

# 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.



REDUCE WAIT TIMES



REDUCE GREENHOUSE GAS EMISSIONS



FUEL ECONOMIC GROWTH



ENHANCE REGIONAL MOBILITY

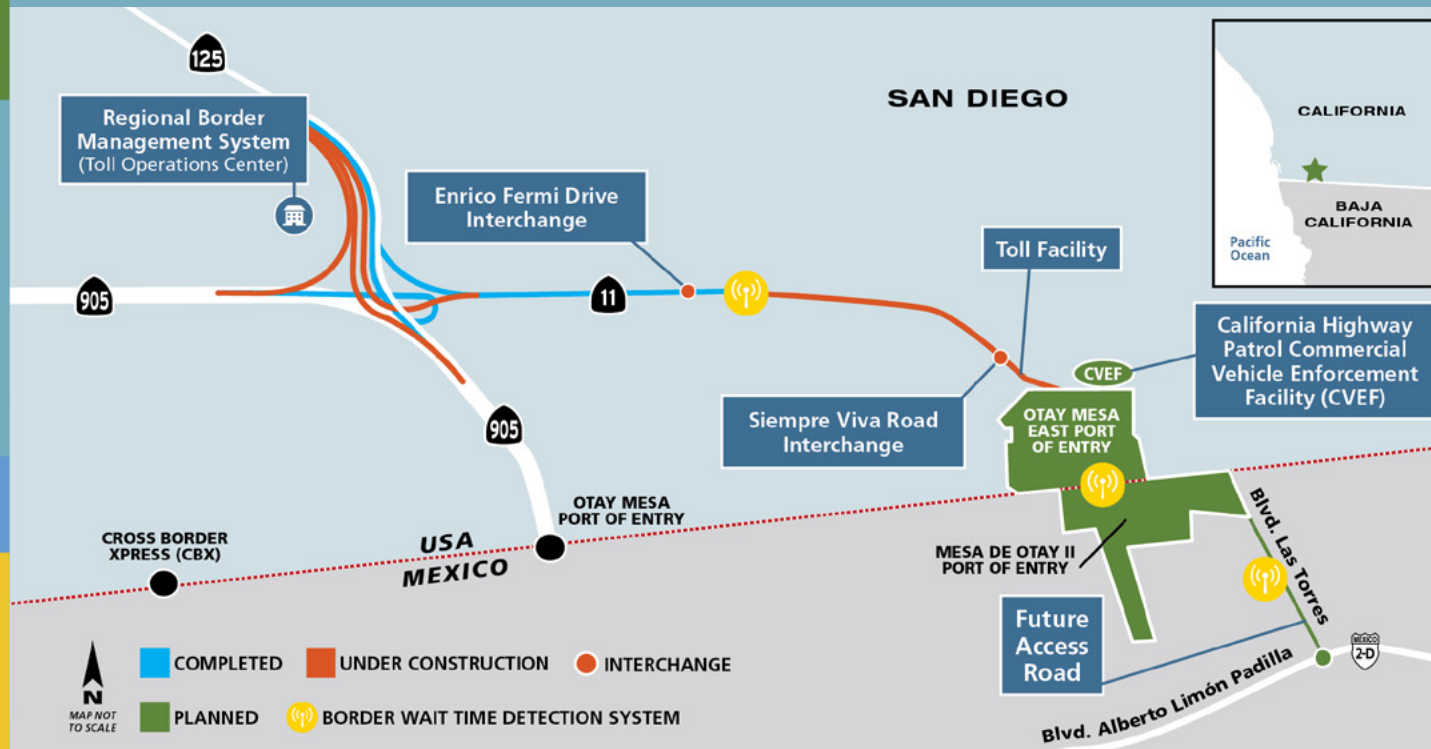


STRENGTHEN BORDER SECURITY AND RESILIENCY



BOLSTER BINATIONAL TRADE

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



@SDCaltrans  
@SANDAG



CaltransDistrict11  
SANDAGregion



CaltransDistrict11  
SANDAGregion



@sdcaltrans  
@SANDAGregion

**SANDAG**



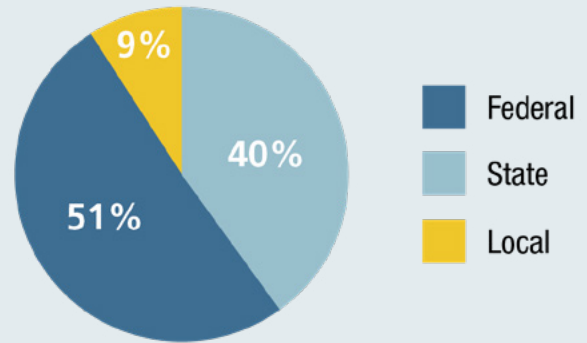
# PURPOSE & NEED

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



Total of \$500 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.**

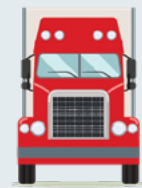


5hrs



6.3hrs

2040 REGIONAL WAIT TIMES WITHOUT OTAY MESA EAST



1.75hrs



40min

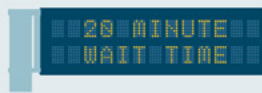
2040 REGIONAL WAIT TIMES WITH OTAY MESA EAST



## 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 vs. 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.

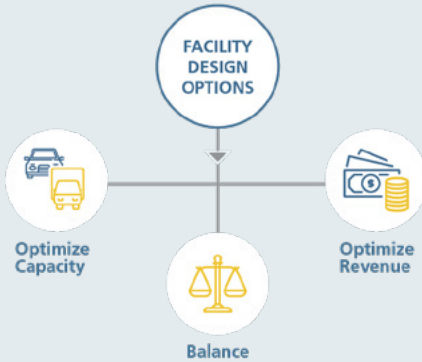


An **integrated operations system** will intelligently link traffic operations. This seamless system will be instrumental in meeting the **20-minute average wait time goal**.

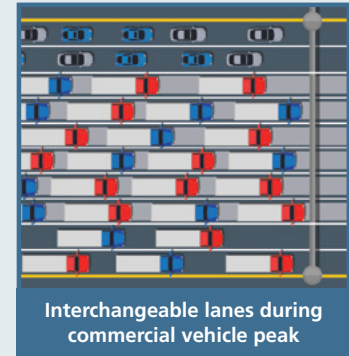
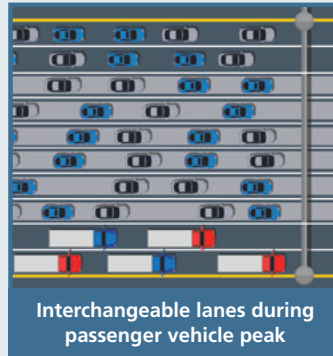
# PROJECT OVERVIEW & BENEFITS

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



## 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

**4** Existing land ports of entry in the San Diego-Baja California region

**112M** Crossed through San Diego County ports of entry in both directions (2019 estimate)

**30.7%** Growth in individual border crossings (2009-2019)

**#1** The region's ports of entry are the busiest border crossings in the Western Hemisphere

**1M** Northbound truck crossings at Otay Mesa and Tecate ports of entry (2019)

## Bolstering Binational Trade

**\$614.5B** Value of annual trade between U.S. and Mexico (2019)

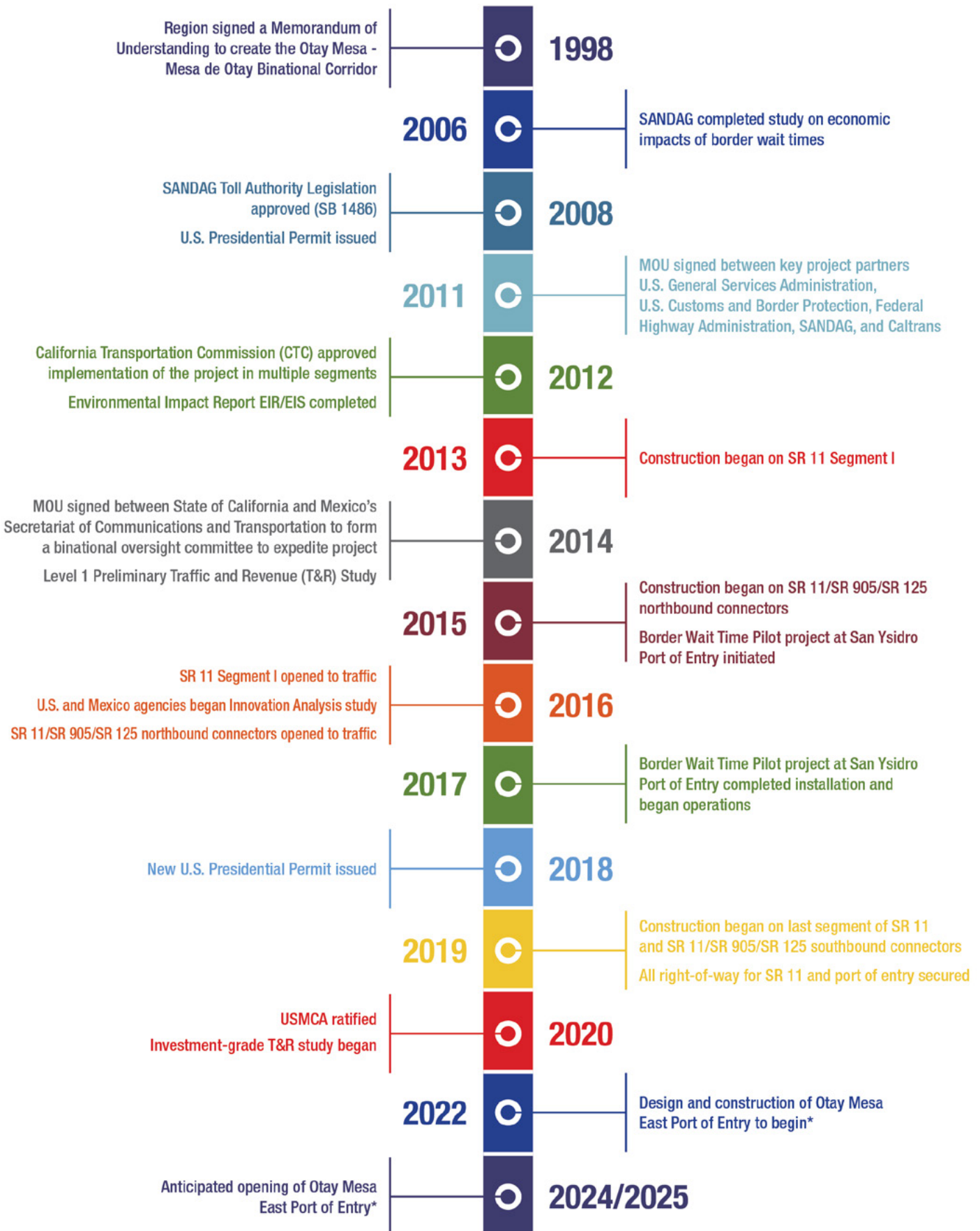
**#1** Mexico is California's largest export market (2019)

**\$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



\*Date subject to change. • For additional binational trade and economics information, please visit [sandag.org/SR11](https://sandag.org/SR11).