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.

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.
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.

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 150 Del Mar Fairgrounds events
- 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:

- Approximately $5B in economic loss
- Nearly 24X the size of San Diego Sharp Healthcare
- An average of 457 daily metric tons of CO2 emissions
- Near 97,000 jobs lost

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

- Approximately $1.8B in economic gains
- Nearly 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 the border is estimated at approximately $1.1 billion.

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