP Border Region Modeling Project using Bureau of Labor Statistics Data

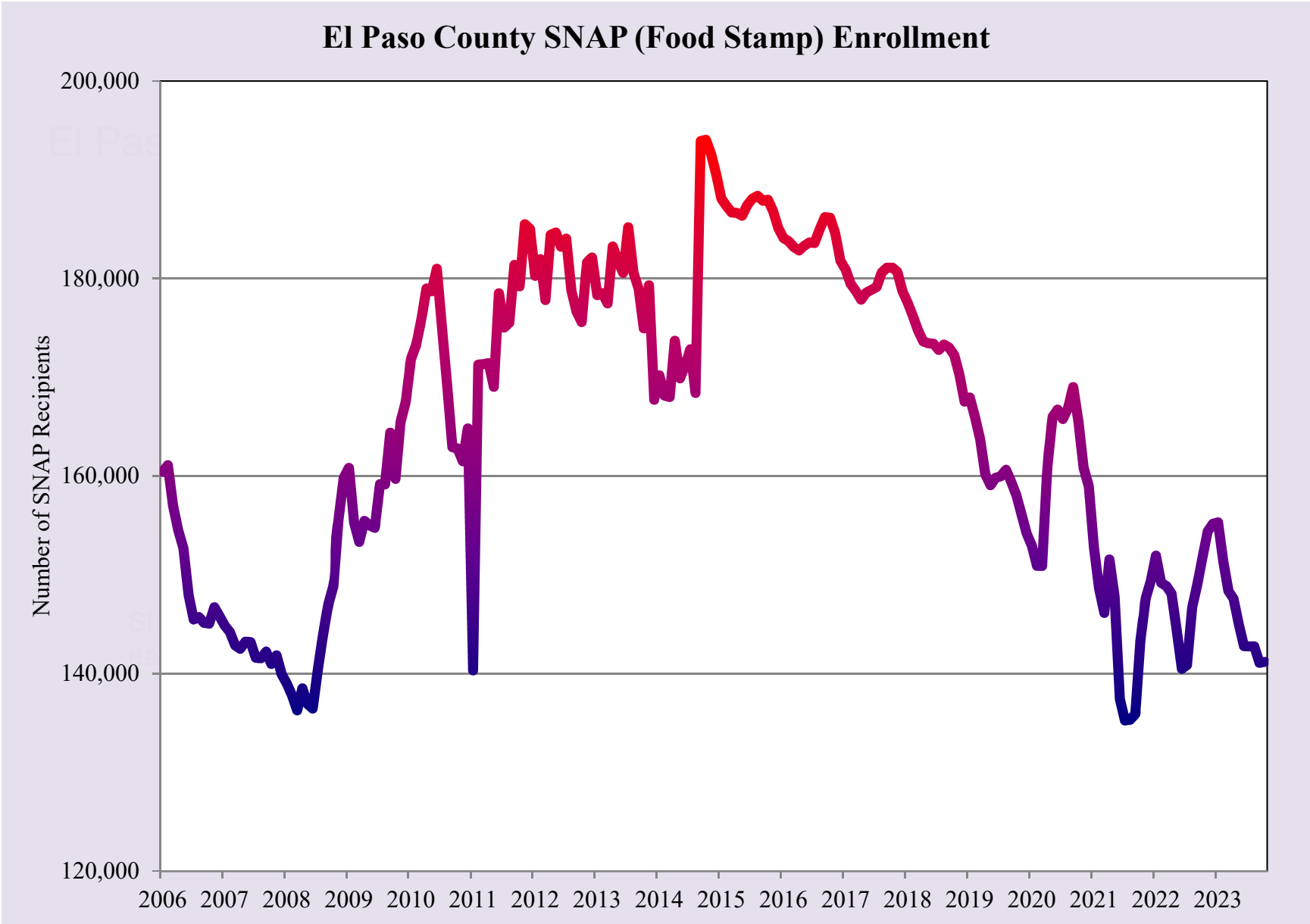




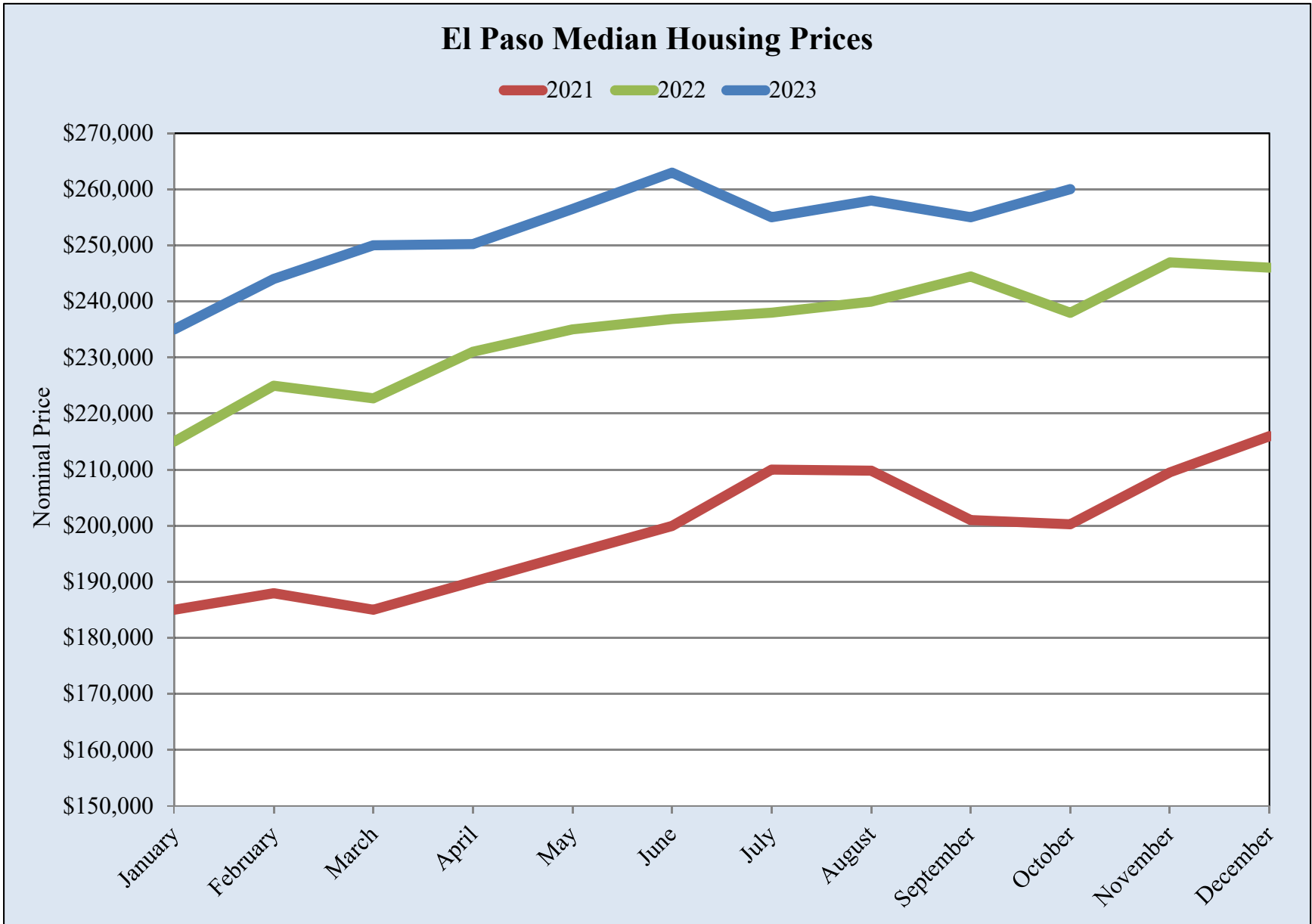
Source: UTEP Border Region Modeling Project using Bureau of Labor Statistics Data



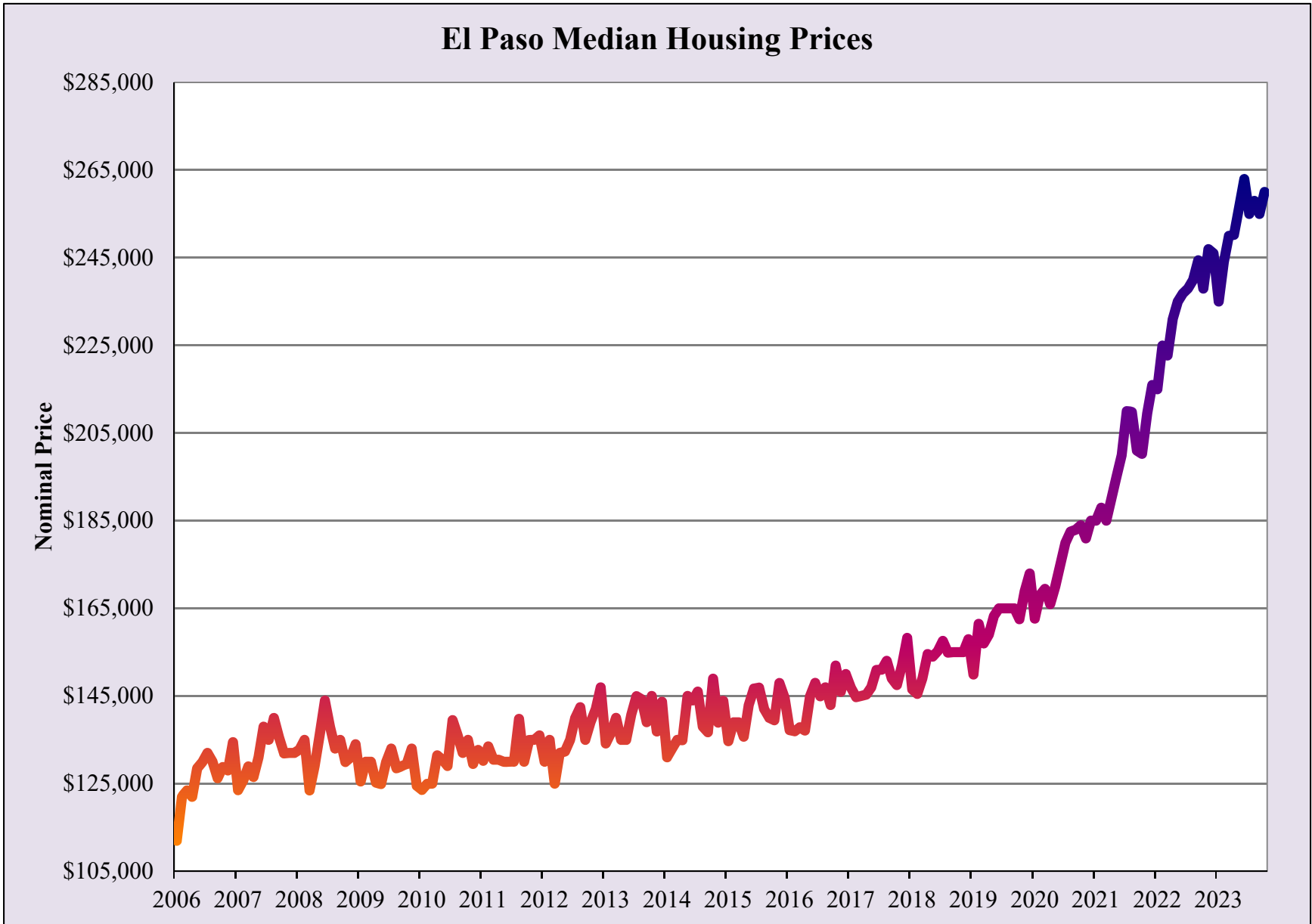
Source: UTEP Border Region Modeling Project using Texas Health and Human Services Commission



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Source: UTEP Border Region Modeling Project using Texas A&M Real Estate Center Data

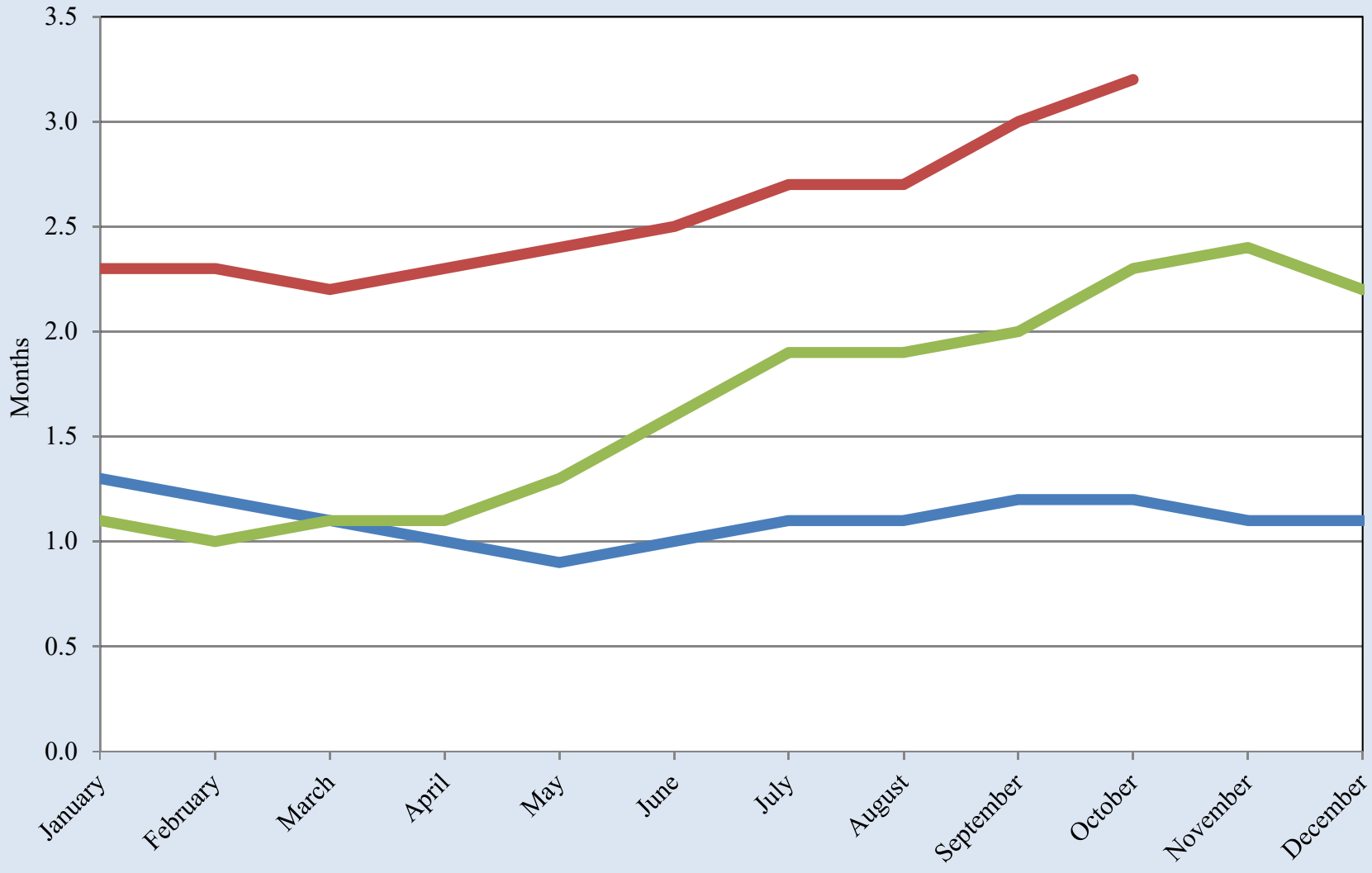


Source: UTEP Border Region Modeling Project using Texas A&M Real Estate Center Data

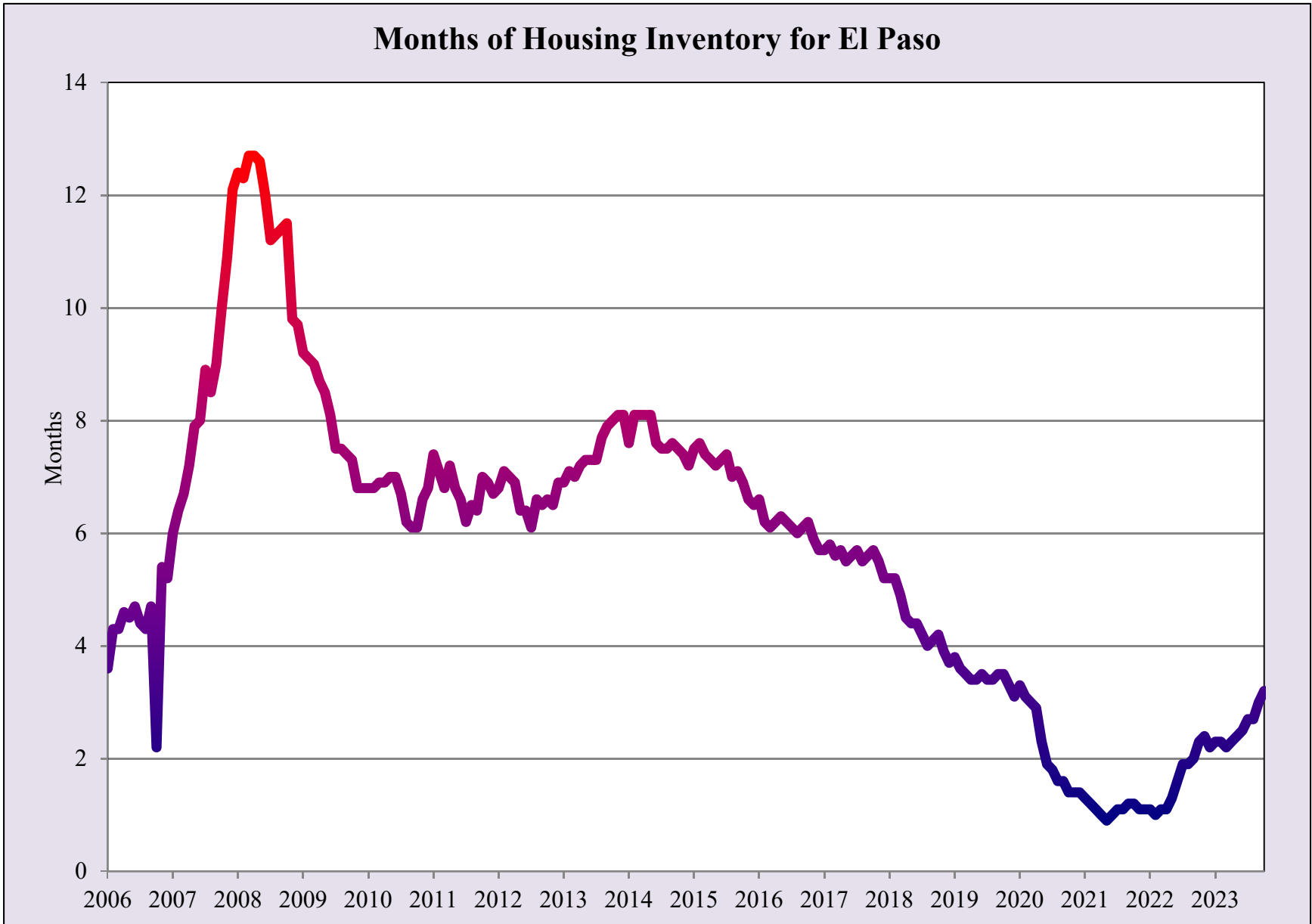
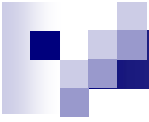


### Months of Housing Inventory for El Paso

— 2021 — 2022 — 2023



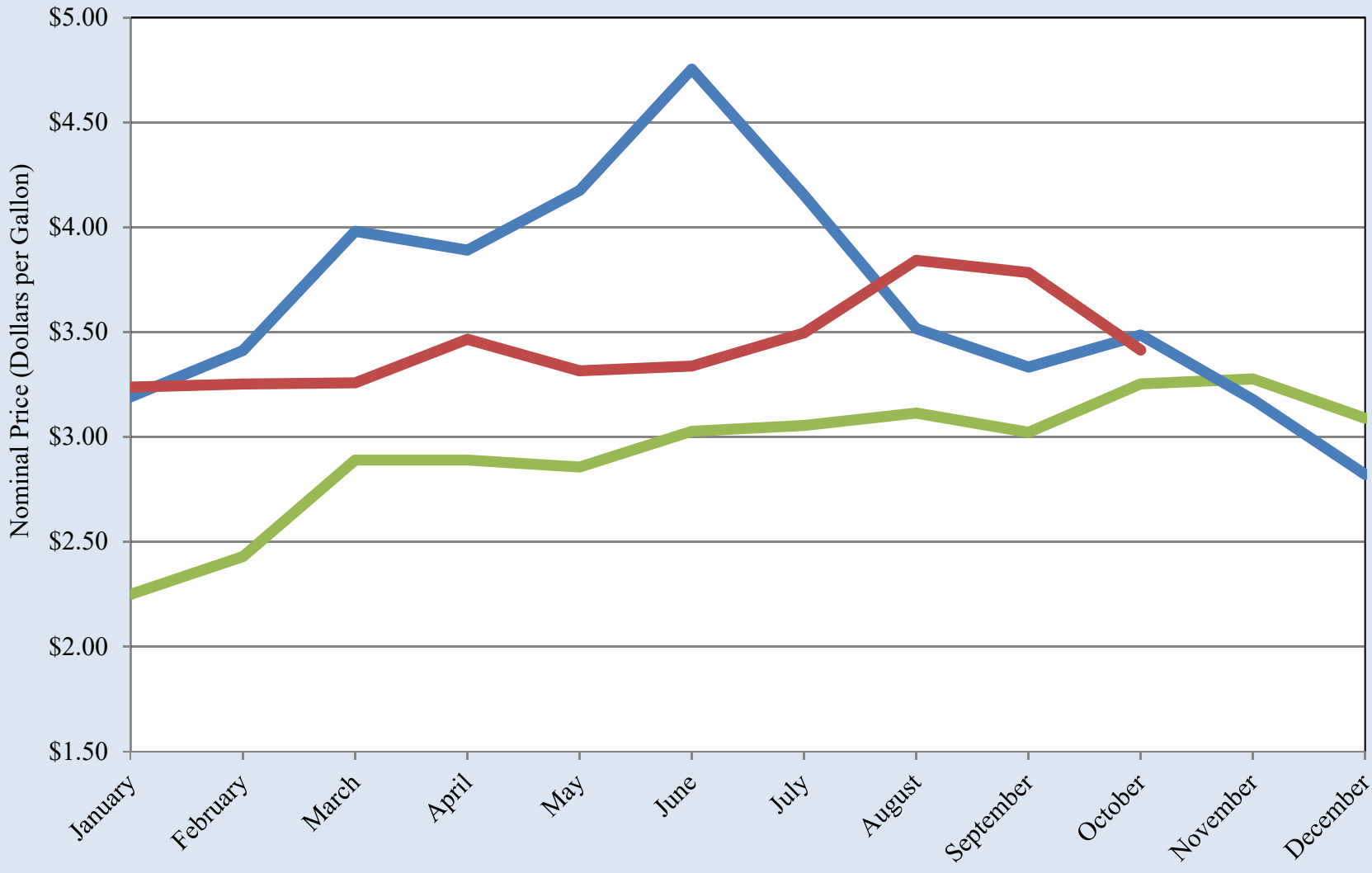
Source: UTEP Border Region Modeling Project using Texas A&M Real Estate Center Data



Source: UTEP Border Region Modeling Project using Texas A&M Real Estate Center Data

### El Paso Gasoline Prices

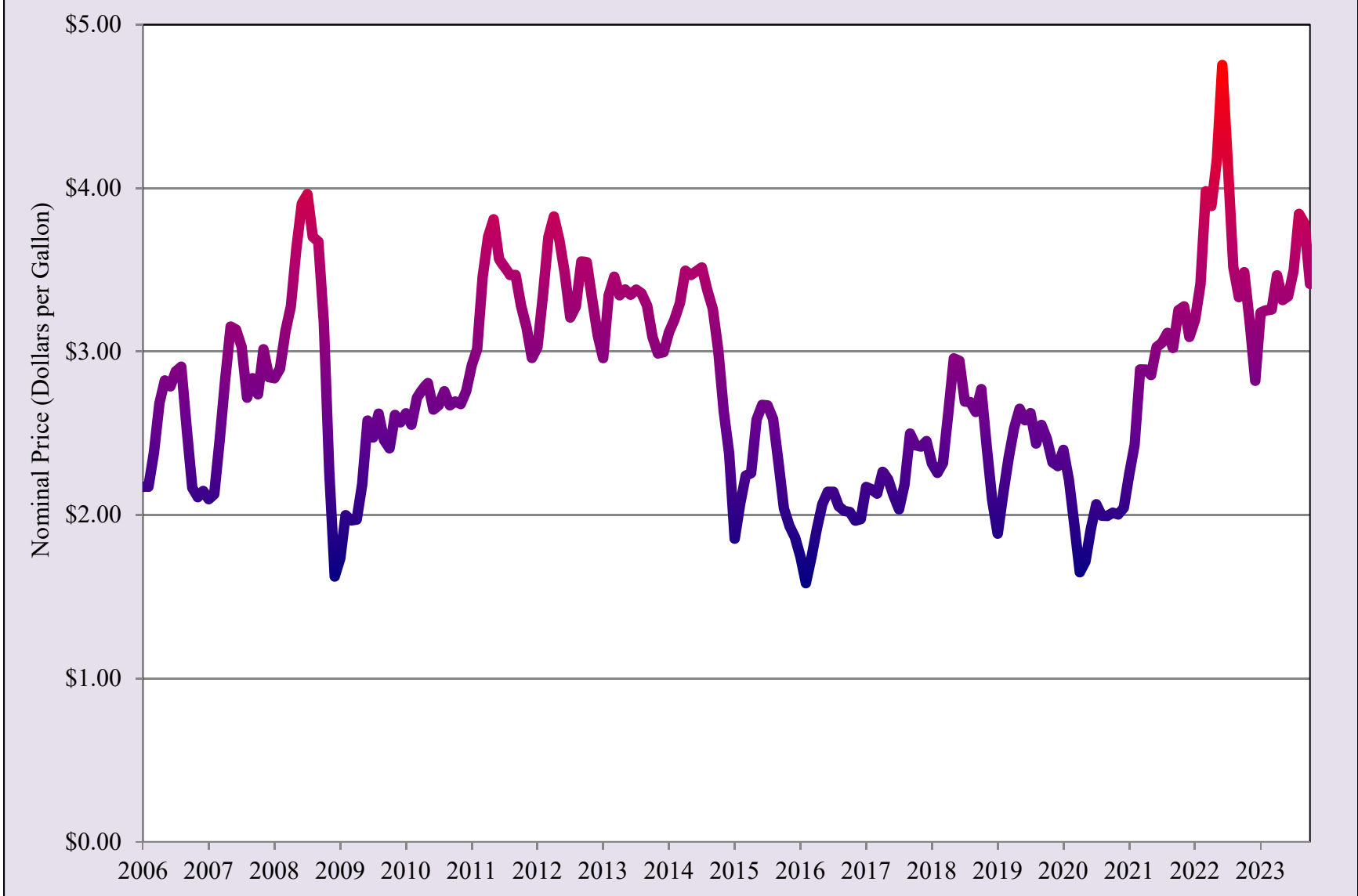
2021 2022 2023



Source: UTEP Border Region Modeling Project using GasBuddy.com Data



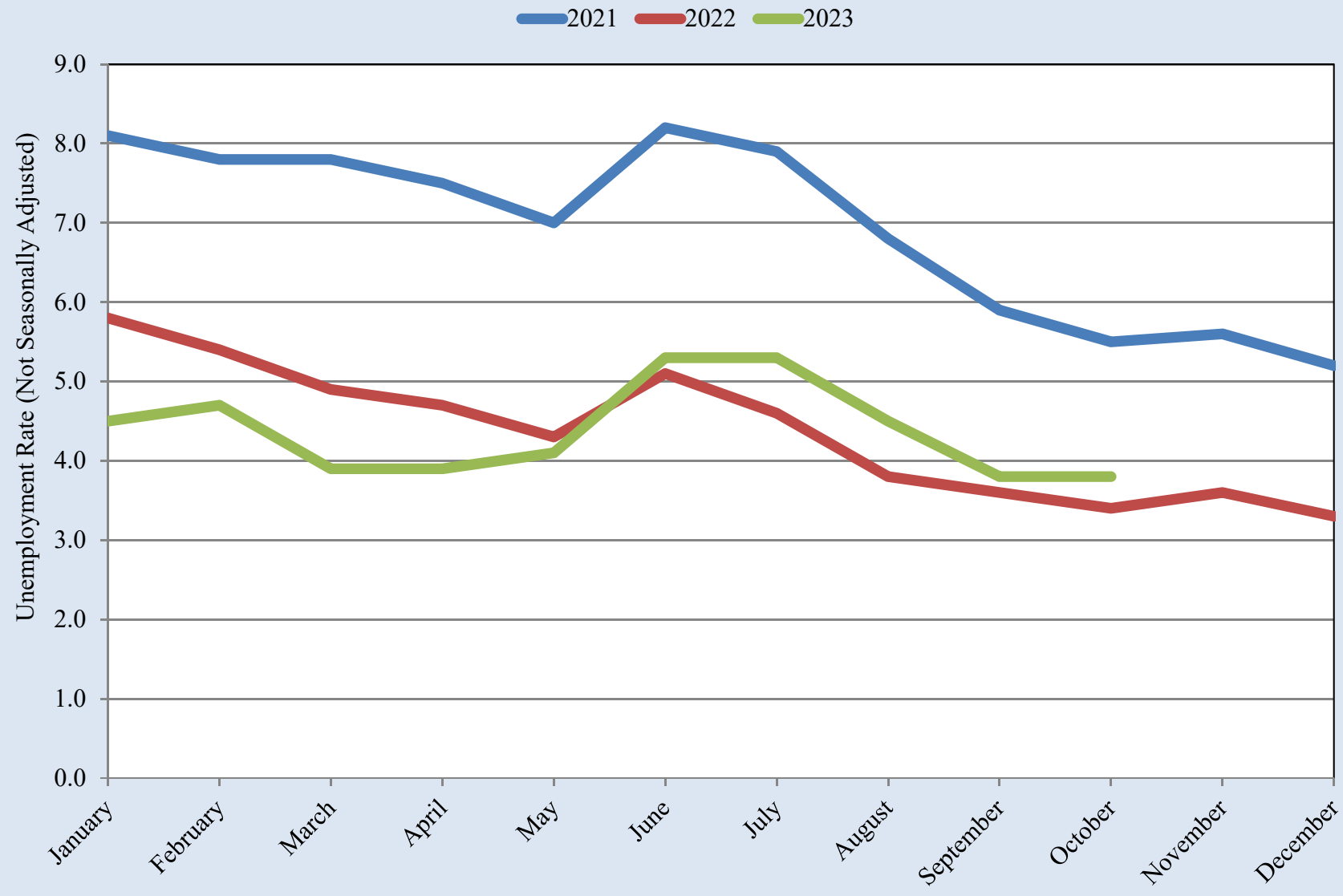
## El Paso Gasoline Prices



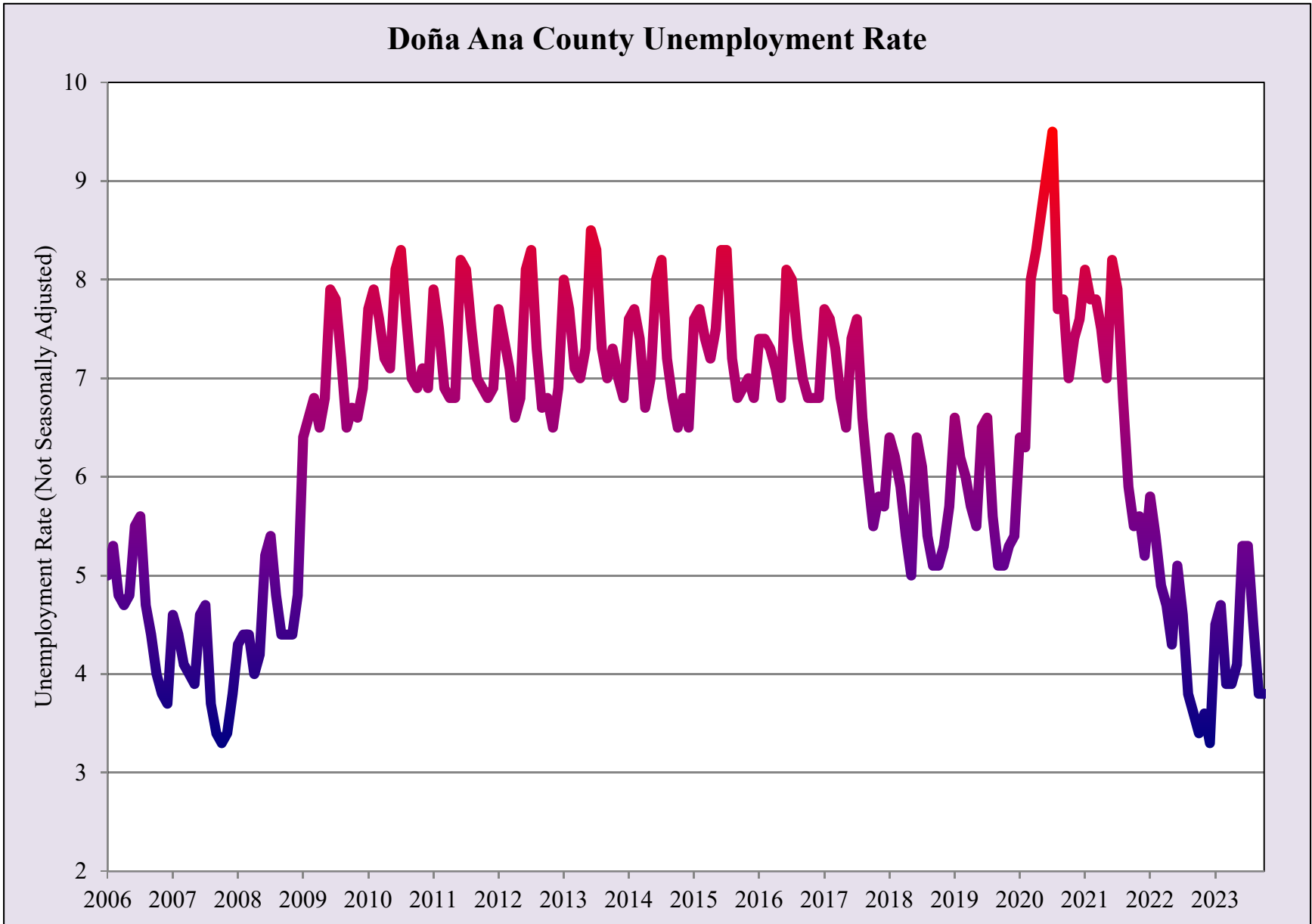
Source: UTEP Border Region Modeling Project using GasBuddy.com Data



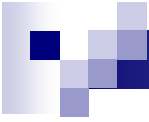
## Doña Ana County Unemployment Rate



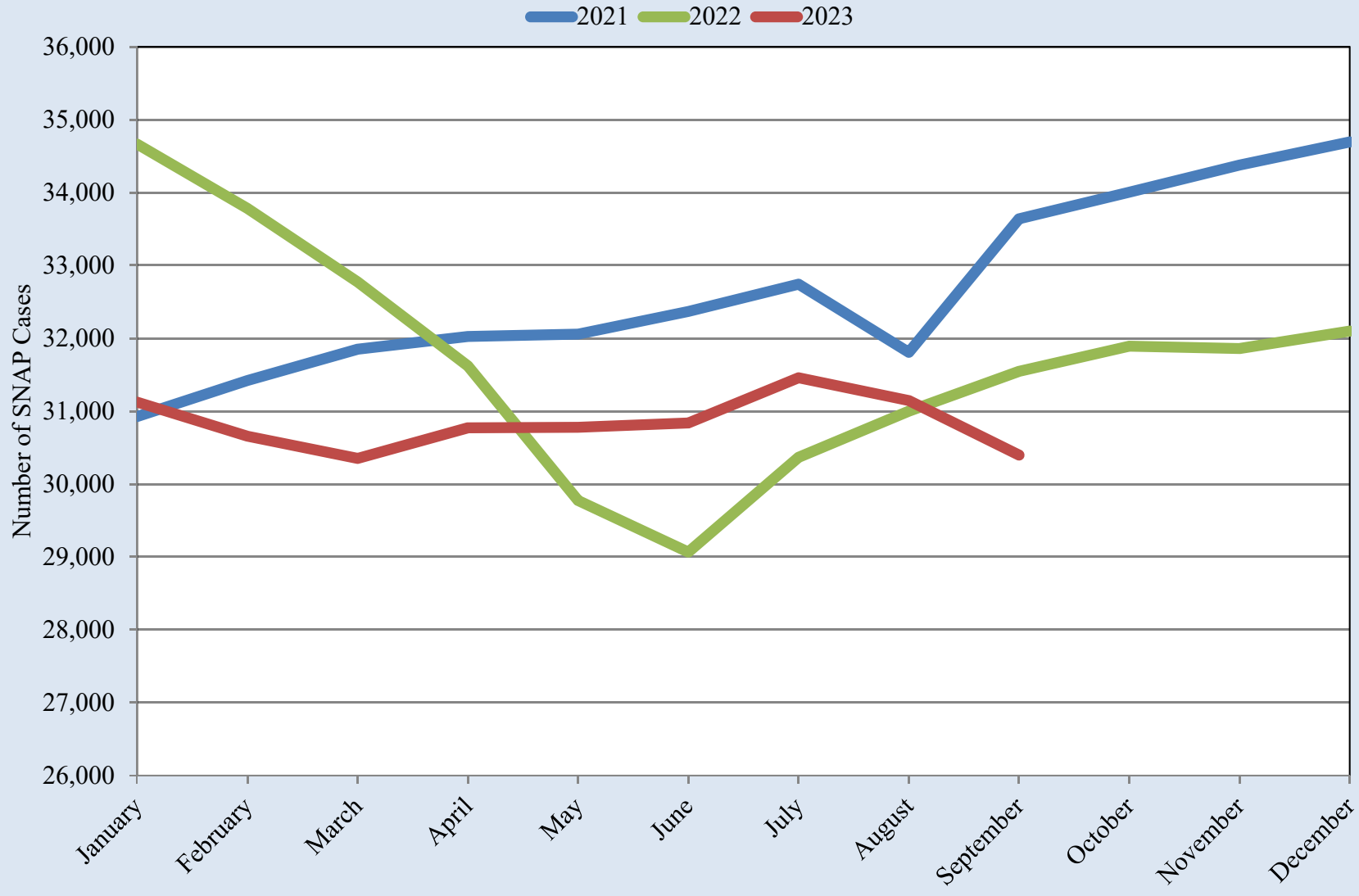
Source: UTEP Border Region Modeling Project using NM Workforce Data



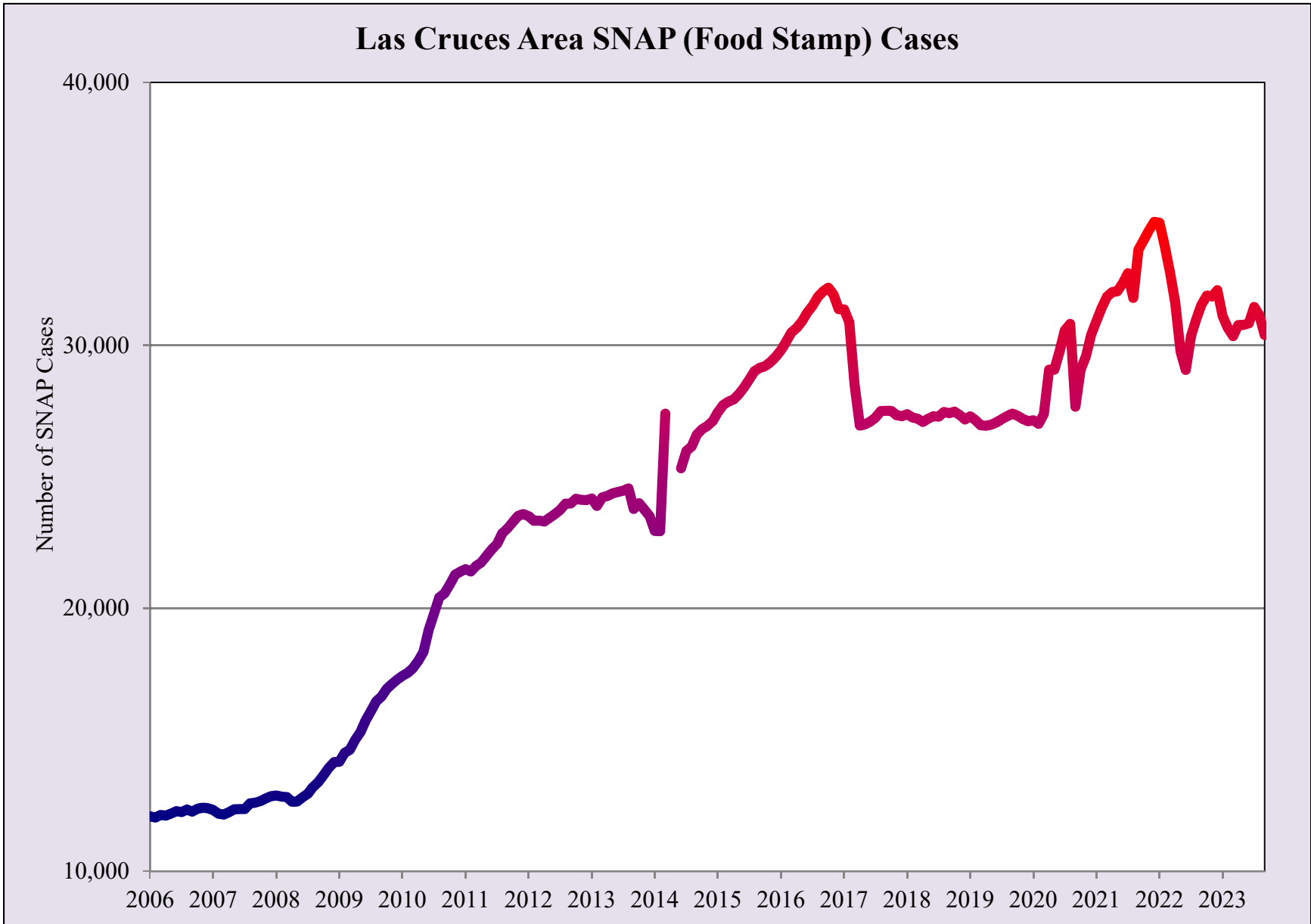
Source: UTEP Border Region Modeling Project using NM Workforce Data



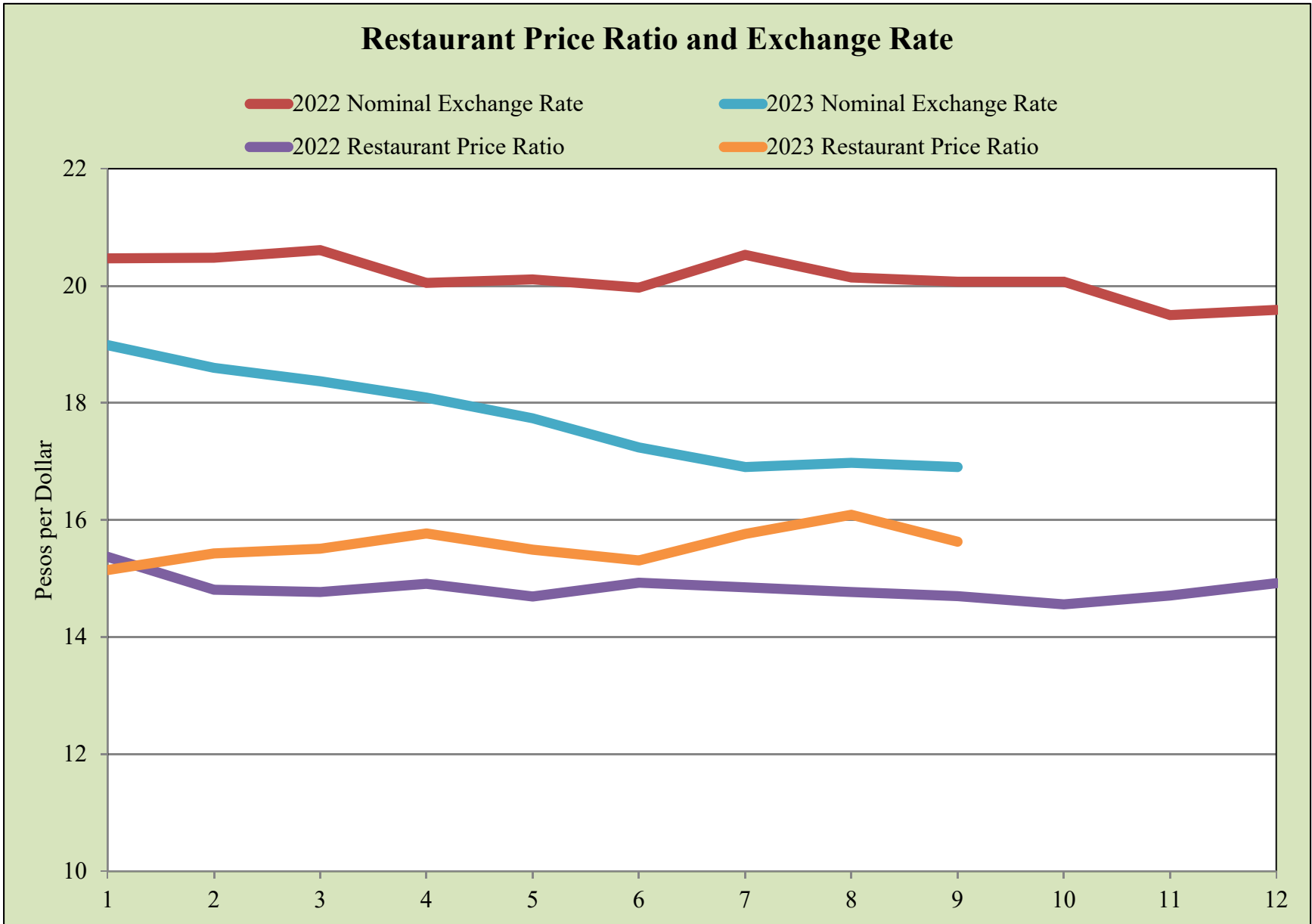
## Las Cruces Area SNAP (Food Stamp) Cases



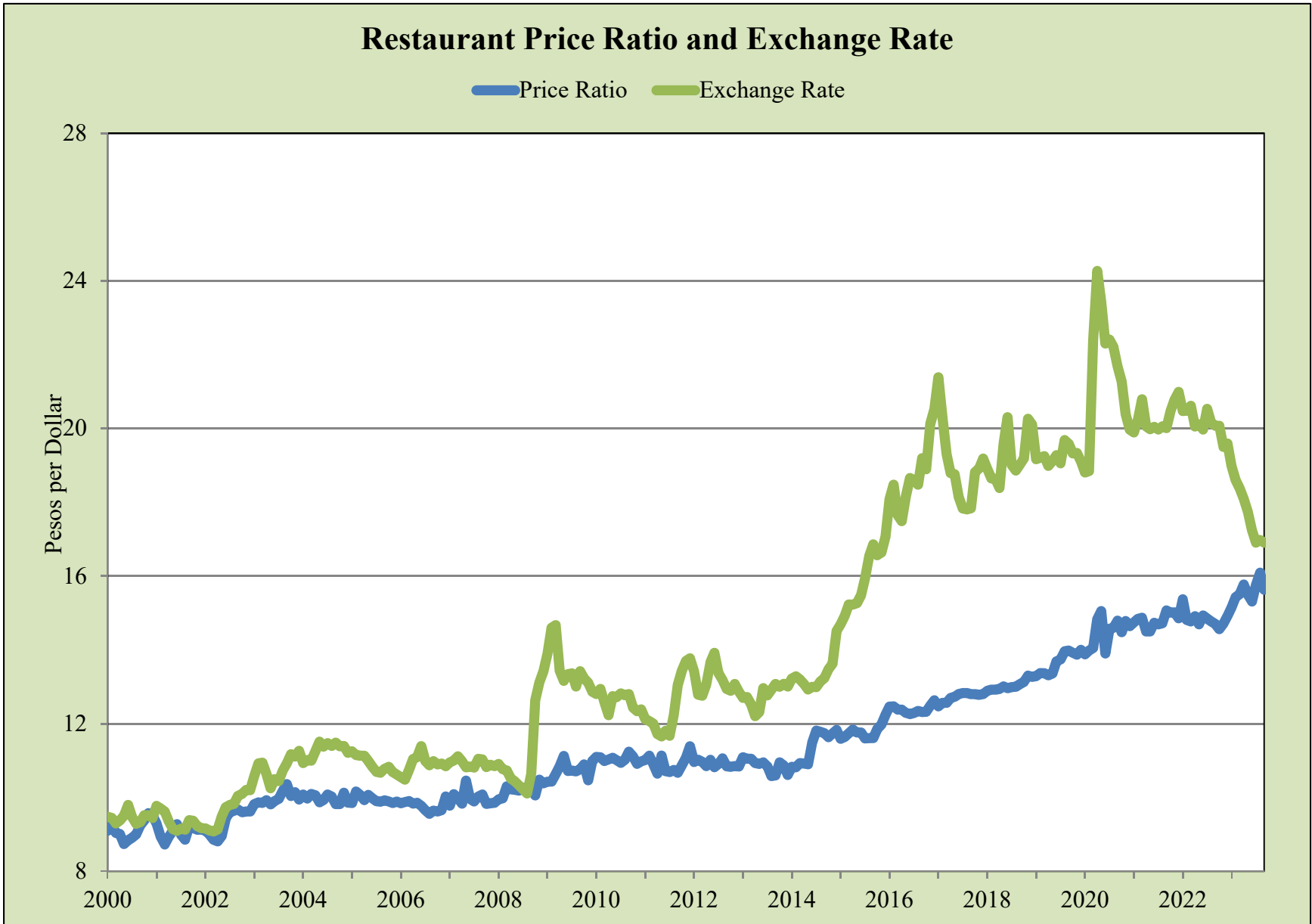
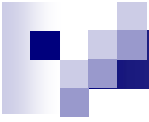
Source: UTEP Border Region Modeling Project using New Mexico Human Services Department Data



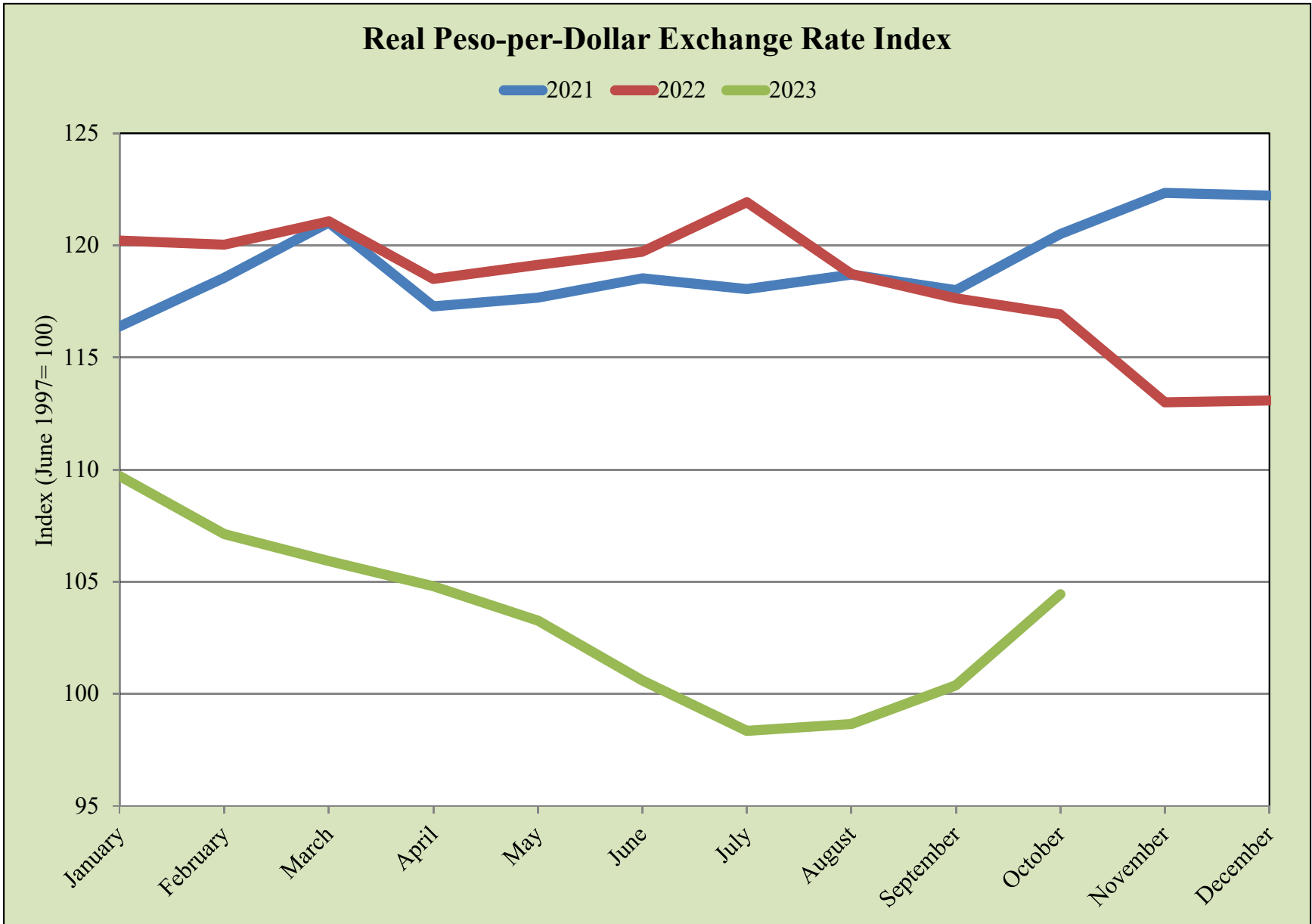
Source: UTEP Border Region Modeling Project using New Mexico Human Services Department Data



Source: UTEP Border Region Modeling Project using 85 identical franchise restaurant products sold on both sides of the border.

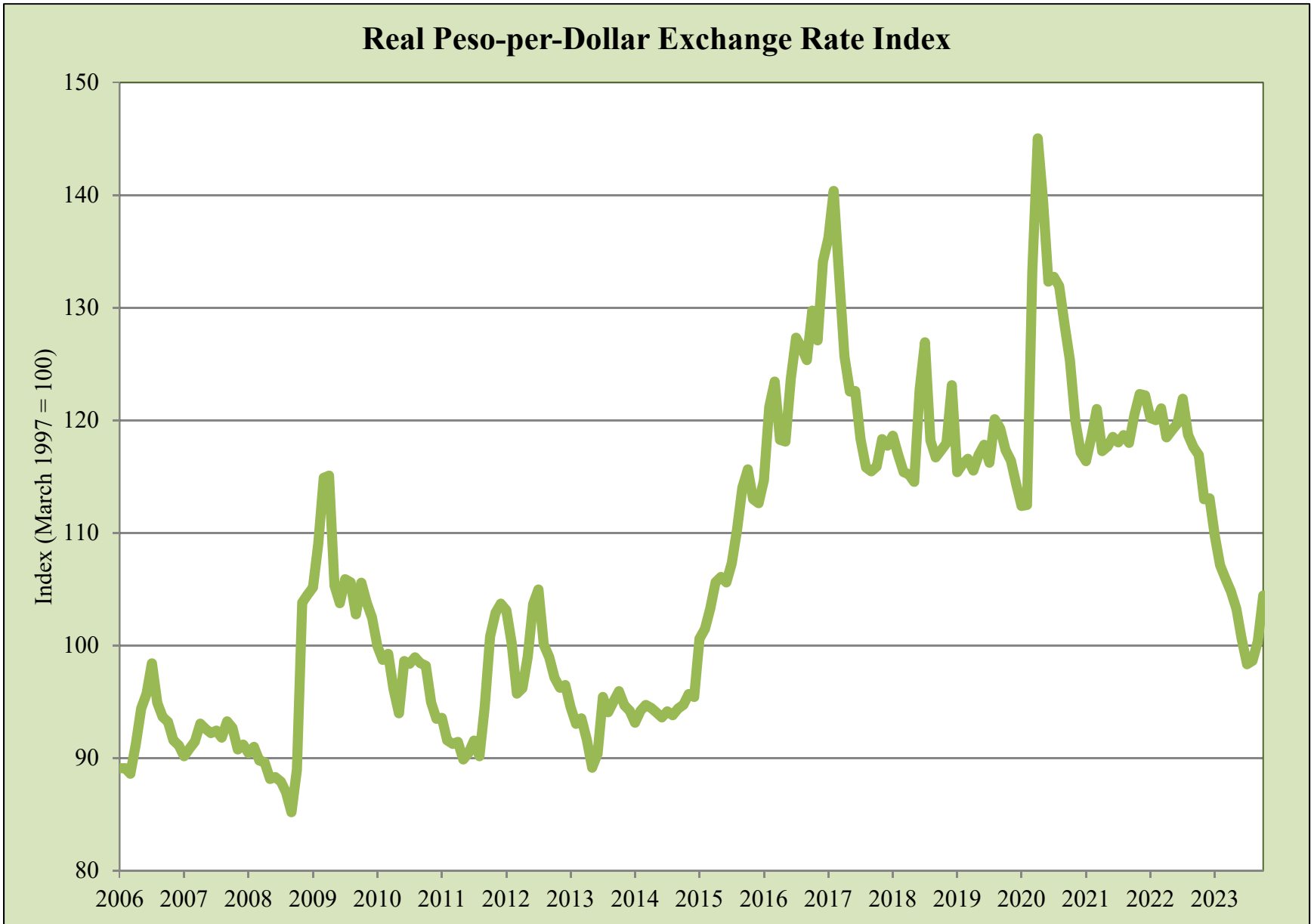


Source: UTEP Border Region Modeling Project using Banco de Mexico Data



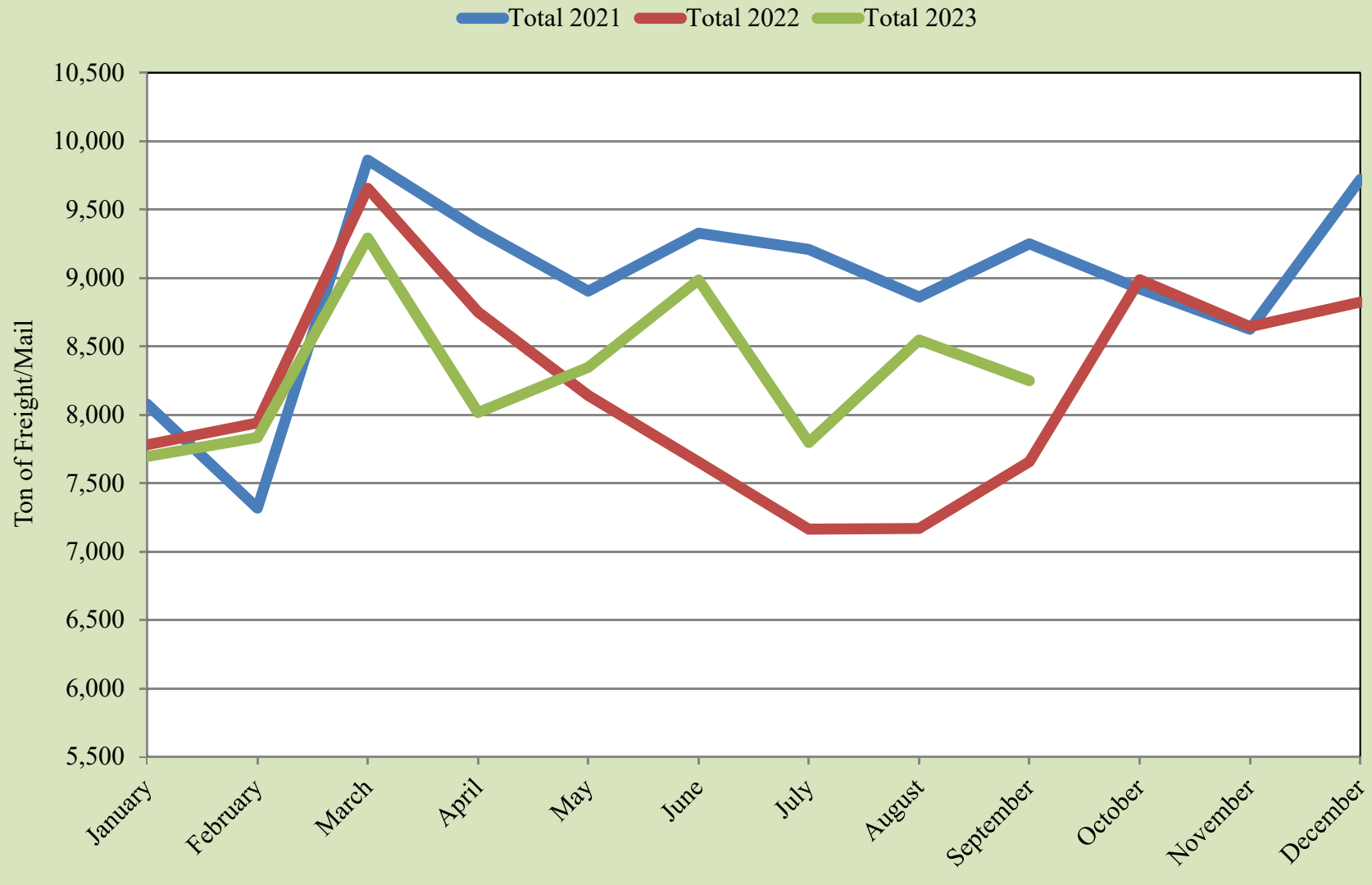
Source: UTEP Border Region Modeling Project





Source: UTEP Border Region Modeling Project

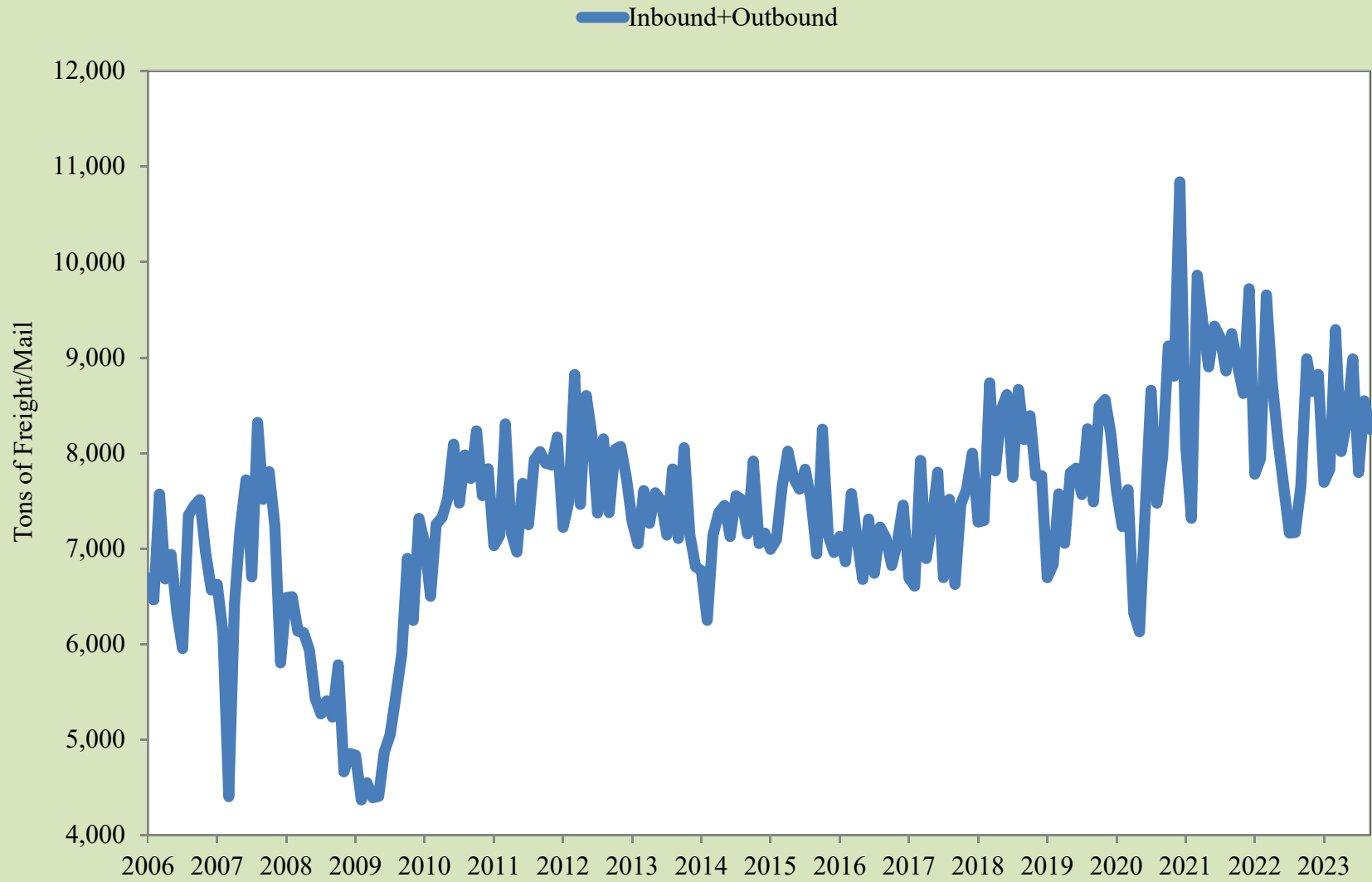
## EPIA Freight and Mail



Source: UTEP Border Region Modeling Project using EPIA Operations Data

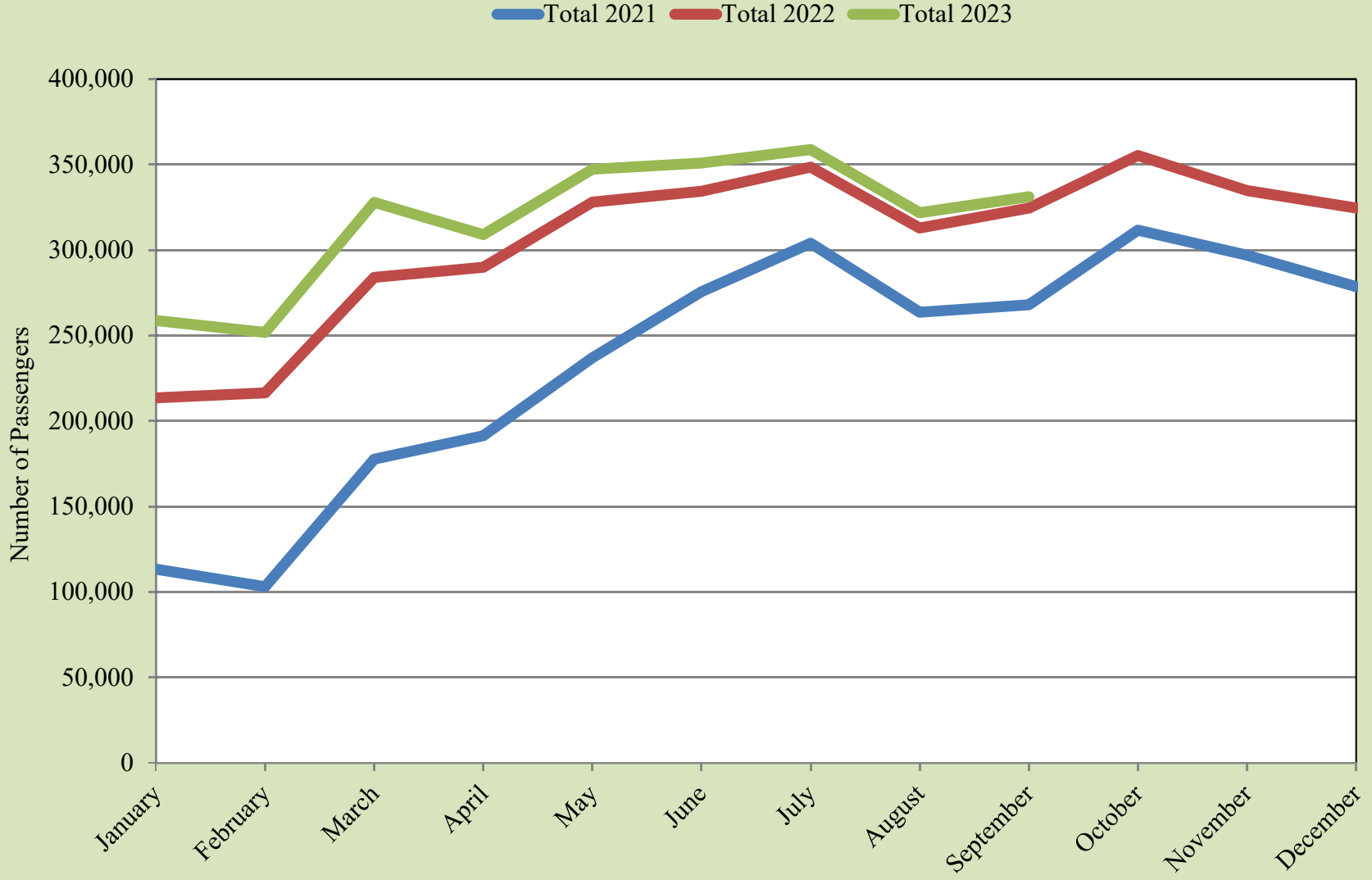


## EPIA Freight and Mail

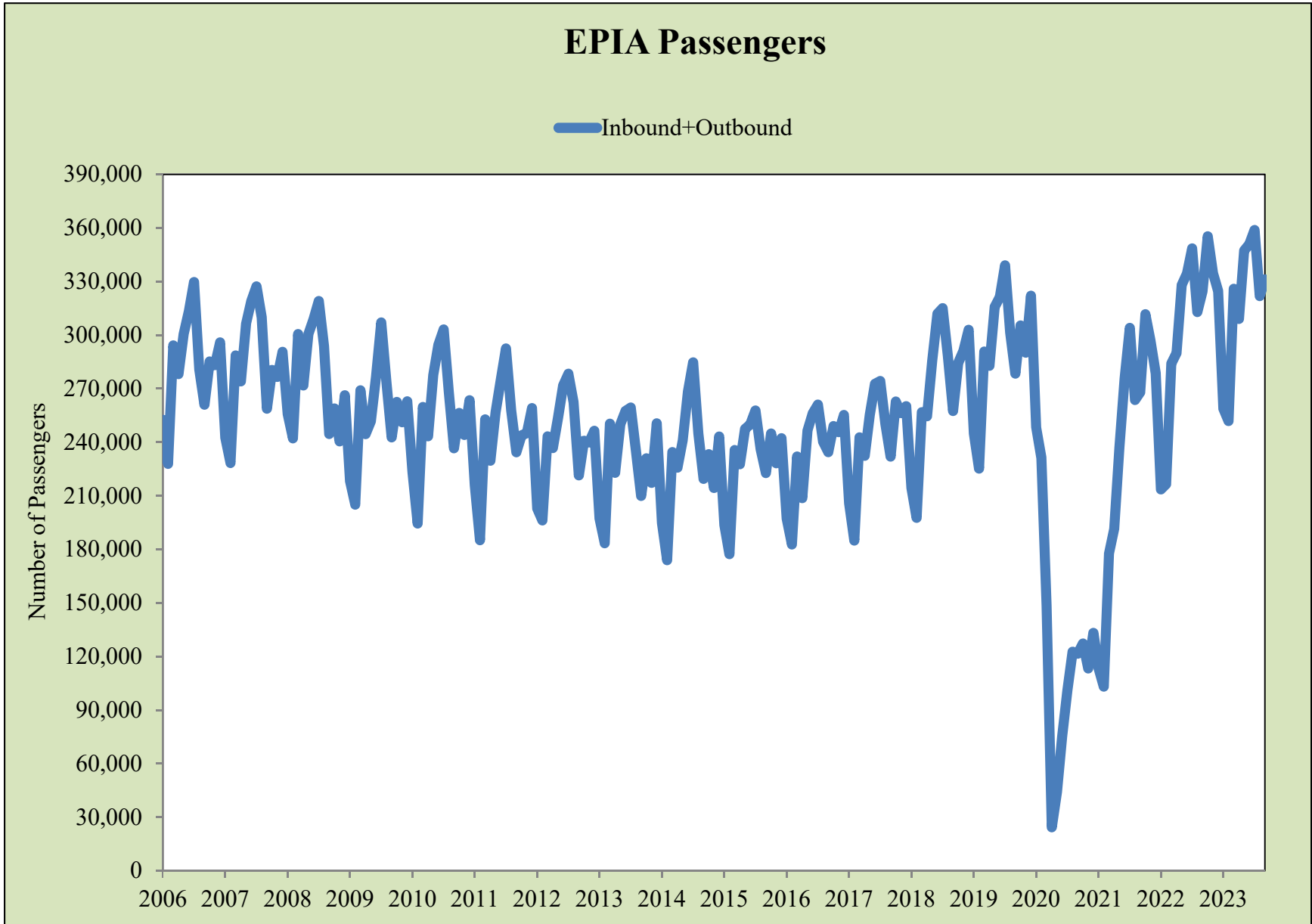
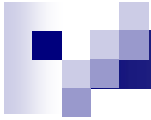


Source: UTEP Border Region Modeling Project using EPIA Operations Data

# EPIA Passengers



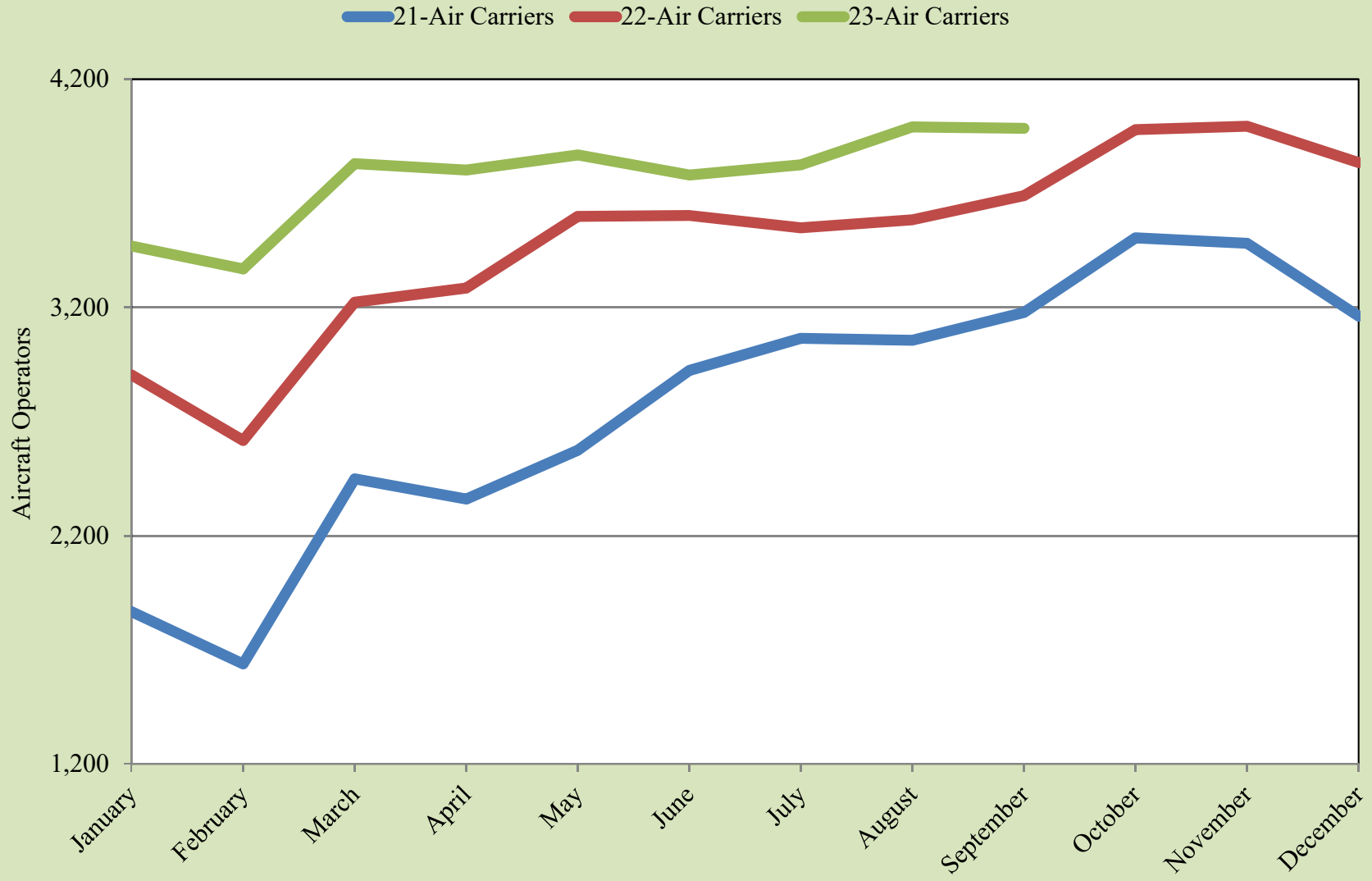
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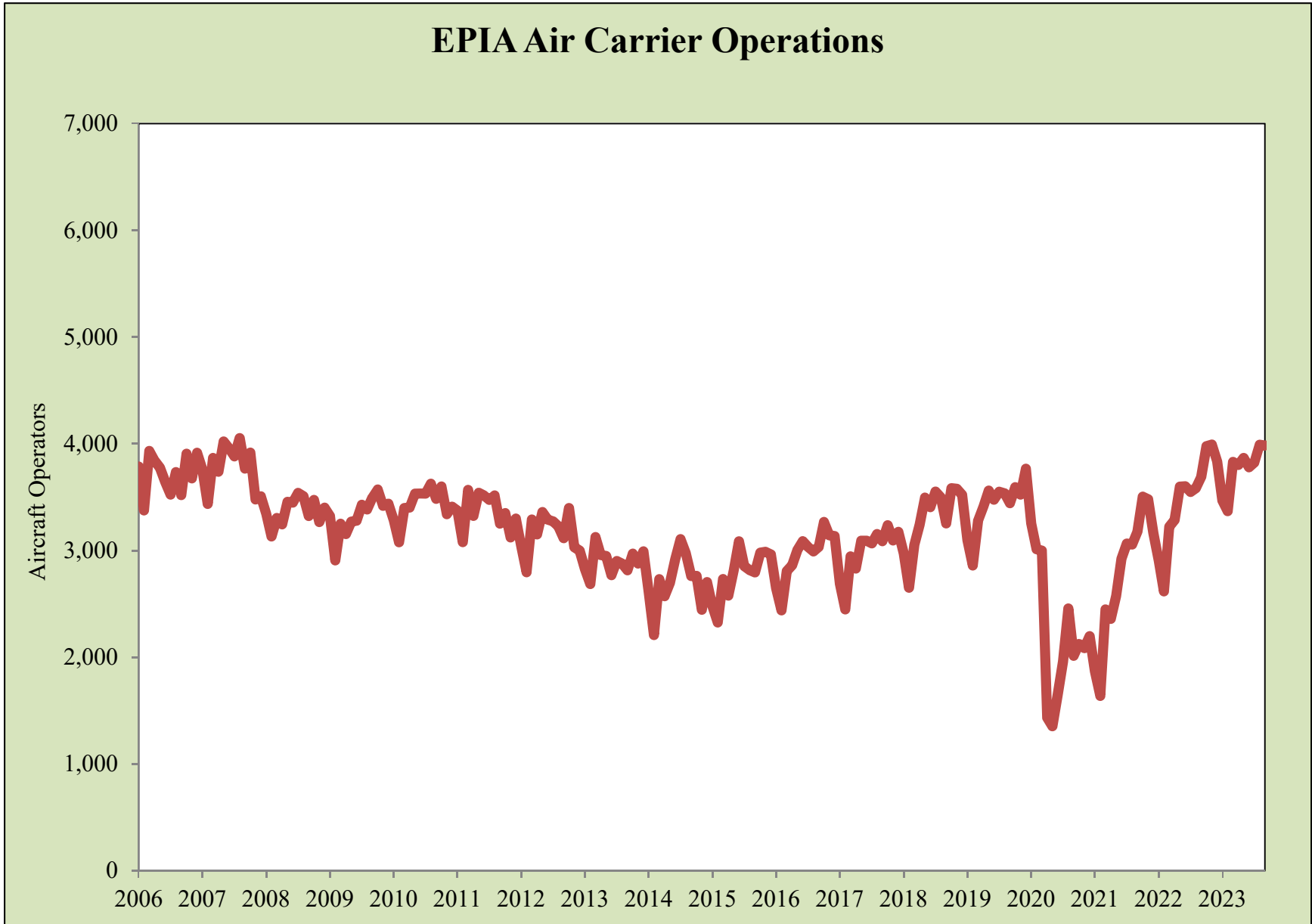
Source: UTEP Border Region Modeling Project using EPIA Operations Data



## EPIA Air Carrier Operations



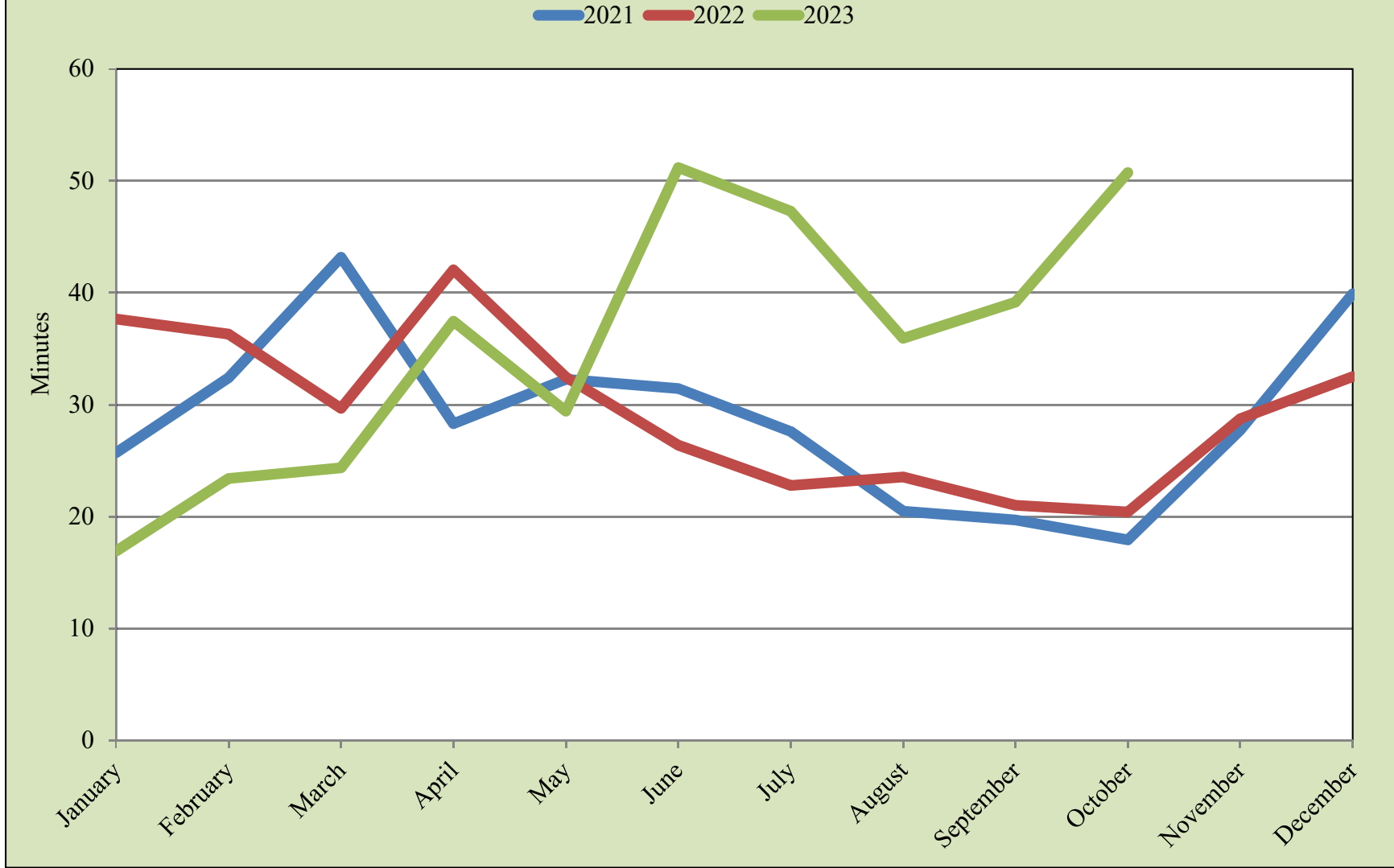
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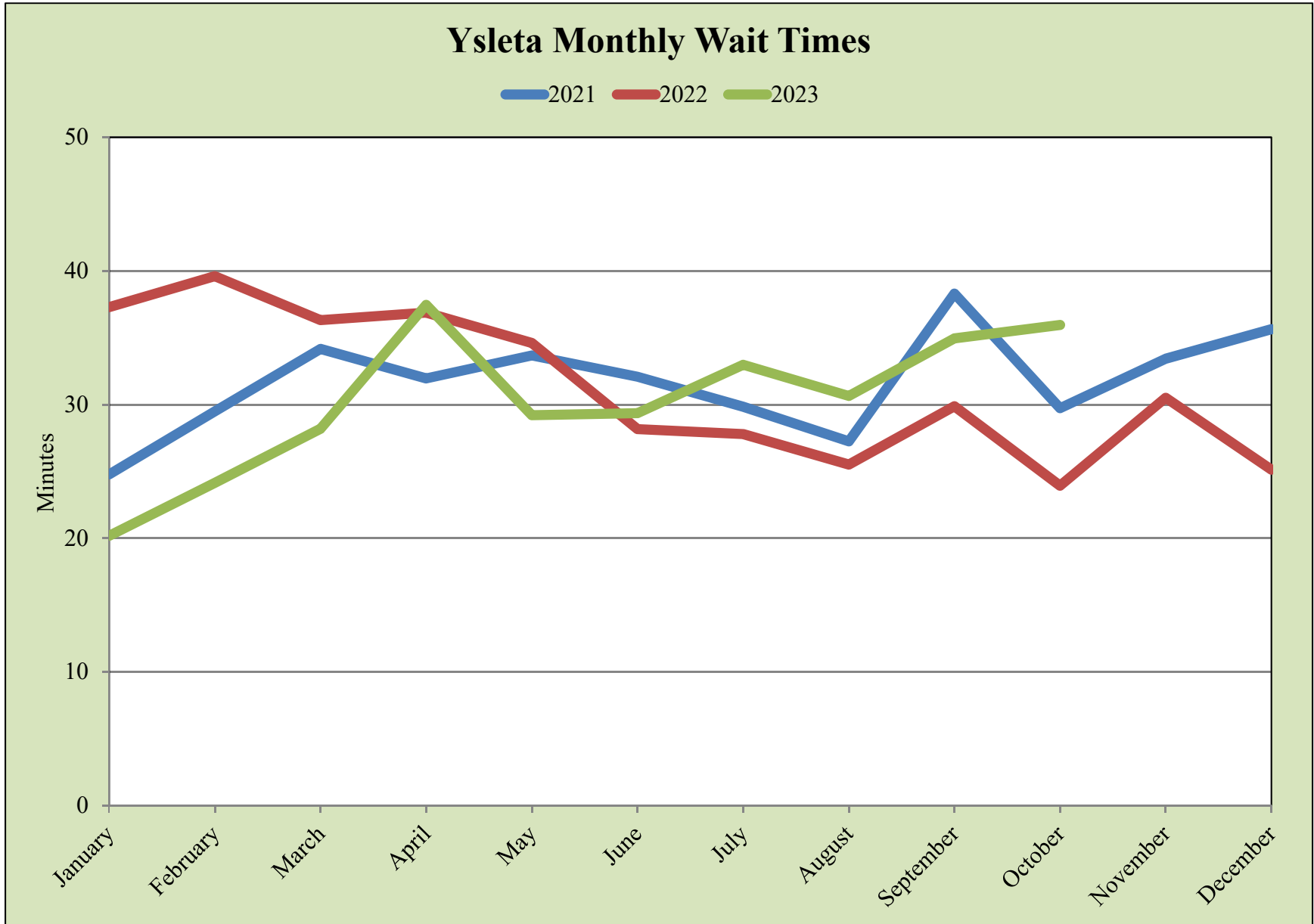


## Paso del Norte Monthly Wait Times

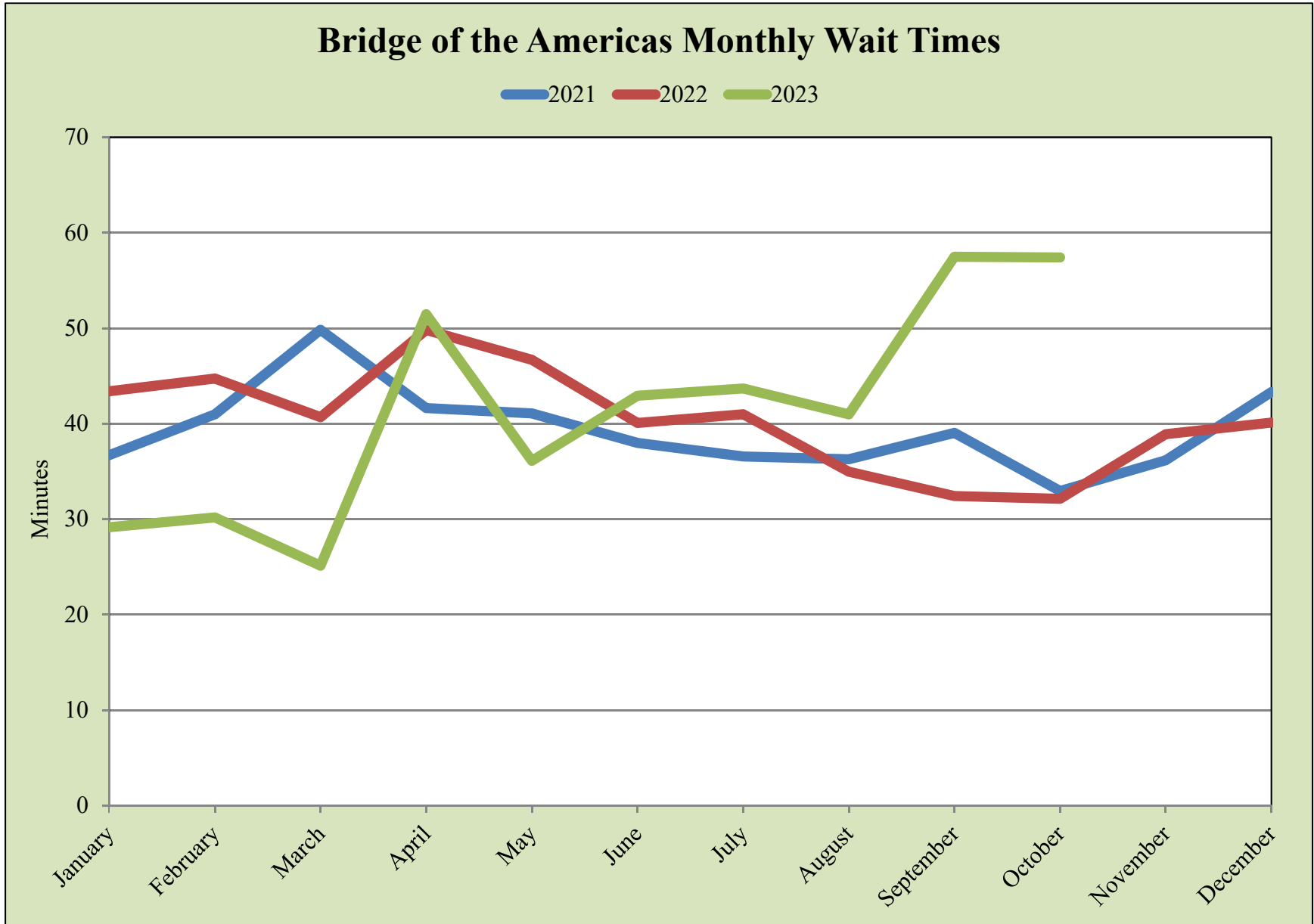


Source: UTEP Border Region Modeling Project using US Customs & Border Protection Data

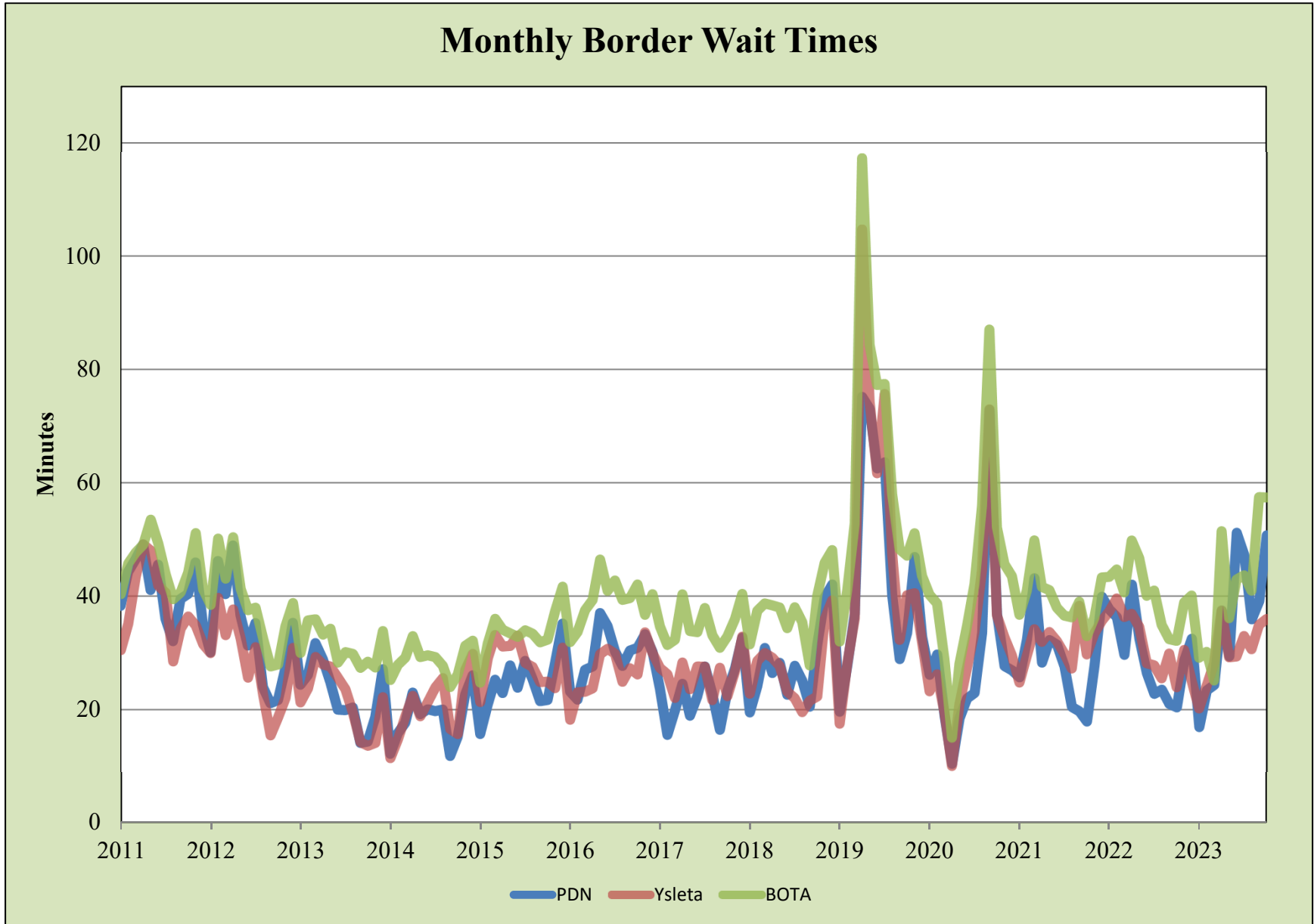




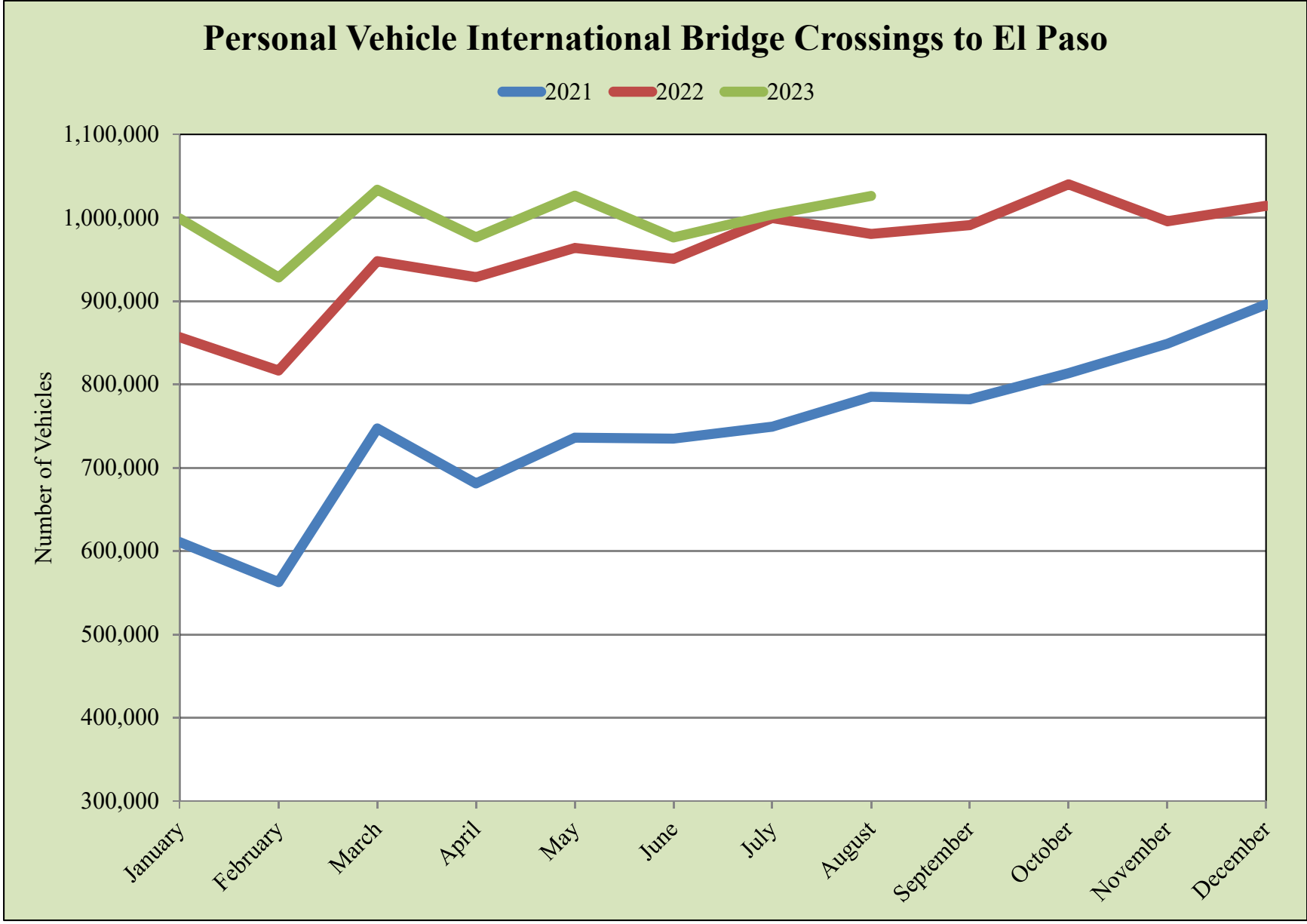
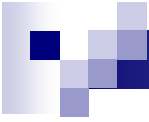
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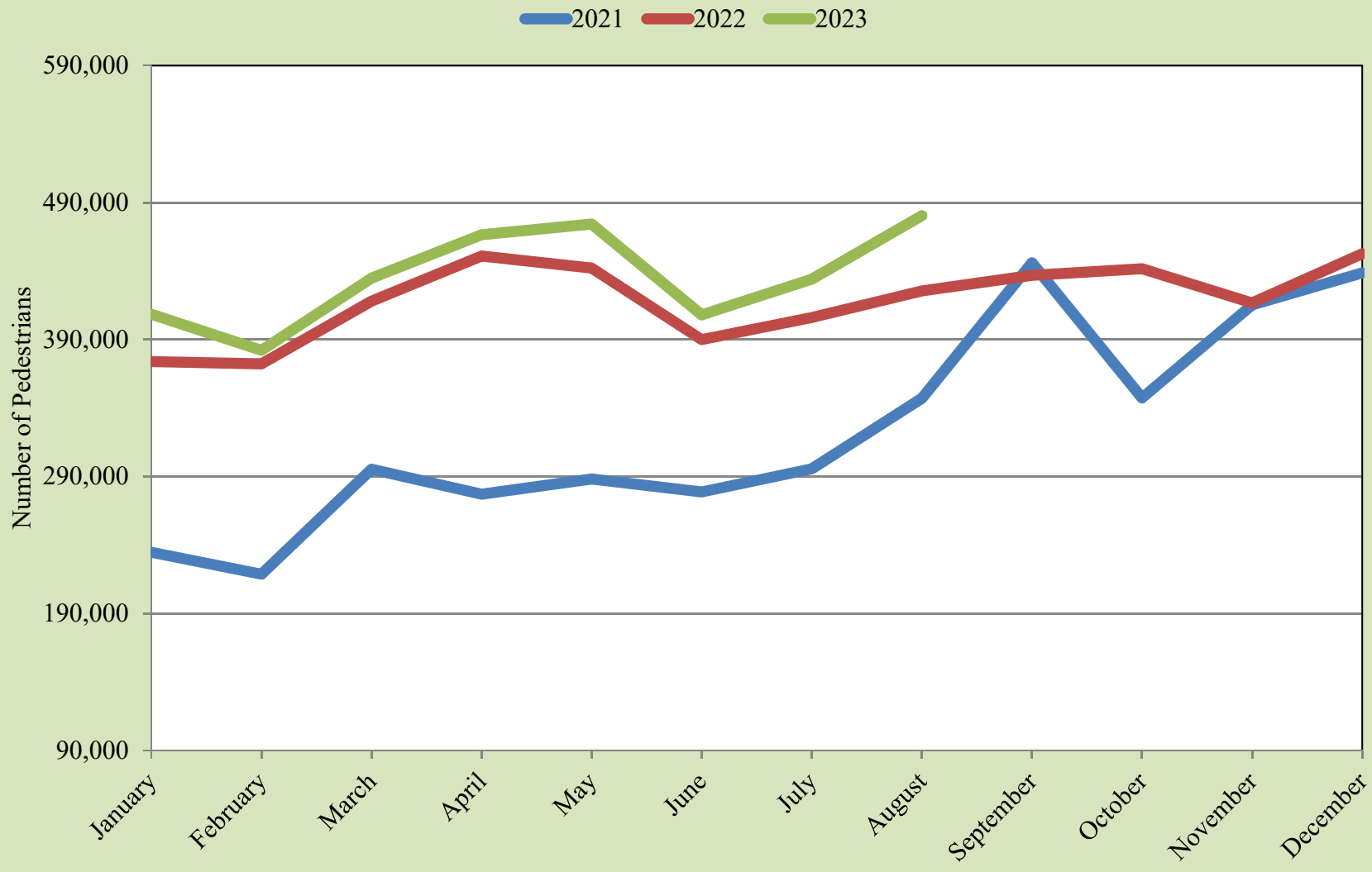
## Personal Vehicle International Bridge Crossings to El Paso



Source: UTEP Border Region Modeling Project using US Customs & Border Protection Data



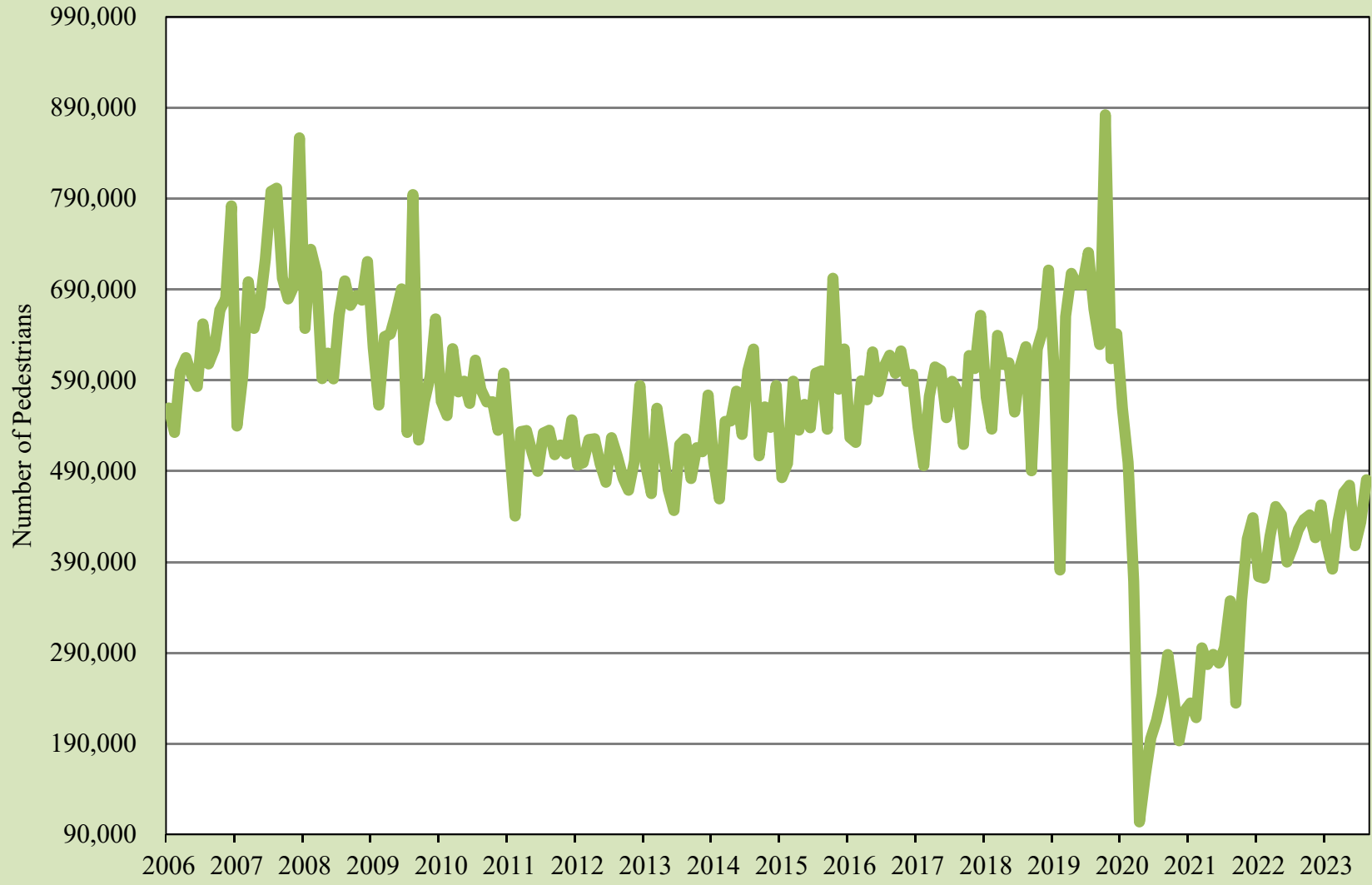
## Pedestrian International Bridge Crossings to El Paso



Source: UTEP Border Region Modeling Project using US Customs & Border Protection Data



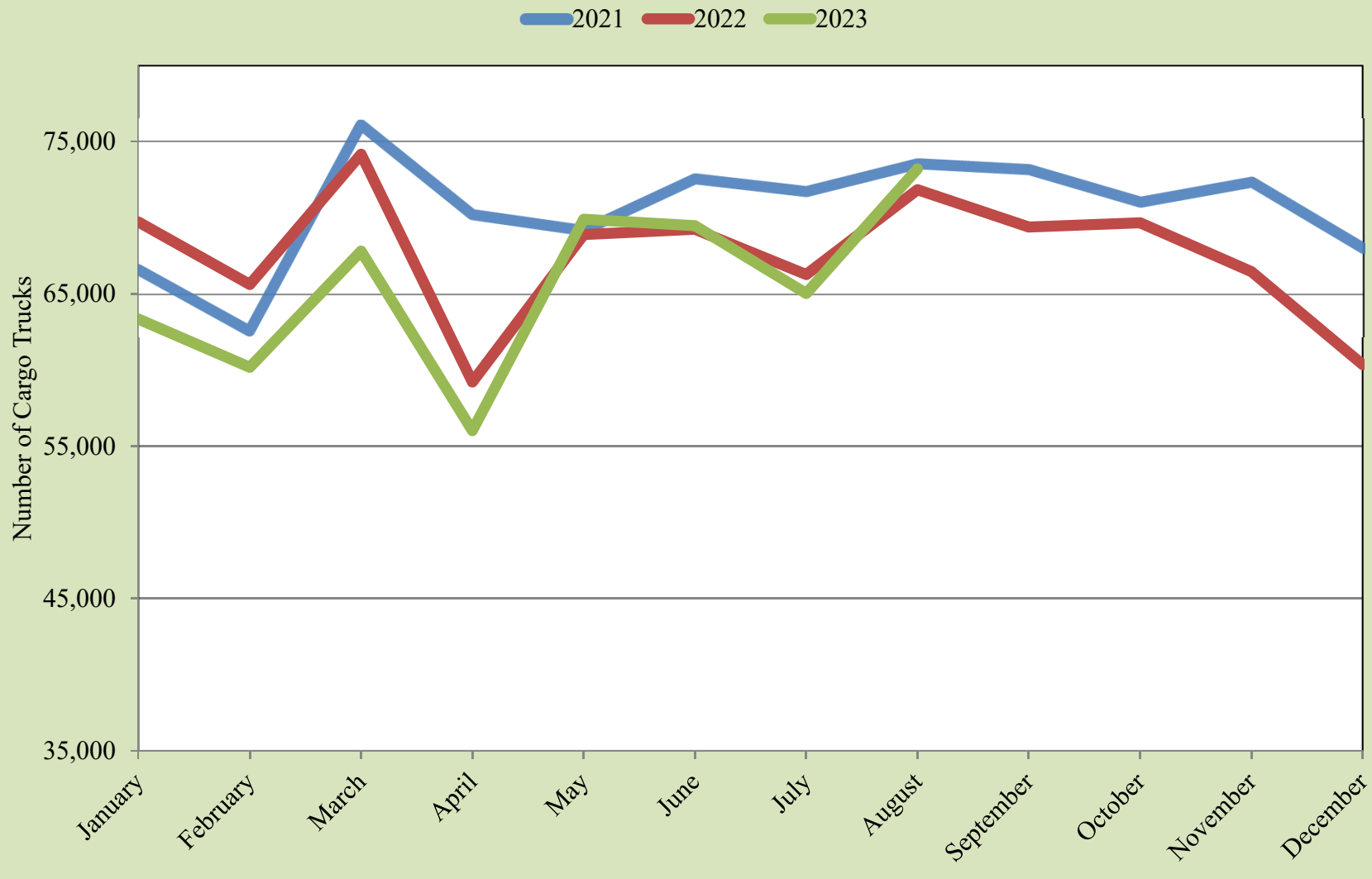
## Pedestrian International Bridge Crossings to El Paso



Source: UTEP Border Region Modeling Project using US Customs & Border Protection Data



## Cargo Truck International Bridge Crossings to El Paso

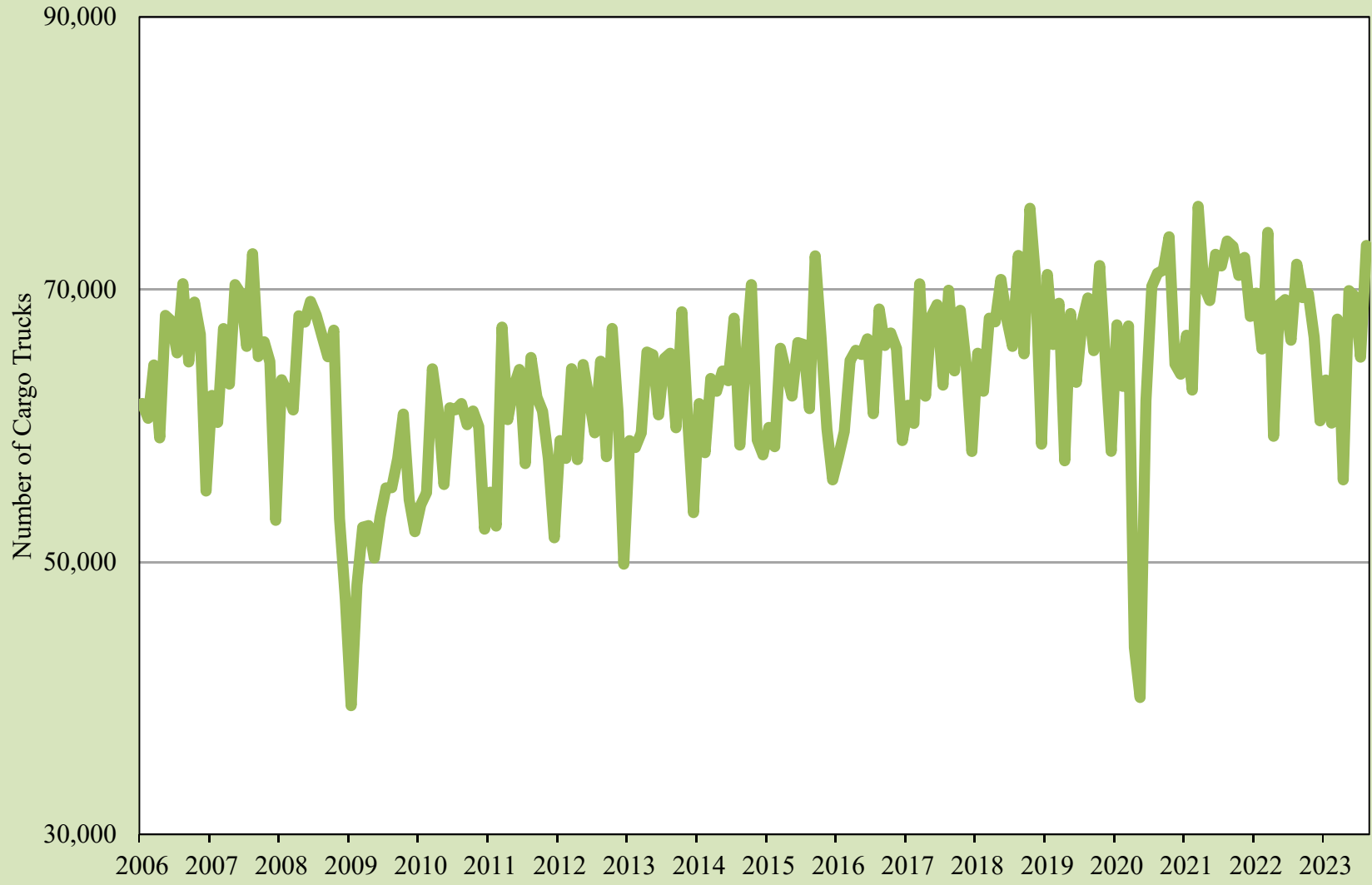


Source: UTEP Border Region Modeling Project using US Customs & Border Protection Data





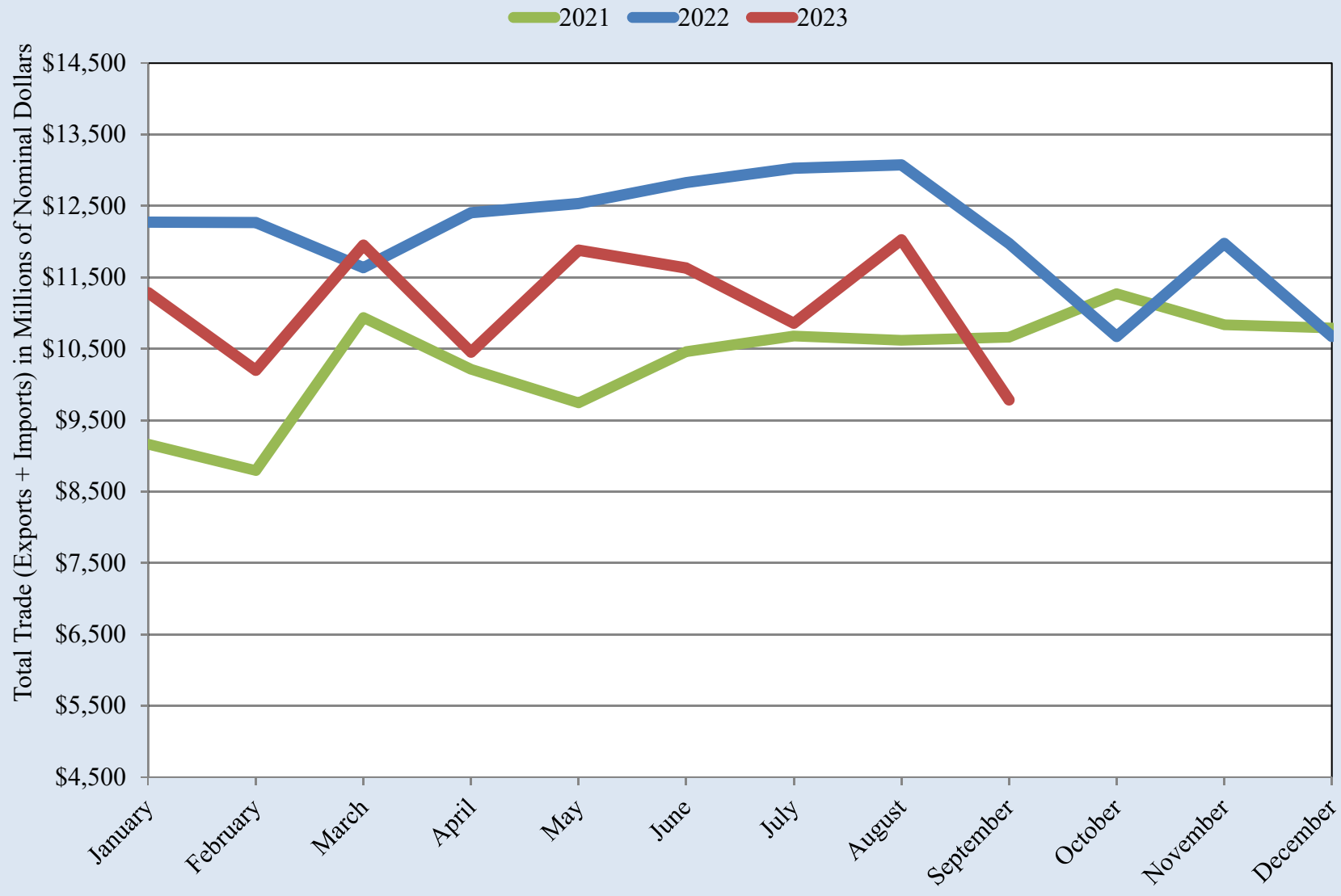
## Cargo Truck International Bridge Crossings to El Paso



Source: UTEP Border Region Modeling Project using US Customs & Border Protection Data



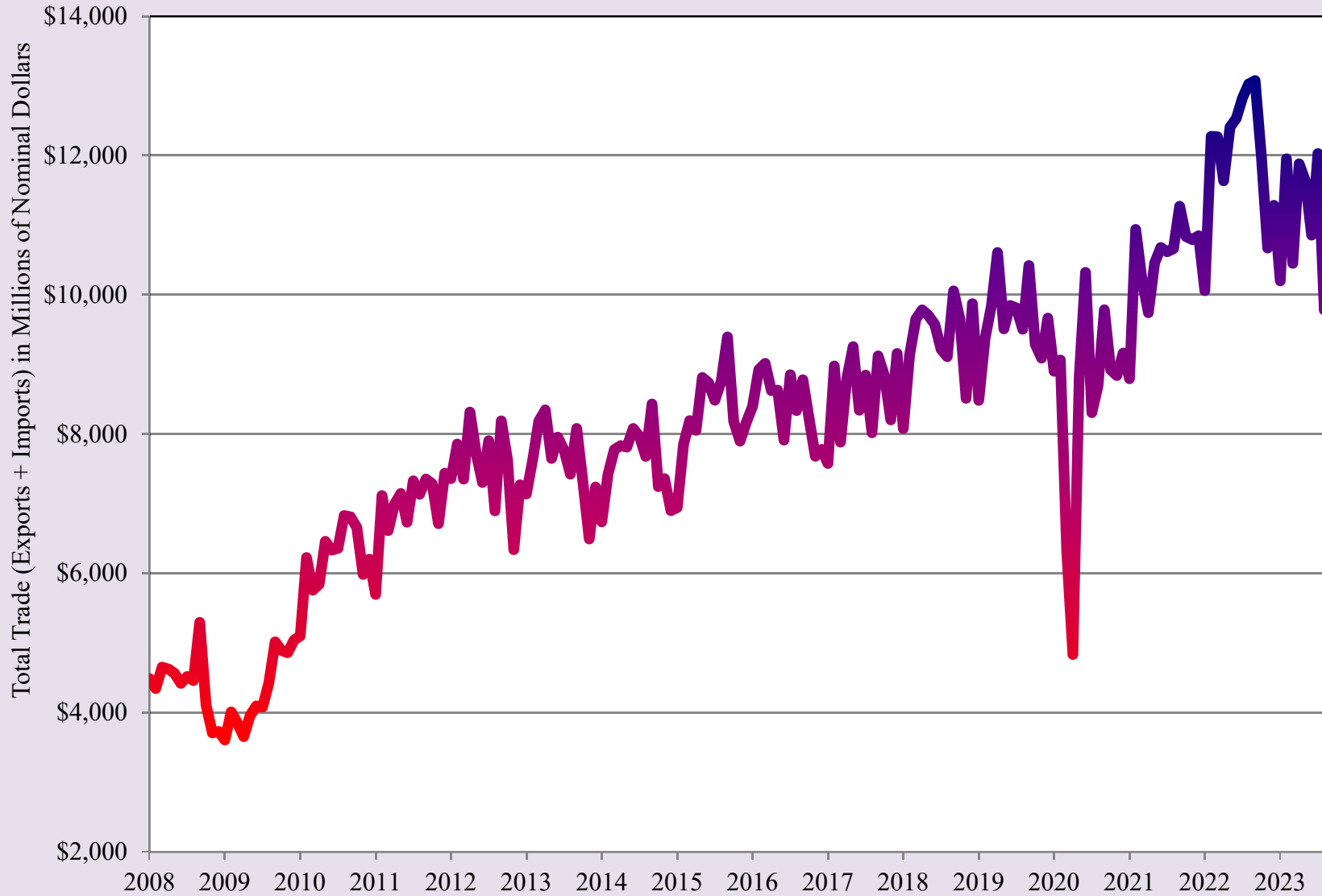
## Total Trade through the El Paso Customs District



Source: UTEP Border Region Modeling Project using US International Trade Commission Data



## Total Trade through the El Paso Customs District

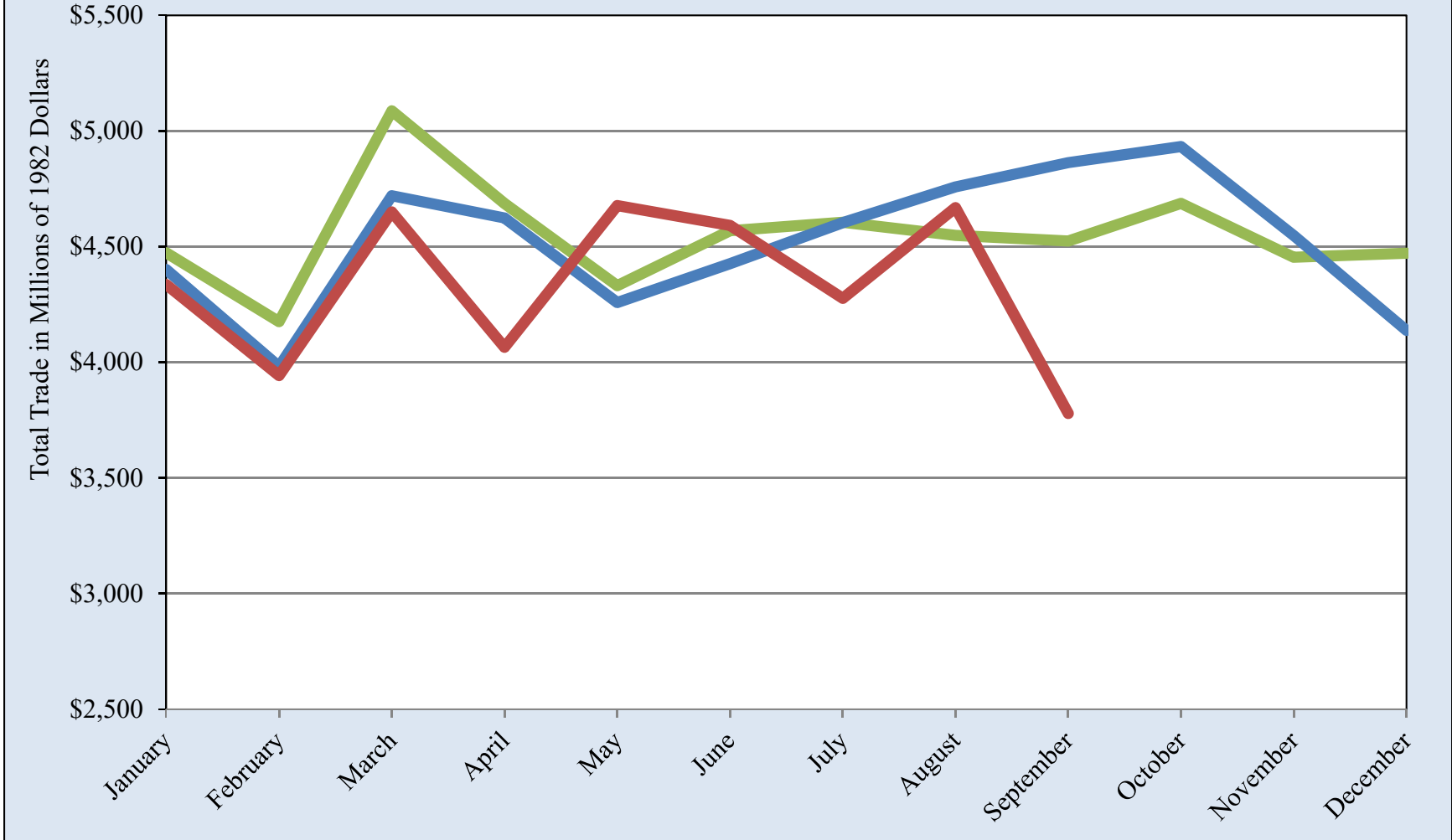


Source: UTEP Border Region Modeling Project using US International Trade Commission Data



## Real Total Trade through the El Paso Customs District

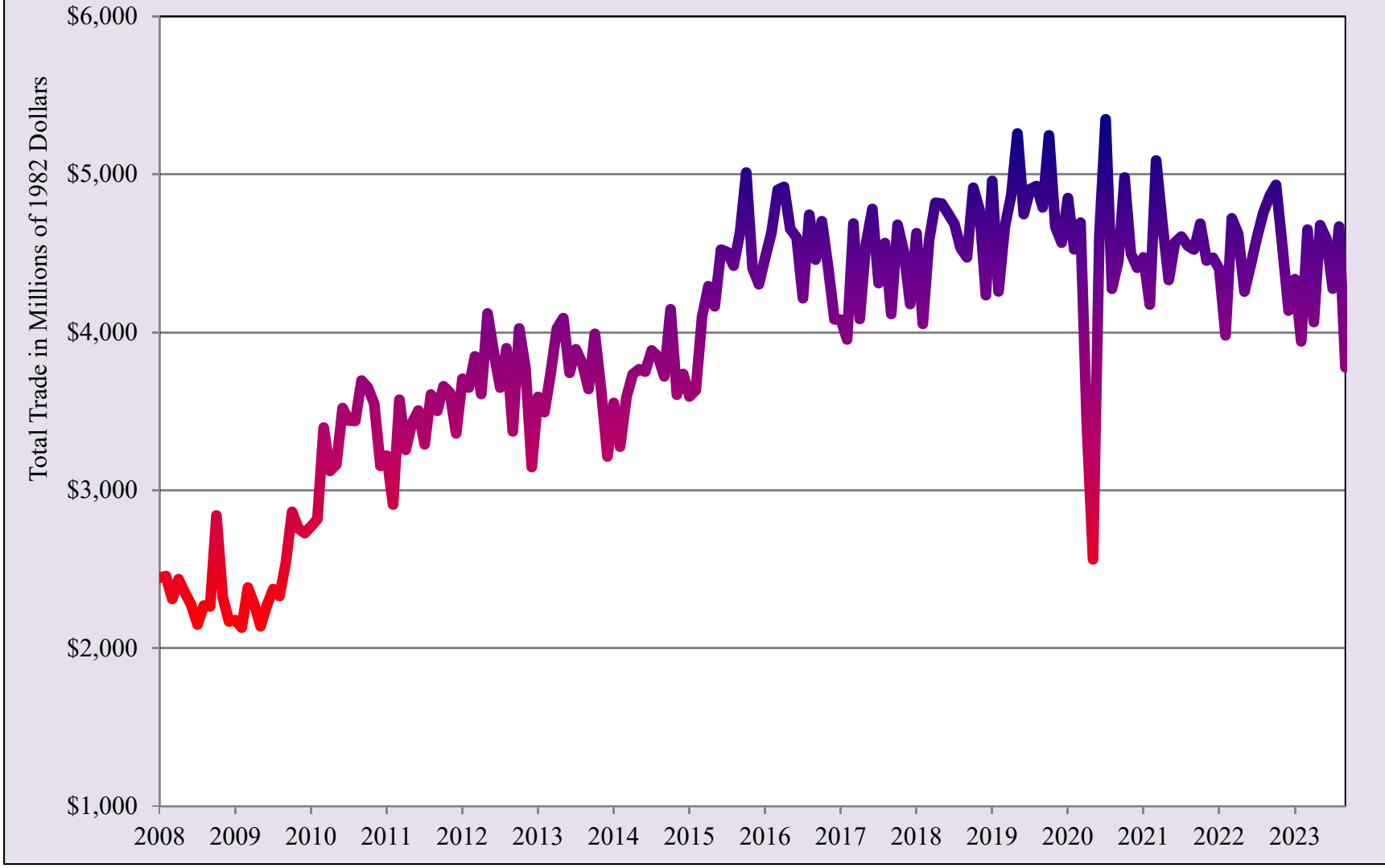
2021 2022 2023



Source: UTEP Border Region Modeling Project using US International Trade Commission Data



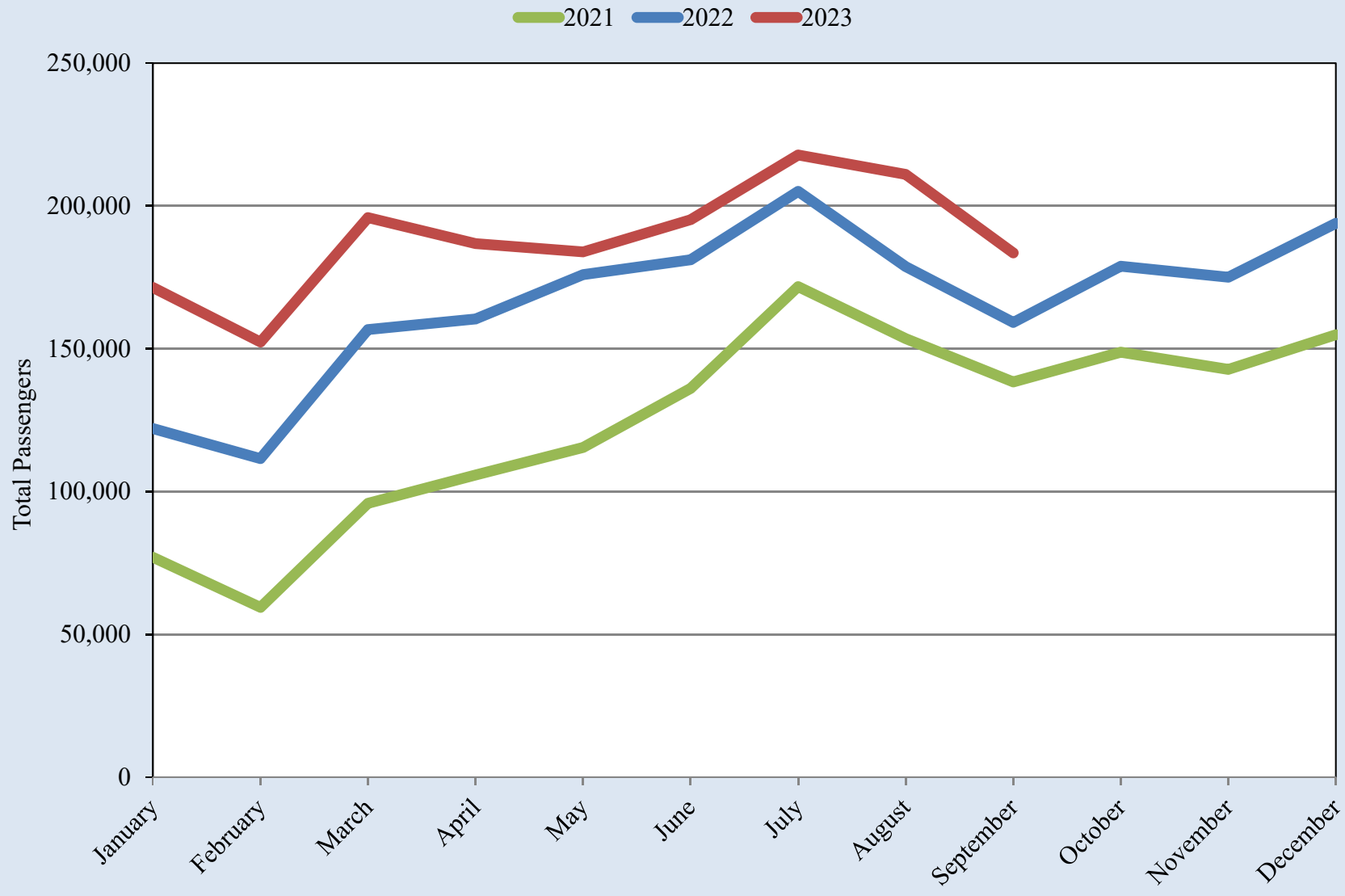
# Real Total Trade through the El Paso Customs District



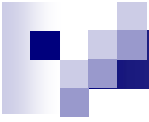
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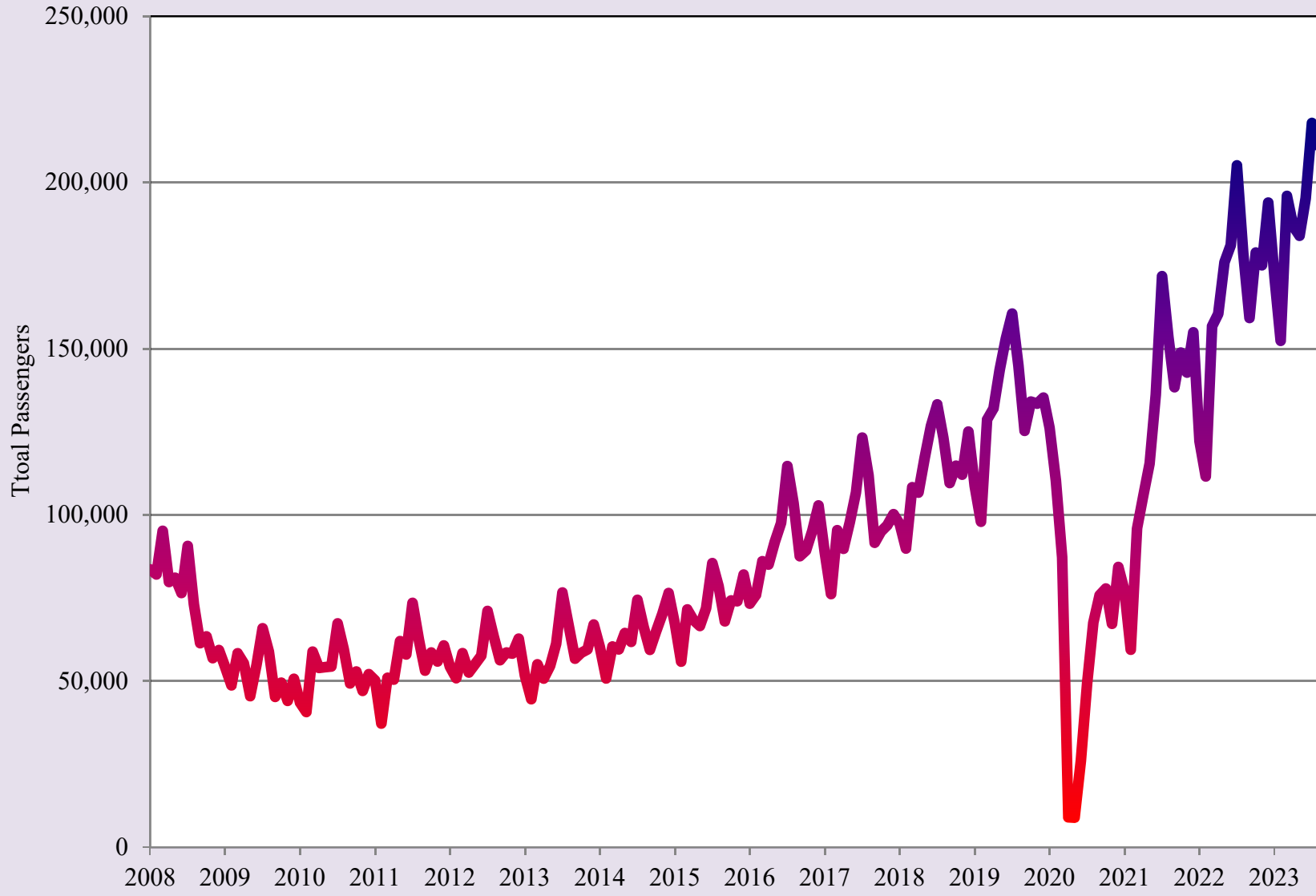
## Domestic Passengers Ciudad Juarez International Airport



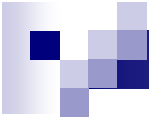
Source: UTEP Border Region Modeling Project using Grupo Aeroportuario Centro Norte - OMA Data



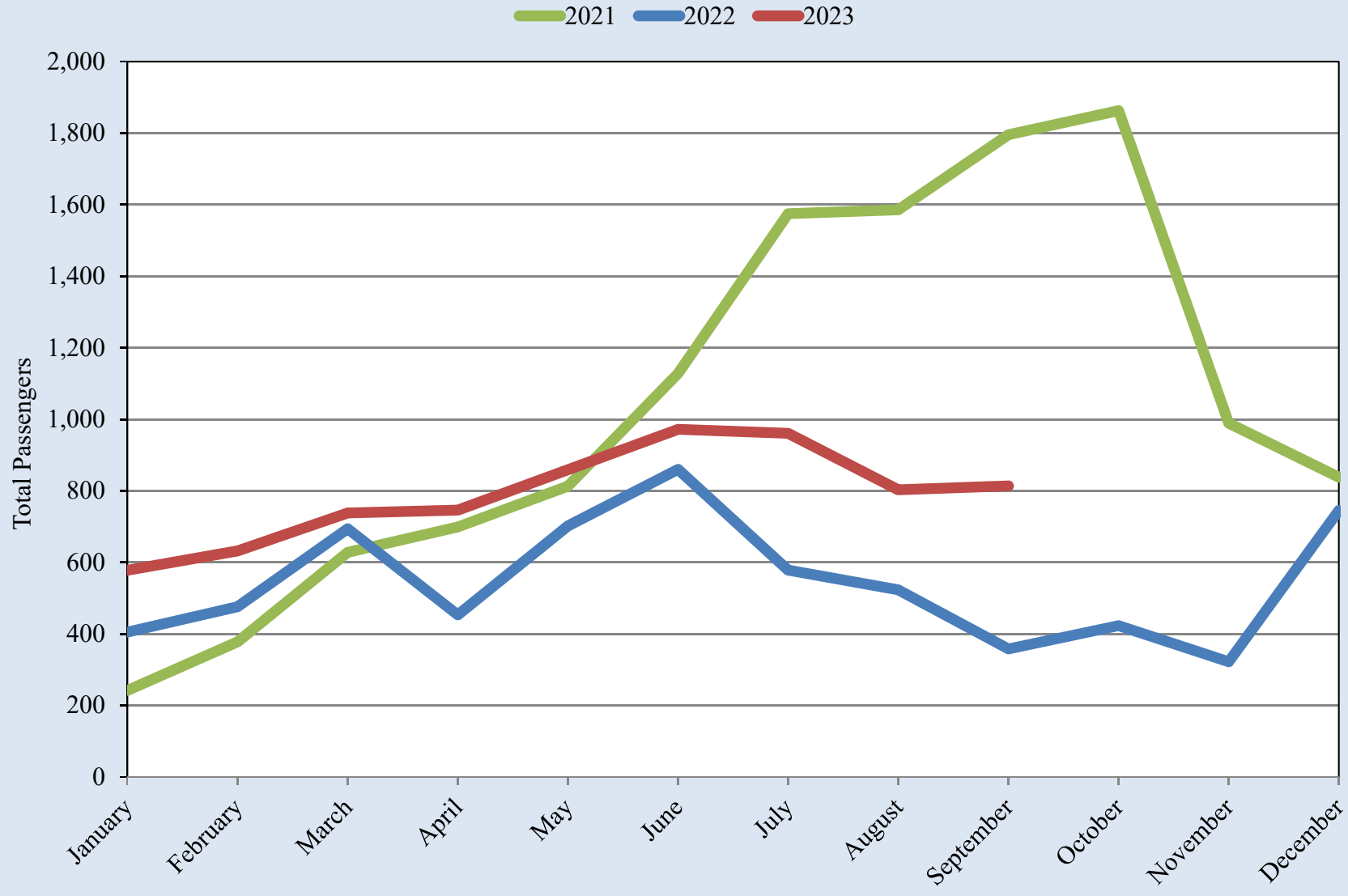
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## International Passengers Ciudad Juarez International Airport

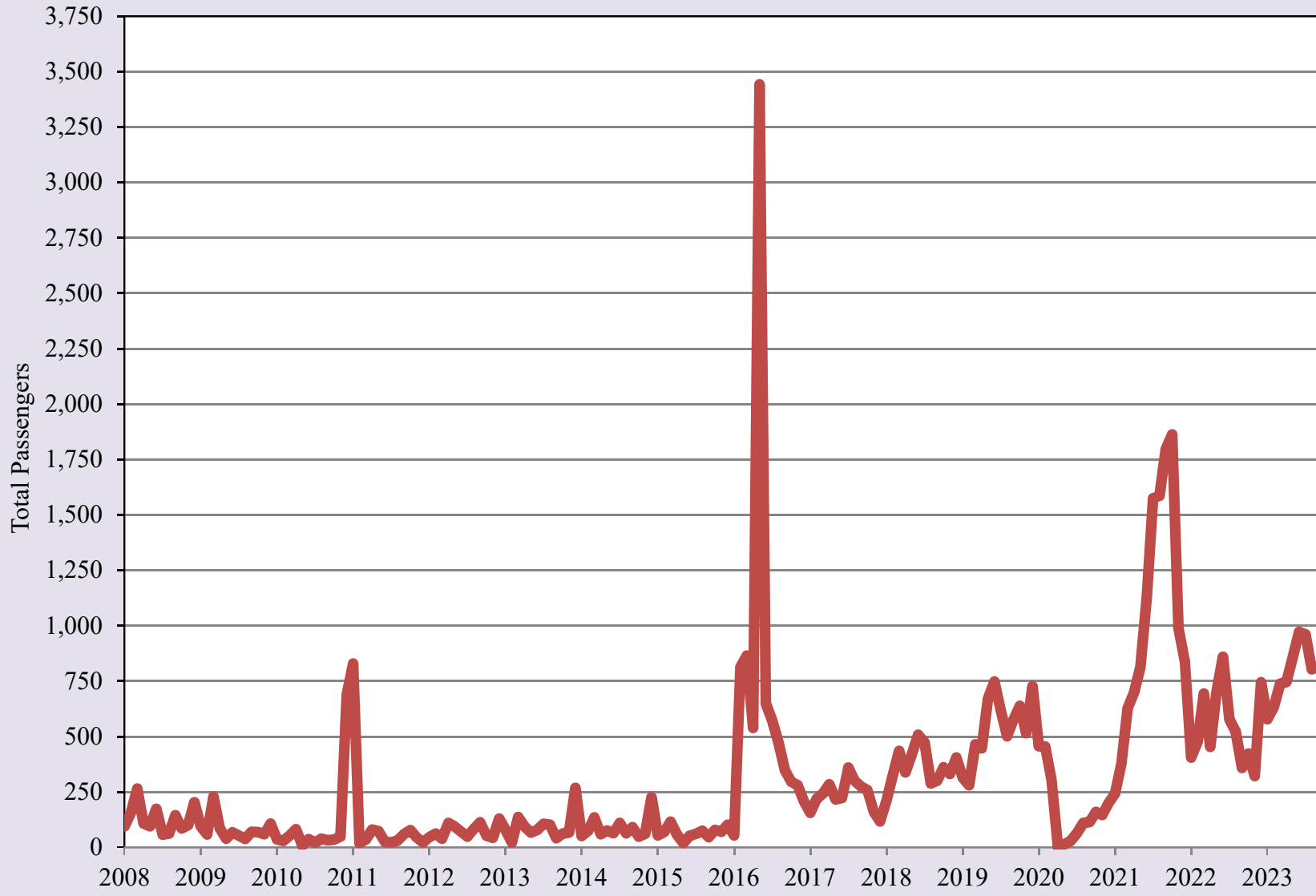


Source: UTEP Border Region Modeling Project using Grupo Aeroportuario Centro Norte - OMA Data





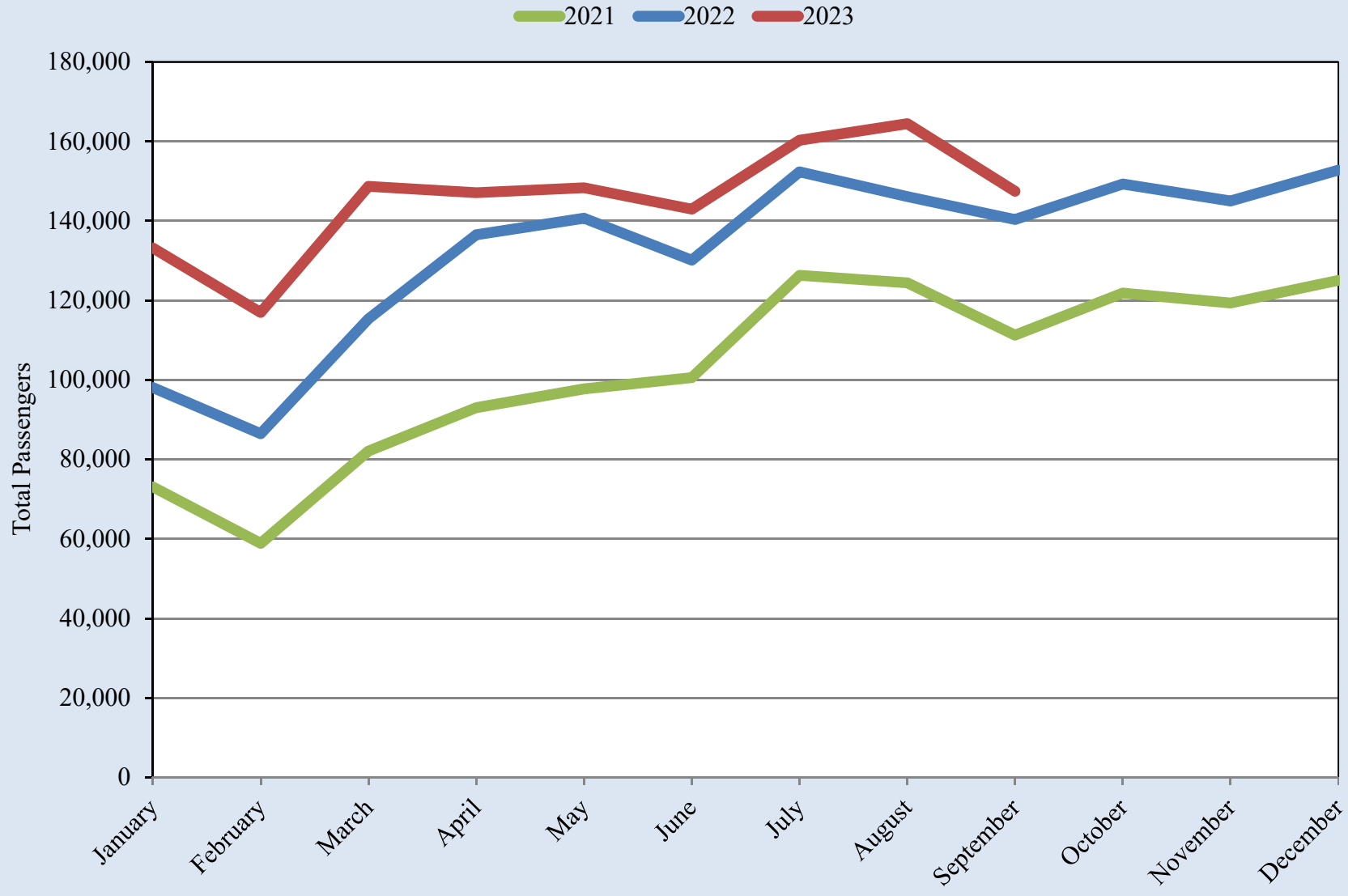
## International Passengers Ciudad Juarez International Airport



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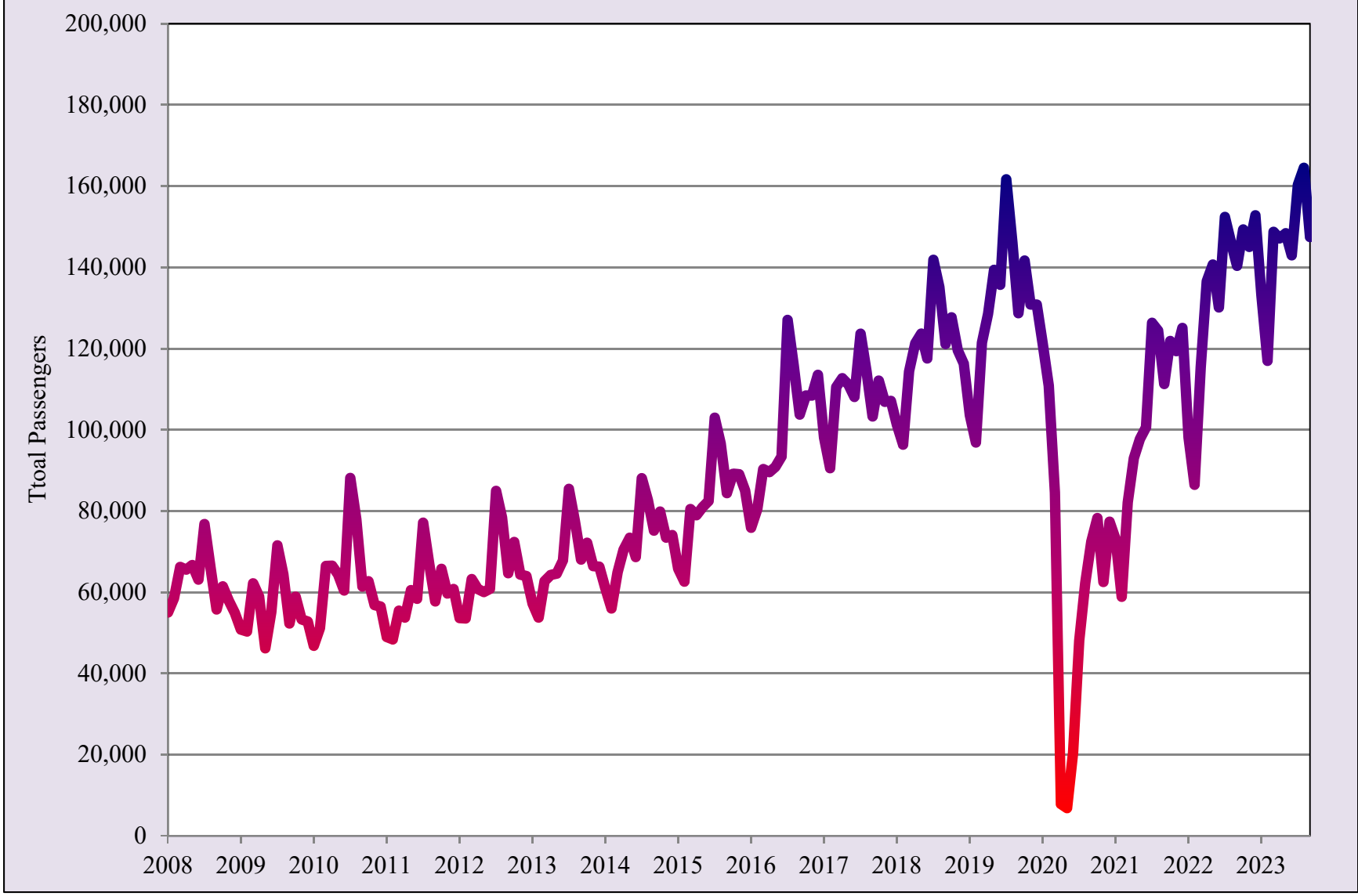
## Domestic Passengers Chihuahua City International Airport



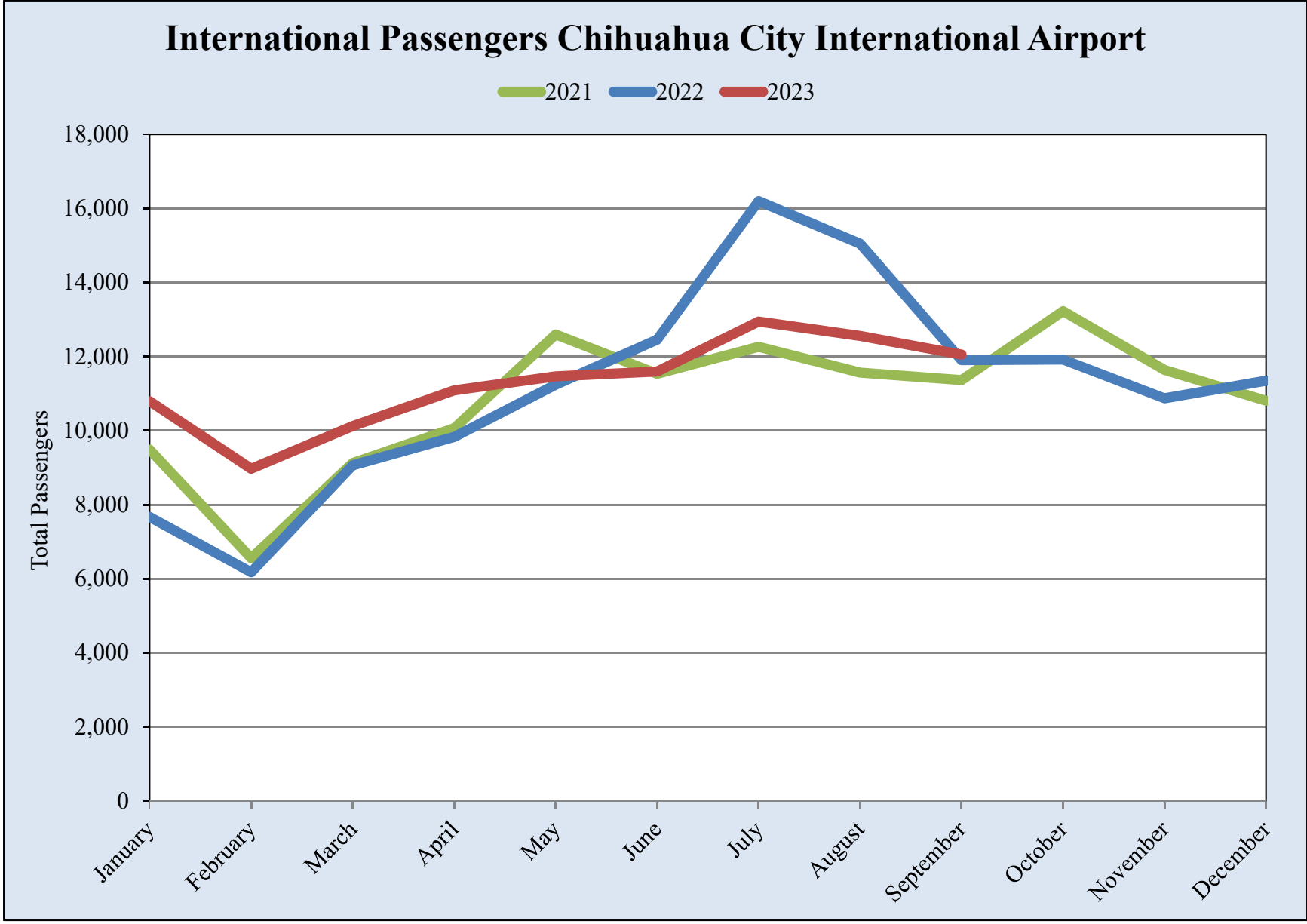
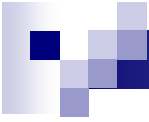
Source: UTEP Border Region Modeling Project using Grupo Aeroportuario Centro Norte - OMA Data



## Domestic Passengers Chihuahua City International Airport



Source: UTEP Border Region Modeling Project using Grupo Aeroportuario Centro Norte - OMA Data



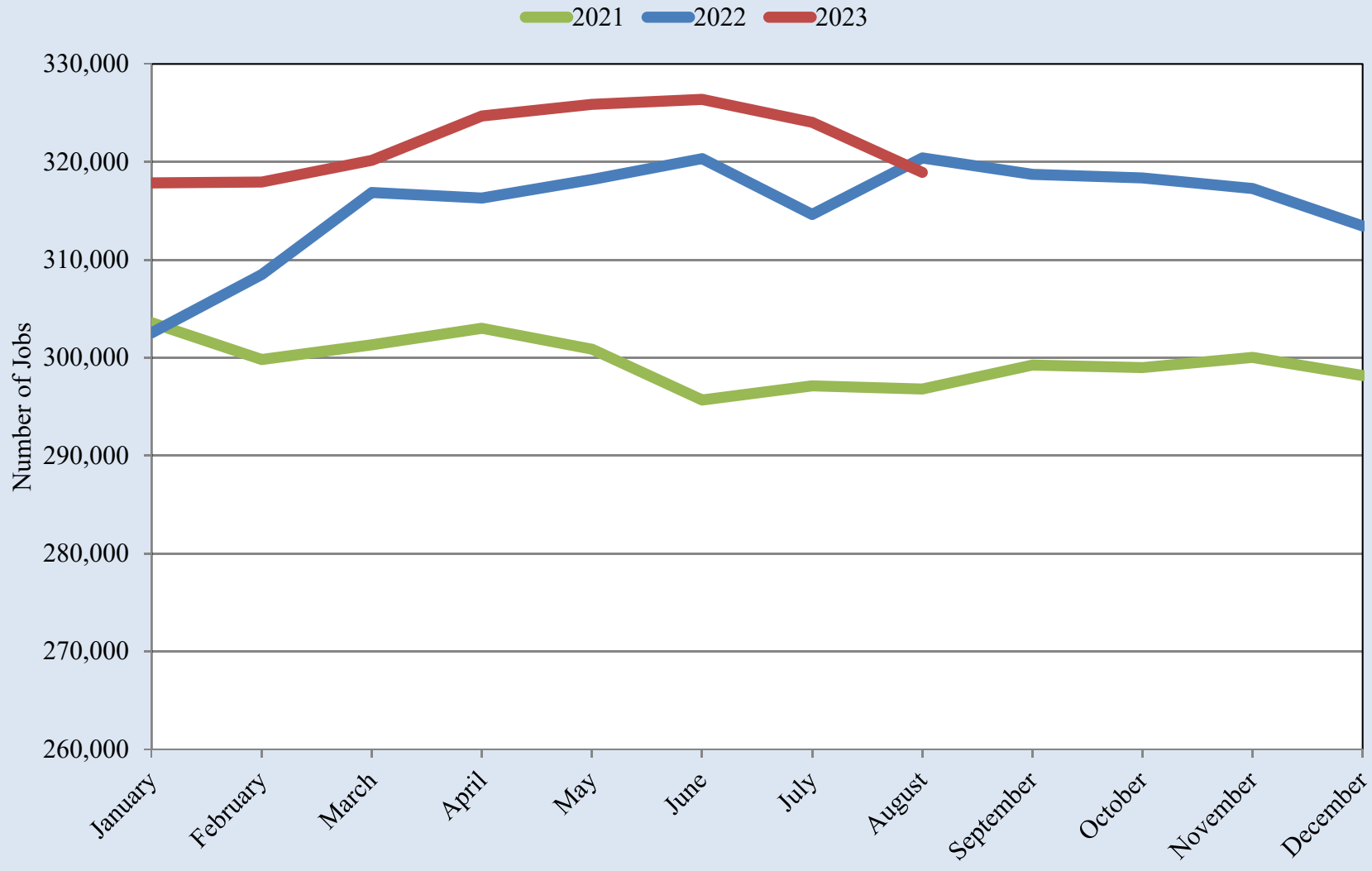
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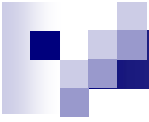
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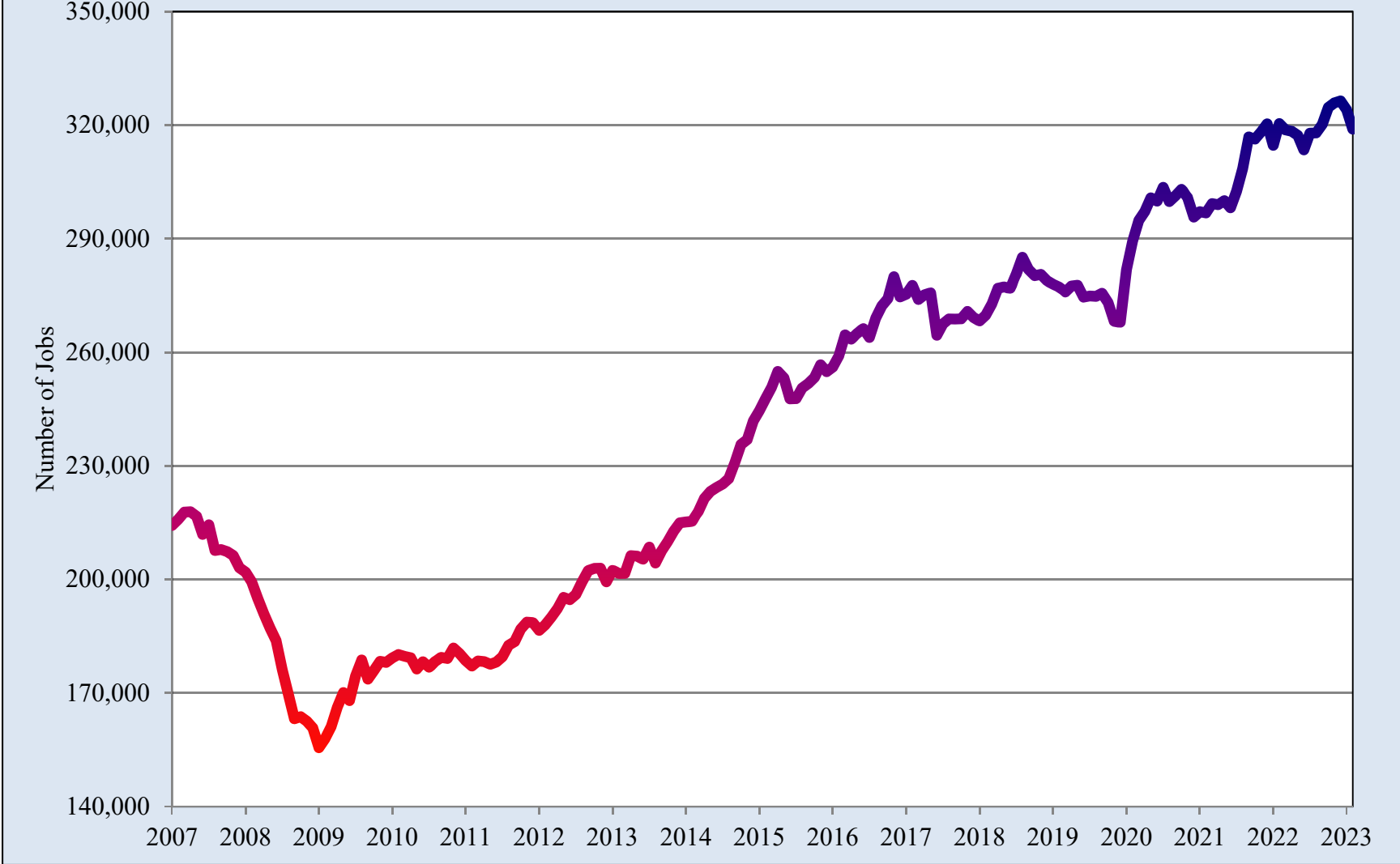
## Export-Oriented Manufacturing Employment in Ciudad Juárez



Source: UTEP Border Region Modeling Project using INEGI Data



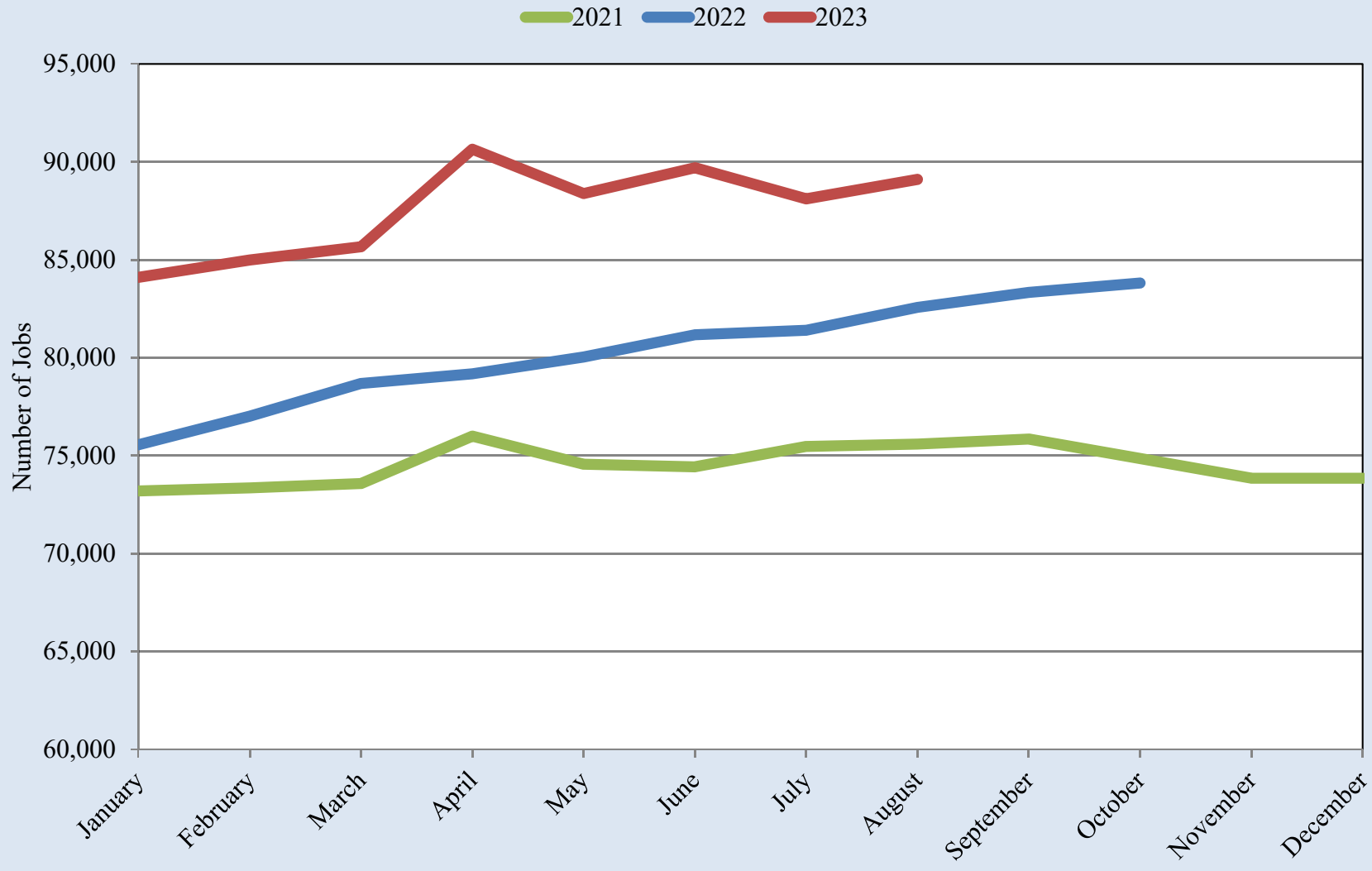
# Export-Oriented Manufacturing Employment in Ciudad Juárez



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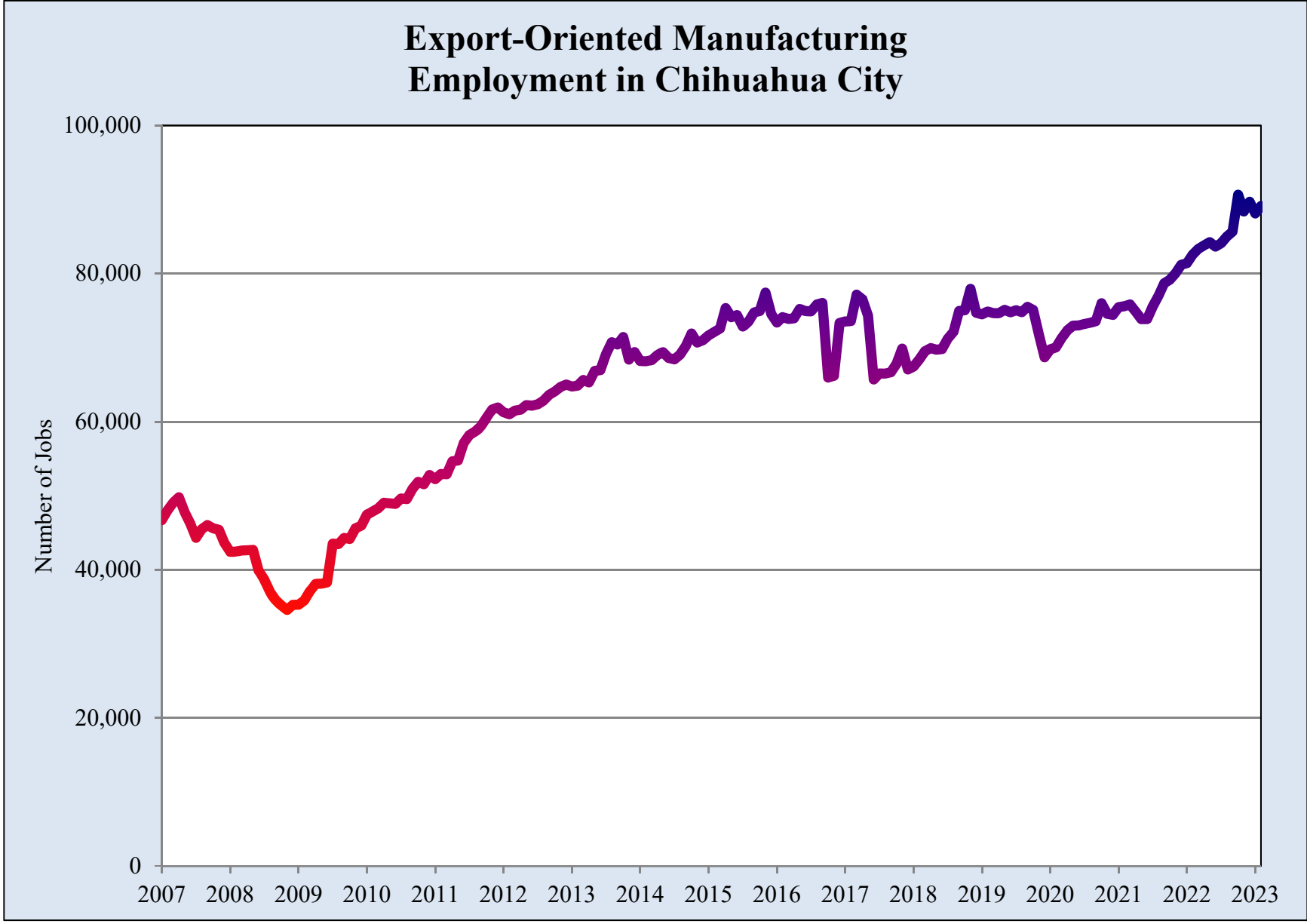


## Export-Oriented Manufacturing Employment in Chihuahua City



Source: UTEP Border Region Modeling Project using INEGI Data

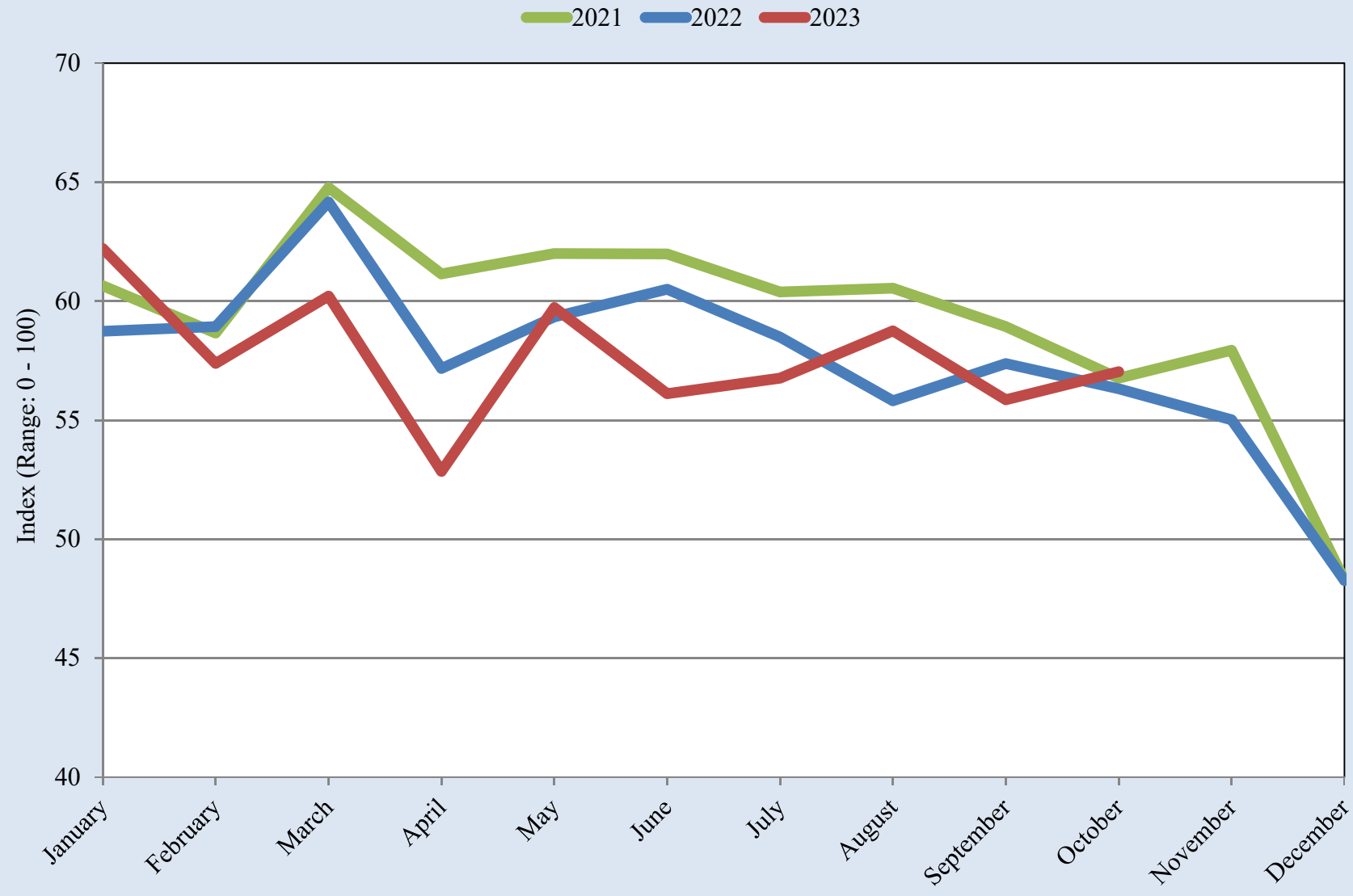




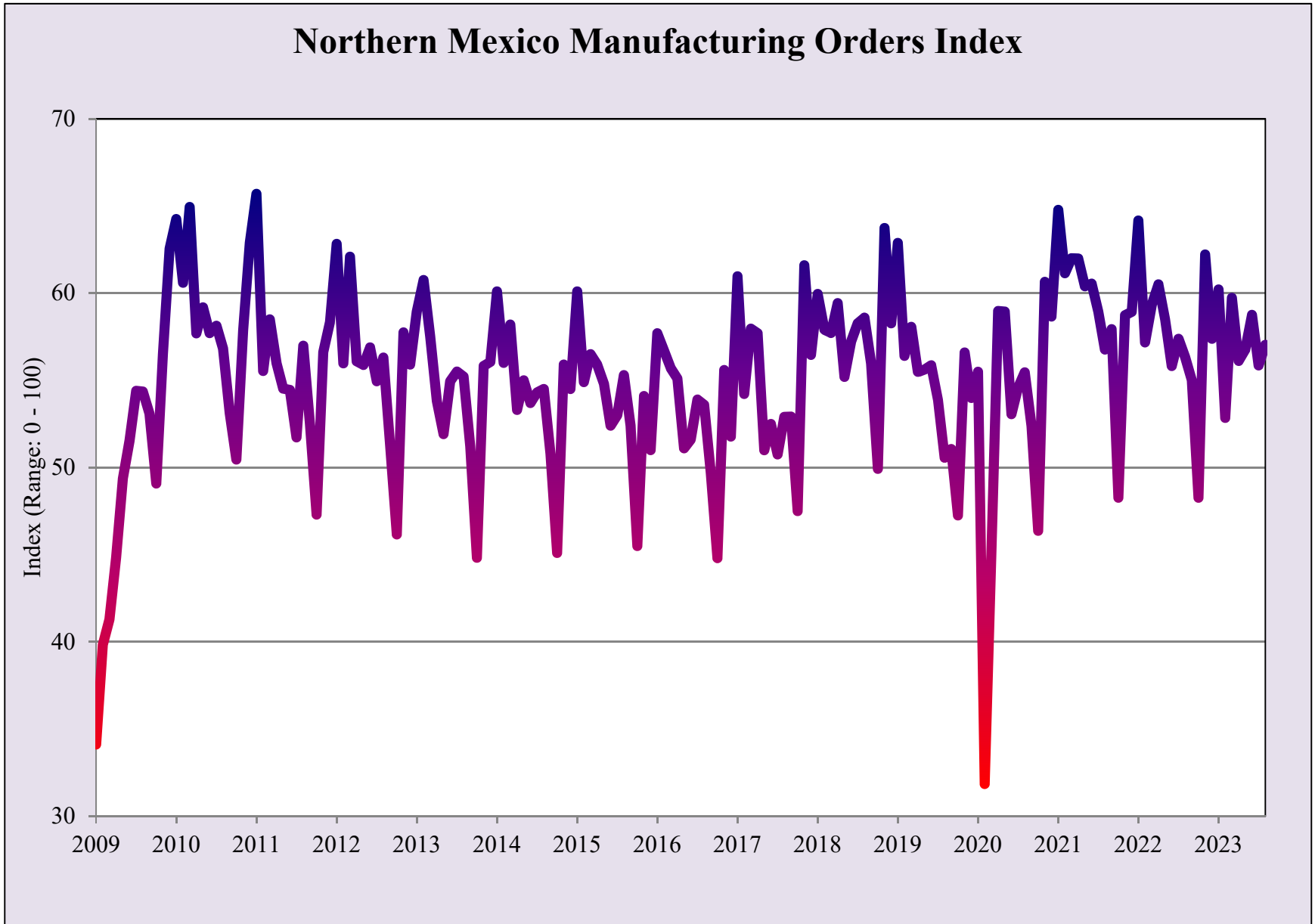
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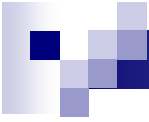
## Northern Mexico Manufacturing Orders Index



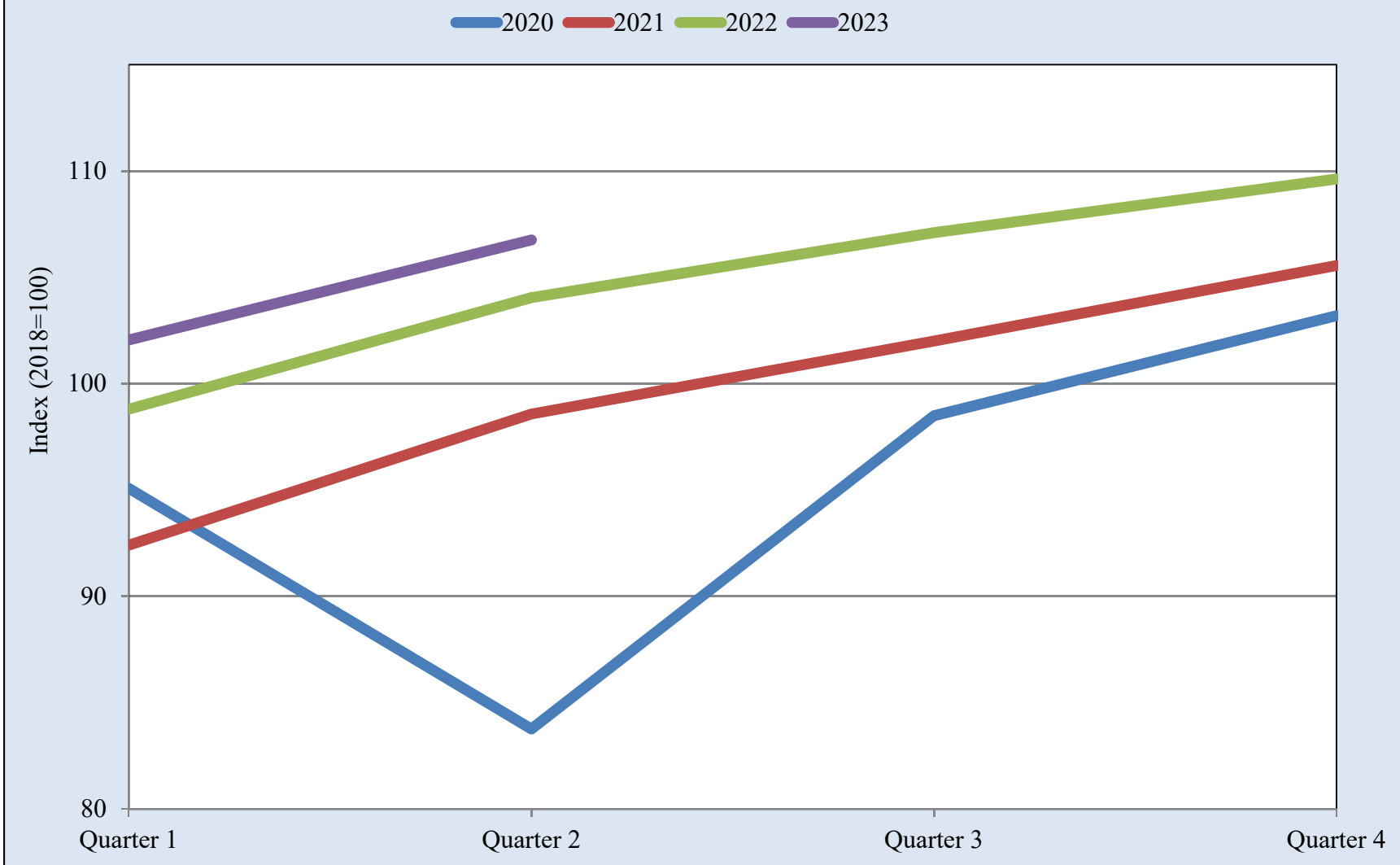
Source: UTEP Border Region Modeling Project using Banco de México Data



Source: UTEP Border Region Modeling Project using Banco de México Data



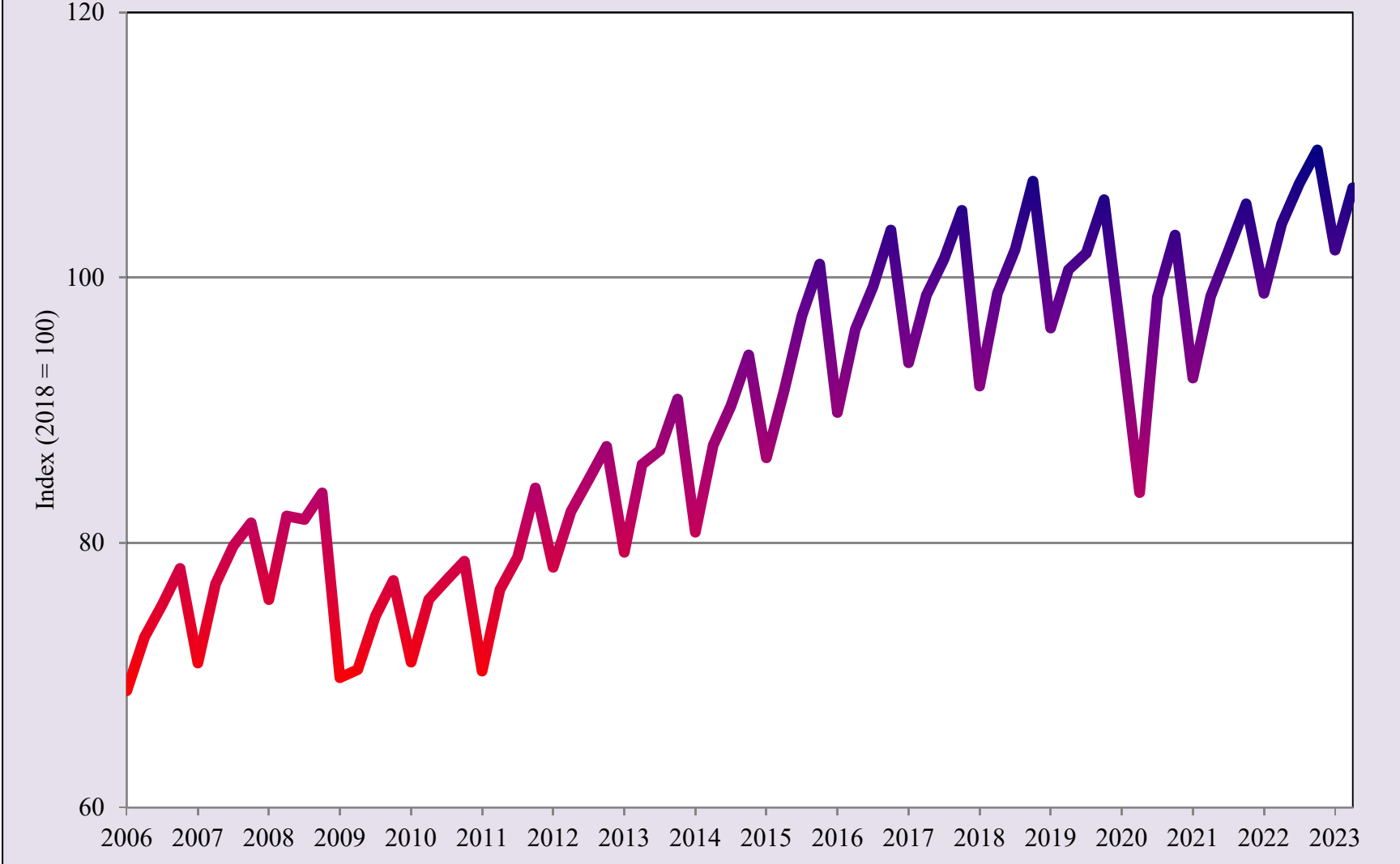
# Quarterly Indicator of Economic Activity for the State of Chihuahua



Source: UTEP Border Region Modeling Project using INEGI Data



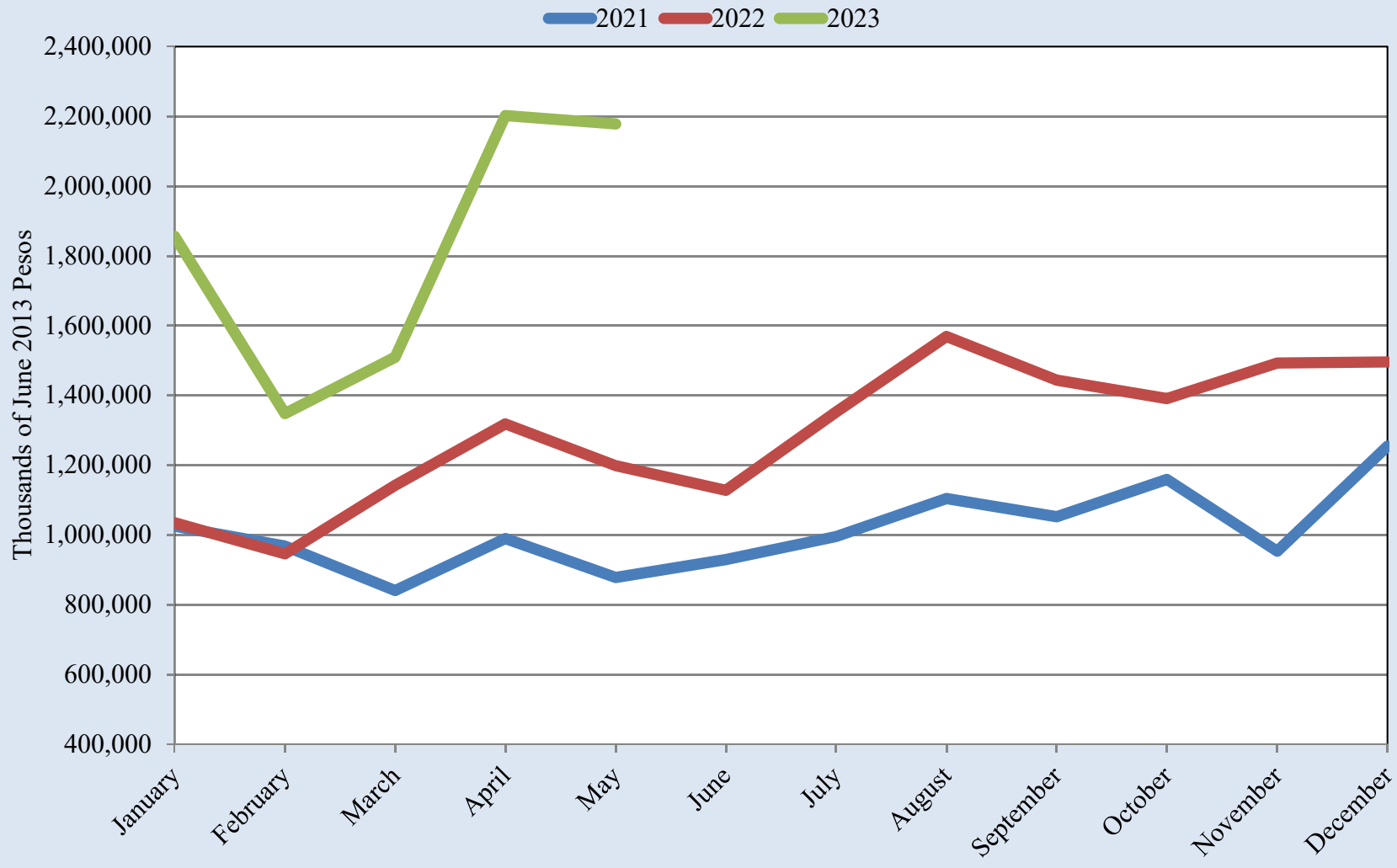
# Quarterly Indicator of Economic Activity for the State of Chihuahua



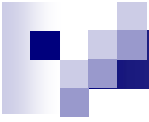
Source: UTEP Border Region Modeling Project using INEGI Data



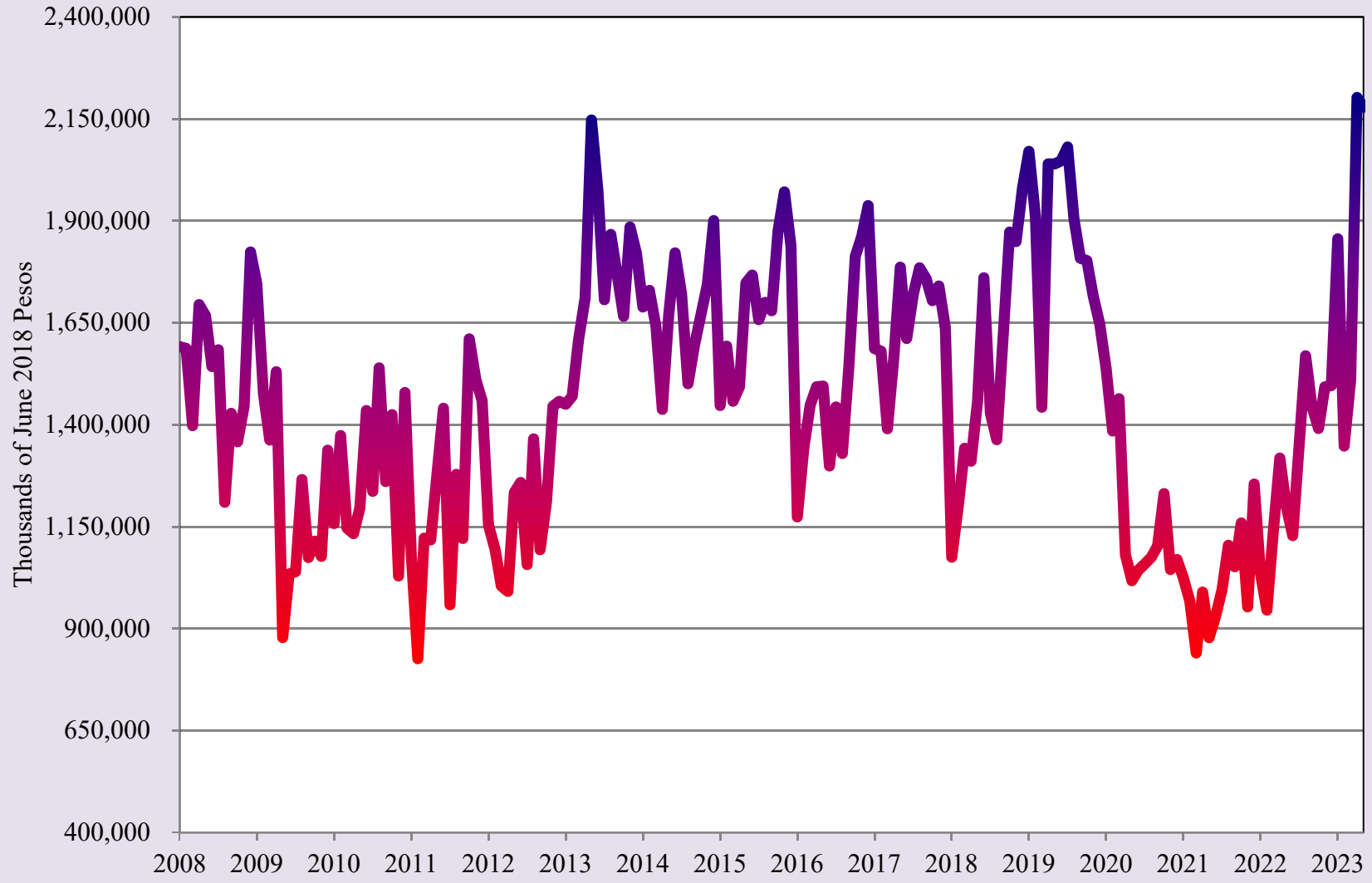
## Total Value of Construction in the State of Chihuahua



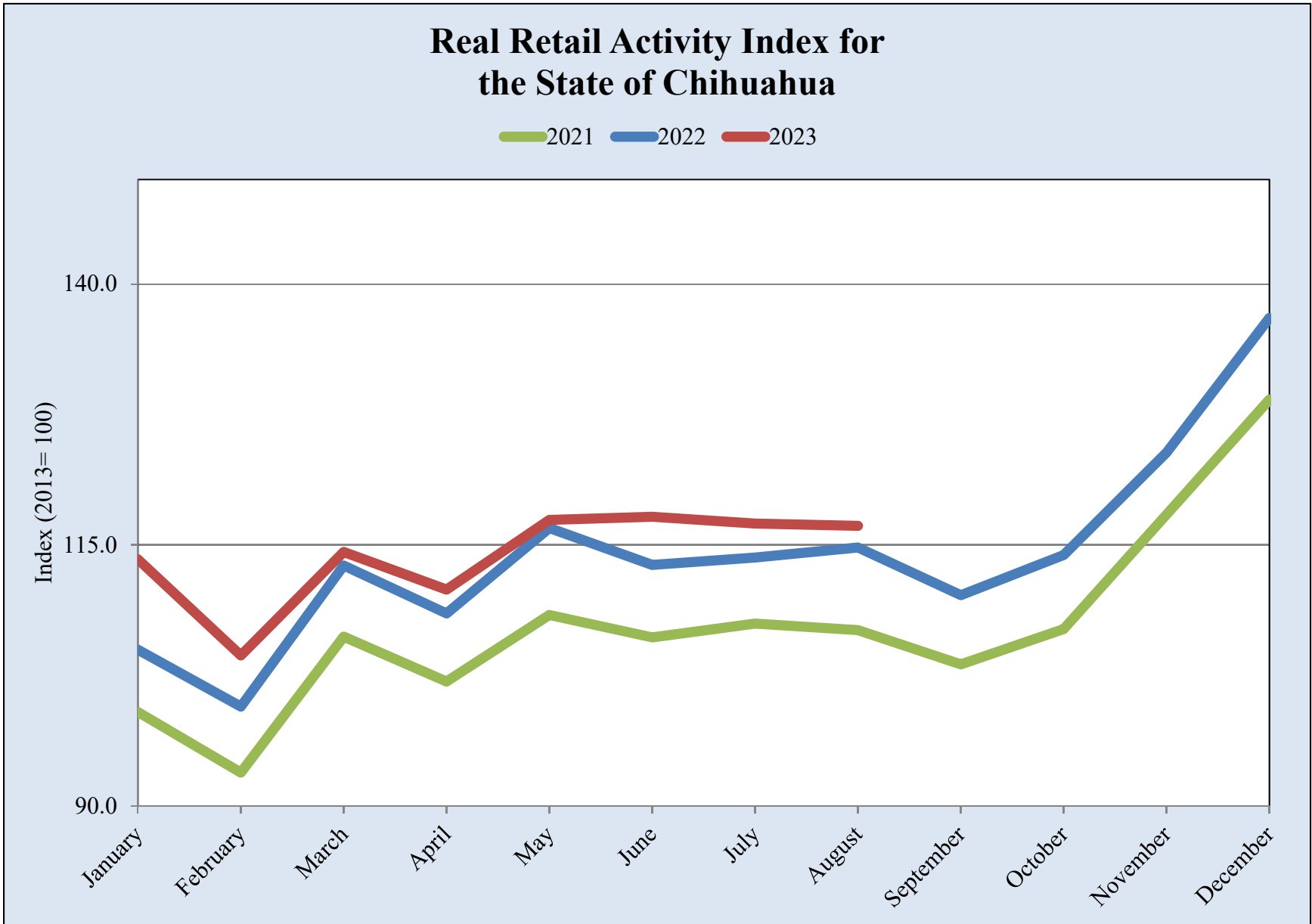
Source: UTEP Border Region Modeling Project using INEGI Data



## Total Value of Construction in the State of Chihuahua



Source: UTEP Border Region Modeling Project using INEGI Data

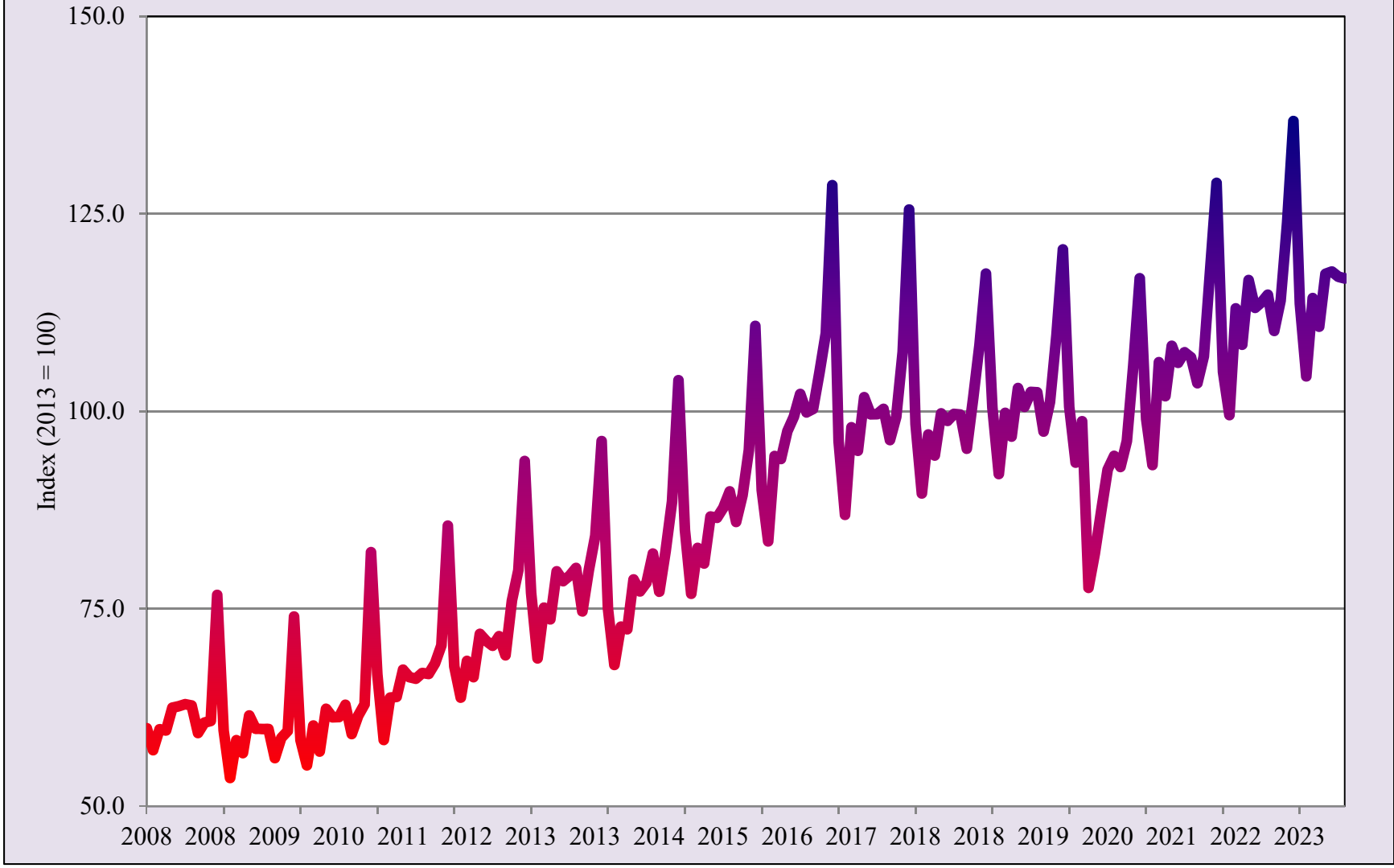


Source: UTEP Border Region Modeling Project using INEGI Data





### Real Retail Activity Index for the State of Chihuahua



Source: UTEP Border Region Modeling Project using INEGI Data