

SR 11 / OTAY MESA EAST

PORT OF ENTRY

A Vision for Economic Growth, Sustainability, and Innovation

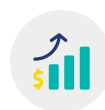
The State Route 11 (SR 11)/Otay Mesa East Port of Entry Project is a joint effort between the San Diego Association of Governments (SANDAG) and Caltrans, in collaboration with state and federal partners in the U.S. and Mexican governments, to create a 21st century border crossing for the San Diego-Baja 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, that 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.



REDUCE WAIT TIMES



REDUCE GREENHOUSE GAS EMISSIONS



FUEL ECONOMIC GROWTH



ENHANCE REGIONAL MOBILITY



STRENGTHEN BORDER SECURITY AND RESILIENCY



BOLSTER BINATIONAL TRADE



Innovative Features



Interchangeable passenger and commercial vehicle primary inspection lanes will reduce wait times and maximize efficiency by taking advantage of differing peak travel times for passenger versus commercial vehicles.



An **advanced traveler information system** will inform border crossers about toll rates, border wait times, special lane conditions, and incidents at all regional land ports of entry.



An **integrated operations system** will intelligently link traffic operations. This seamless system will be instrumental in meeting the **20-minute average wait time goal**.

May 2022



PROJECT BENEFITS

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.

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.**



5hrs



6.3hrs

2040 REGIONAL WAIT TIMES
WITHOUT OTAY MESA EAST



1.75hrs



40min

2040 REGIONAL WAIT TIMES
WITH OTAY MESA EAST

Without Otay Mesa East Port of Entry

Today, border delays at California-Baja California land port of entries result in:



Approximately
\$3.4B
in economic loss



Nearly
23
Comic-Con
conventions



More than
88,000
jobs lost



Nearly
2.5x
the size
of Qualcomm



An average of
457
daily metric
tons of CO2
emissions



More than
51,400
gallons of
gasoline

By 2025, these border delays will result in:



\$5B
in economic
loss



Annual
economic impact
of UCSD



97,000
jobs lost



Nearly
24x
the size of San Diego
Sharp Healthcare

With Otay Mesa East Port of Entry (2025 and 2025+ scenarios)



Approximately
\$1.8B
in economic
gains



Nearly
150
Del Mar Fairgrounds
events



More than
16,000
jobs saved



Nearly
2x
the size of San Diego
Naval Base



Schedule

2020

Construction of
roadway, connectors,
and utility relocation
begins

2022

Design/build
of the new
port of entry
begins

2024

Anticipated
opening of Otay
Mesa East Port
of Entry



Budget

To date, the project has secured more than \$592 million in local, state and federal funding. The total cost for the facility on both sides of border is estimated at approximately \$1.1 billion.

For additional binational trade and economics information, please visit sandag.org/SR11.