

# SR 11 / OTAY MESA EAST PORT OF ENTRY

## Project Purpose and Need

Increasing demand, insufficient capacity, and idling vehicles at existing border crossings in the San Diego-Baja California region cost the United States and Mexico billions of dollars in foregone economic output each year. Hours-long delays are undermining productivity and industry competitiveness at the regional, state, and federal levels. To address this problem, Caltrans and SANDAG, in collaboration with state and federal partners in the U.S and Mexican governments, are working to expedite the construction of an innovative port of entry with the objective of adding predictability and reducing border wait times.

The State Route 11 (SR 11)/Otay Mesa East Port of Entry project will provide fast, predictable, and secure crossings via tolled approach roads that connect directly to a new state-of-the-art port of entry that serves both personal and commercial vehicles. The goal is to operate the new port of entry with an average 20-minute wait time.

Efficiencies will be achieved through a host of innovations and technologies, including:

- 1) an integrated approach to managing traffic congestion at the major ports of entry;
- 2) a new border wait time detection system with advanced traveler alert capabilities;
- 3) using electronic variable toll rates as a demand management strategy; and
- 4) partnership approaches to financing value-added amenities.

The project features a binational, multi-agency collaboration between the United States and Mexico. The two nations issued a joint statement calling the Otay Mesa East project the “port of entry of the future and a new paradigm for binational planning.”



## Addressing the Value and Need for a Modern Port of Entry

On an annual basis, more than \$47.5 billion in bilateral trade value is generated through the Otay Mesa and Tecate ports of entry, and that number is expected to grow over the coming years.



More than **90%** of California-Mexico trade is moved by truck.

More than **960,000 trucks** crossed northbound through the Otay Mesa Port of Entry in 2018 alone.



Over **\$47.5 BILLION** worth of goods passed through the Otay Mesa and Tecate ports of entry last year, **\$24.7 BILLION** of that was California's exports to Mexico.

**566,000 jobs** in California are dependent on this trade relationship.



The 2007 Border Wait Time Economic Impact Study estimated **\$7.2 BILLION** in foregone economic output for the United States and Mexico.

This results in an estimated loss of **62,000 jobs** within the two countries.



Current wait times can exceed **120 minutes** for passenger vehicles and **150 minutes for commercial vehicles**.

The project has a goal of 20 minute average wait times which can reduce idling vehicles that have a negative impact on air quality.

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