



SR 11 OTAY MESA EAST

PORT OF ENTRY

The Challenge

Border congestion in the San Diego-Baja California region costs the United States and Mexico a combined \$7.2 billion in annual economic output and more than 62,000 jobs each year. Bottlenecks at the Otay Mesa Port of Entry (POE), the region's main commercial border crossing, and the San Ysidro POE, the busiest land border crossing in the Western Hemisphere, constrict the flow of people and freight, choking off economic opportunities.

Improvements to the San Ysidro POE have reduced wait times for individuals and passenger vehicles, resulting in an increase in the demand to cross the border. Recently, wait times have begun to creep back up—a strong indication that a new POE is still needed to meet the demand. Since the San Ysidro POE does not process commercial traffic, a pressing need remains for a new commercial POE to accommodate the billions of dollars in trade carried by trucks.



Above: Southbound trucks near Otay Mesa POE.

Left: Northbound at San Ysidro POE

The Opportunity

The State Route 11/Otay Mesa East POE Project will provide fast, predictable, and secure crossings via tolled approach roads that connect directly to a new state-of-the-art POE that serves both personal and commercial vehicles. The goal is to operate the new POE with a 20-minute border wait time. Efficiencies will be achieved through a host of innovations and technologies, including:

- A border wait time detection system that provides advanced traveler information
- A system-wide approach to managing traffic congestion at the major ports of entry along the San Diego-Baja California border
- A variable tolling system that serves as both a revenue collection tool and a transportation demand management tool
- Approach roads on both sides of the border that integrate seamlessly with regional highway systems
- Partnership approaches to designing, financing, and building the project



Project Status

The SR 11/Otay Mesa East POE Project is being developed in three segments:

Segment 1:

SR 11 from SR 905 east to Enrico Fermi Drive began construction in December 2013 and is scheduled to open to traffic in early 2016. This segment of the four-lane highway is estimated to cost \$103.4 million, with \$71.6 million coming from the Proposition 1B Trade Corridor Improvement Fund and \$31.8 million from the federal Coordinated Border Infrastructure Program. Construction began in October 2015 on the SR 11/SR 125/SR 905 northbound connectors and is expected to be completed fall 2016.

Segment 2:

Segment 2 will complete the highway by constructing a tolled segment, extending SR 11 from Enrico Fermi Drive to Siempre Viva Road, and the commercial vehicle enforcement facility (CVEF).

Segment 3:

Segment 3 will build the new port of entry. Construction of Segments 2 and 3 is contingent on securing financing.



Above: SR 11 groundbreaking in December 2013



Left: Segment 1 of SR 11 is scheduled to open to traffic in early 2016

Making it Happen: Binational Project Financing

Costs: The total cost of the project for facilities on both sides of the border is estimated to be around \$900 million. This estimate is based in part on a baseline POE configuration with 20 northbound inspection lanes – 10 for passenger vehicles and 10 for commercial trucks. The ultimate northbound and southbound lane configuration will be determined by an innovation analysis study.

Funding: Tolls will serve as the backbone for financing the project. Other funding mechanisms also are being explored, including financing from both governments. On the U.S. side, the project team plans to pursue federal credit assistance through the Transportation Infrastructure Finance and Innovation Act (TIFIA).

