A Vision for Economic Growth, Sustainability, and Innovation

The State Route 11 (SR 11)/Otay Mesa East Port of Entry Project is a joint effort between the San Diego Association of Governments (SANDAG) and Caltrans, in collaboration with state and federal partners in the U.S. and Mexican governments, to create a 21st century border crossing for the San Diego-Baja California region. The project provides a unique opportunity to develop a new multimodal land port of entry, in close coordination with Mexico’s future Mesa de Otay II Port of Entry.

State Route 11/Otay Mesa East Port of Entry Project Features

- Reduce wait times
- Reduce greenhouse gas emissions
- Fuel economic growth
- Enhance regional mobility
- Strengthen border security and resiliency
- Bolster binational trade
**PURPOSE & NEED**

The U.S. and Mexico continue to improve existing border infrastructure, but increasing demands on today’s border crossings in the San Diego-Baja California region are impeding mobility. Insufficient capacity at these border crossings costs both countries billions of dollars annually in foregone economic output.

The Otay Mesa East Port of Entry, complemented by Mesa de Otay II on the Mexican side, will help solve this problem. Using variable tolls to manage traffic demand, the port of entry will provide a new relief valve, resulting in decreased congestion and wait times at the other San Diego land ports of entry.

**Project Funding Breakdown**

- Federal: 9%
- State: 40%
- Local: 51%

Total of $563 million invested to date
Total cost for facility on both sides of border estimated at approximately $1 billion

**Decreasing Wait Times**

Currently, travelers crossing the border between Tijuana and San Diego experience average wait times of 1.5 - 2 hours for passenger vehicles, and 1 - 2 hours for commercial vehicles. Idling trucks and cars are detrimental to the region’s air quality, and contribute to greenhouse gas emissions.

The addition of the Otay Mesa East Port of Entry would have a significant and immediate impact, reducing peak wait times at the existing ports of entry by approximately 50% on opening day.

**Innovative Features**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
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<tbody>
<tr>
<td>Interchangeable passenger and commercial vehicle primary inspection lanes</td>
<td>These lanes will reduce wait times and maximize efficiency by taking advantage of differing peak travel times for passenger vs. commercial vehicles.</td>
</tr>
<tr>
<td>An advanced traveler information system</td>
<td>This system will inform border crossers about toll rates, border wait times, special lane conditions, and incidents at all regional land ports of entry.</td>
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<tr>
<td>An integrated operations system</td>
<td>This seamless system will be instrumental in meeting the 20-minute average wait time goal.</td>
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</table>
A new port of entry at Otay Mesa East will improve regional security and safety, bolster the binational economy, improve mobility and efficiency, and foster innovative technology solutions, all while delivering a 10-1 return on investment for the San Diego region. Through managed operations and complete corridor integrations, the new port of entry will be essential for a fully integrated regional transportation system.

Facility Design Considerations

Efficient and Flexible Facility Design

Facility Design Options

Interchangeable lanes during passenger vehicle peak

Interchangeable lanes during commercial vehicle peak

Border Management System

New technologies report current wait times to ensure travelers make informed and optimal decisions.

Binational Tolling

Tolls collected electronically at a single collection point to help manage traffic demand.

Seamless Approach Roads

Tolled approach roads connect directly to the new port of entry to enable fast and predictable crossings.

Enhanced Security and Resiliency

Security

New operational innovations will ensure secure and efficient crossings for customs officials and crossborder travelers.

Resiliency

In times of emergency, the new Otay Mesa East Port of Entry will provide needed crossborder regional redundancy by adapting and responding quickly to increases in traffic.

Improving Mobility

<table>
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<th>4</th>
<th>Existing land ports of entry in the San Diego-Baja California region</th>
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<tbody>
<tr>
<td>112M</td>
<td>Crossed through San Diego County ports of entry in both directions (2019 estimate)</td>
</tr>
<tr>
<td>30.7%</td>
<td>Growth in individual border crossings (2009-2019)</td>
</tr>
<tr>
<td>#1</td>
<td>The region’s ports of entry are the busiest border crossings in the Western Hemisphere</td>
</tr>
<tr>
<td>1M</td>
<td>Northbound truck crossings at Otay Mesa and Tecate ports of entry (2019)</td>
</tr>
</tbody>
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Bolstering Binational Trade

| $614.5B | Value of annual trade between U.S. and Mexico (2019) |
| #1 | Mexico is California’s largest export market (2019) |
| $48.3B | In goods crossed between Mexico and U.S. at existing Otay Mesa and Tecate ports of entry (2019) |
| #2 | Otay Mesa Port of Entry ranks second among all U.S.-Mexico border crossings in total truck crossing volume (2019) |
| 72% | Amount of total California-Mexico border trade via truck that moves through Otay Mesa Port of Entry (2019) |
PROJECT MILESTONES

1998
Region signed a Memorandum of Understanding to create the Otay Mesa - Mesa de Otay Binational Corridor

SANDAG completed study on economic impacts of border wait times

2006
SANDAG Toll Authority Legislation approved (SB 1486)
U.S. Presidential Permit issued

2008
MOU signed between key project partners U.S. General Services Administration, U.S. Customs and Border Protection, Federal Highway Administration, SANDAG, and Caltrans

2011
California Transportation Commission (CTC) approved implementation of the project in multiple segments
Environmental Impact Report EIR/EIS completed

2012
Construction began on SR 11 Segment I

2013
MOU signed between State of California and Mexico’s Secretariat of Communications and Transportation to form a binational oversight committee to expedite project
Level 1 Preliminary Traffic and Revenue (T&R) Study

2014
Construction began on SR 11/SR 905/SR 125 northbound connectors
Border Wait Time Pilot project at San Ysidro Port of Entry initiated

2015
SR 11 Segment I opened to traffic
U.S. and Mexico agencies began Innovation Analysis study
SR 11/SR 905/SR 125 northbound connectors opened to traffic

2016
Border Wait Time Pilot project at San Ysidro Port of Entry completed installation and began operations

2017
New U.S. Presidential Permit issued

2018
Construction began on last segment of SR 11 and SR 11/SR 905/SR 125 southbound connectors
All right-of-way for SR 11 and port of entry secured

2019
USMCA ratified
Investment-grade Traffic & Revenue study began

2020
Begin site preparation and utility relocation
Expected conclusion of Investment Grade Traffic & Revenue Study
Signing binational technical understandings MOU with Mexico focusing on tolling location and revenue sharing

2021
Design and construction of Otay Mesa East Port of Entry to begin*

2022
Anticipated opening of Otay Mesa East Port of Entry*

*Date subject to change. • For additional binational trade and economics information, please visit sandag.org/SR11.