Joint Meeting of the SANDAG Borders Committee and the Committee on Binational Regional Opportunities with the Municipalities and State Government of Baja California

Friday, February 26, 2021
12:30 to 2:30 p.m.
**Teleconference Meeting**

MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC

The joint meeting of the SANDAG Borders Committee and the Committee on Binational Regional Opportunities with the Municipalities and State Government of Baja California will be conducted virtually in accordance with Governor Newsom’s State of Emergency declaration regarding the COVID-19 outbreak, Executive Order N-29-20, and the Guidance for Gatherings issued by the California Department of Public Health. Members will primarily participate in the meeting virtually, while practicing social distancing, from individual remote locations.

There are a few options for public participation:
- Submit comments via email to clerk@sandag.org
- Observe the meeting via Zoom
- To participate via Zoom webinar, click the link to join the meeting: https://zoom.us/j/93338737788
- Webinar ID: 933 3873 7788
- To participate via Telephone, dial a number based on your current location:
  - US: +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or +1 301 715 8592 or +1 312 626 6799 or +1 929 205 6099
  - International numbers available: https://zoom.us/u/acRnifNLB

English and Spanish interpretation will be available.

SANDAG is relying on commercial technology to broadcast the meeting via Zoom. With the recent increase of virtual meetings, platforms such as Microsoft Teams, WebEx, GoToMeeting, and Zoom are working to scale their systems to meet the new demand. If we experience technical difficulty or you are unexpectedly disconnected from the broadcast, please close and re-open your browser and click the link to re-join the meeting. SANDAG staff will take all possible measures to ensure a publicly accessible experience.

Public Comments: Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerk@sandag.org (please reference: “February 26, Borders Committee Meeting” in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. on Thursday, February 25, will be provided to members prior to the meeting. If you desire to provide a live verbal comment during the meeting, please join the Zoom meeting either by computer or phone. At the time for public comments, members of the public will be advised to ‘Raise Hand’ if they wish to provide comments. The ‘Raise Hand’ feature can be found on the Zoom toolbar for those who join via computer or by entering *9 for those who join via telephone only. The Chair will call on members of the public by name for those joining via a computer and by the last three digits of your telephone number for those joining via telephone. All comments received prior to the close of the meeting will be made part of the meeting record.
Welcome to SANDAG. Members of the public may speak to the Borders Committee on any item at the time the Committee is considering the item. Public speakers are limited to three minutes or less per person. The Committee may only take action on any item appearing on the agenda.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at sandag.org/meetings. Additionally, interested persons can sign up for email notifications at sandag.org/subscribe.

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如有需要，我们可以把SANDAG议程材料翻译成其他語言。

请在会议前至少 72 小时打电话 (619) 699-1900 提出请求.

Mission Statement
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transit; and provides information on a broad range of topics pertinent to the region’s quality of life.

San Diego Association of Governments × 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 | Fax (619) 699-1905 | sandag.org
Joint Meeting of the SANDAG Borders Committee and the Committee on Binational Regional Opportunities with the Municipalities and State Government of Baja California
Friday, February 26, 2021

Item No. | Action
--- | ---
+1. Approval of Meeting Minutes | Approve
The Borders Committee is asked to review and approve the minutes from its January 22, 2021, meeting.

2. Public Comments/Communications/Member Comments
Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Borders Committee on any issue within the jurisdiction of the Committee that is not on this agenda. Other public comments will be heard during the items under the heading “Reports.”

3. Executive Director’s Report
Hasan Ikhrata, SANDAG
An update on key programs, projects, and agency initiatives will be presented.

Reports

4. Report from the Consul General of Mexico
Amb. Carlos González Gutiérrez, Consul General of Mexico in San Diego
An overview on binational activities within the purview of the Borders Committee will be presented.

+5. Impacts of Border Delays at the California – Baja California Land Ports of Entry Study
Rachel Kennedy, SANDAG
Tony Homan, HDR, Inc.
Tom Kear, T.Kear
An overview of the Impacts of Border Delays at California – Baja California Land Ports of Entry study, which quantifies the economic and climate/air quality impacts resulting from delays in the crossborder movements of people and freight, will be presented.

+6. Otay Mesa East – Mesa de Otay II Port of Entry Project Updates
Maria Rodriguez, SANDAG
Mario Orso, Caltrans
Ricardo Erazo and Erika Garcia, Mexico SCT
An update on the Otay Mesa East – Mesa de Otay II Port of Entry project will be presented.
7. Continued Public Comments
If the five-speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

8. Upcoming Meetings Information
The next Borders Committee meeting is scheduled for Friday, March 26, 2021, at 12:30 p.m.

9. Adjournment

+ next to an item indicates an attachment
January 22, 2021, Meeting Minutes

Chair Serge Dedina (South County) called the Borders Committee meeting to order at 12:32 p.m.

1. Approval of Meeting Minutes

Action: Upon a motion by Councilmember Vivian Moreno (City of San Diego) and a second by Councilmember Bill Sandke (South County), the Borders Committee approved the minutes from its October 23, 2020, and November 20, 2020, meetings.

The motion passed.

Yes: Chair Dedina, Vice Chair Jesus Eduardo Escobar (Imperial County), Councilmember Moreno, Supervisor Nora Vargas (County of San Diego), and Mayor Paul McNamara (North County Inland).

No: None.

Abstain: None.

Absent: East County and North County Coastal.

Election of Chair

Election of Chair pro tem in anticipation of Chair Dedina and Vice Chair Escobar departing the Borders Committee meeting early.

Action: Upon a motion by Mayor McNamara and a second by Vice Chair Escobar, the Borders Committee was asked to select and approve Councilmember Moreno as Chair pro tem for purposes of continuing the January 22, 2021, Borders Committee meeting.

The motion passed.

Yes: Chair Dedina, Vice Chair Escobar, Councilmember Moreno, Supervisor Vargas, and Mayor McNamara.

No: None.

Abstain: None.

Absent: East County and North County Coastal.

2. Public Comments/Communications/Member Comments

Chair Dedina welcomed and announced the new Borders Committee members. Representing the County of San Diego, Supervisor Joel Anderson and welcomed his staff Mariko Nikawatase, Supervisor Nora Vargas as the Alternate Member. City of San Diego new Alternate is Councilmember Sean Elo-Rivera, and existing Councilmember Priya Bhat-Patel (City of Carlsbad) representing the North County Coastal cities.

Chair Dedina announced that the Board of Directors met and took a bold step to adopt a Social Equity Statement, the first time SANDAG has addressed this from a regional perspective. He recognized that our borders and tribal communities have a strong voice and a long history with these issues.

SANDAG and Caltrans will be holding the first public meeting for the South Bay to Sorrento corridor on Thursday, January 28, 2021, from 6 – 7 p.m. via Zoom.
Caltrans District 11 Director Gustavo Dallarda announced that the 2021 Border Master Plan will be adopted on Thursday, February 11, 2021.

3. **Executive Director’s Report (Discussion)**

Chief Planning and Innovation Officer Ray Traynor provided an update on key programs, projects, and agency initiatives, including the Mid-Coast Corridor Transit Project, San Diego Forward: The 2021 Regional Plan, Del Mar Bluffs Stabilization, Central Mobility Hub, Otay Mesa East Port of Entry, the Airport Connectivity project, and the agency’s response to COVID-19.

*Action*: Discussion only.

**Chair’s Report**

4. **Recognition of Former Members (Information)**

Chair Dedina recognized former members of the Borders Committee for their support and service to advance the border region.

*Action*: Information only.

Chair Dedina and Vice Chair Escobar departed the meeting at 12:52 p.m.

**Reports**

5. **2021 Freight Gateway Study Update (Information)**

Associate Transportation Planner Keri Robinson, Transportation Engineer/Planner Jolene Hayes, Fehr and Peers, Chief Operating Officer Elizabeth Hannon and Chief Executive Officer, Principal Business Analyst & Systems Engineer Ty Manzo, Sutra Research, presented an overview of the Freight Gateway Study Update, which developed information to better plan and manage the regional and crossborder freight network.

*Action*: Information only.

6. **Regional Senate Bill 1 Trade Corridor Enhancement Program Funding Awards and City of San Diego La Media Road Update (Information)**

Keri Robinson, Assistant Deputy Director Abi Palaseyed and Senior Civil Engineer Mastaneth Ashrafzadeh, City of San Diego, and Associate Principal Kevin Gibson, Rick Engineering, presented an update on the regional Senate Bill 1 Trade Corridor Enhancement Program funding awards and the City of San Diego La Media Road project.

*Action*: Information only.

7. **North America Development Bank Report (Information)**

Managing Director Calixto Mateos, North America Development Bank, presented an overview of the North America Development Bank operations and activities.

*Action*: Information only.

8. **Continued Public Comments**

None.

9. **Upcoming Meetings (Information)**

The next Borders Committee meeting is scheduled for Friday, February 26, 2021, at 12:30 p.m.

10. **Adjournment**

Chair pro tem Moreno adjourned the meeting at 1:56 p.m.
# Attendance at SANDAG Borders Committee Meeting

October 23, 2020

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Name</th>
<th>Member/Alternate</th>
<th>Attended</th>
</tr>
</thead>
<tbody>
<tr>
<td>South County</td>
<td>Serge Dedina, Chair</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Bill Sandke</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>East County</td>
<td>Vacant</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Ronn Hall</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>City of San Diego</td>
<td>Vivian Moreno</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Sean Elo-Rivera</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>Nora Vargas</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Joel Anderson</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>Imperial County</td>
<td>Jesus Eduardo Escobar, Vice Chair</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Luis Plancarte</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>North County Coastal</td>
<td>Vacant</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Priya Bhat-Patel</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>North County Inland</td>
<td>Paul McNamara</td>
<td>Member</td>
<td>Yes</td>
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<tr>
<td></td>
<td>Vacant</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td><strong>Advisory Members</strong></td>
<td></td>
<td></td>
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<tr>
<td>Riverside County</td>
<td>Crystal Ruiz</td>
<td>Member</td>
<td>Yes</td>
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<tr>
<td></td>
<td>Yxstian Gutierrez</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>Republic of Mexico</td>
<td>Carlos González Gutiérrez</td>
<td>Member</td>
<td>Yes</td>
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<tr>
<td></td>
<td>Mario Figueroa/Natalia Figueroa</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>Southern California Tribal Chairmen’s Association</td>
<td>Raymond Welch</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Cody Martínez</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>Caltrans</td>
<td>Gustavo Dallarda</td>
<td>Member</td>
<td>Yes</td>
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<tr>
<td></td>
<td>Ann Fox</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>San Diego County Water Authority</td>
<td>Elsa Saxod</td>
<td>Member</td>
<td>Yes</td>
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<tr>
<td></td>
<td>Jose Preciado</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>Southern California Association of Governments</td>
<td>Naresh Amatya</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>David C. Salgado</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>Orange County</td>
<td>Jim Ferryman</td>
<td>Member</td>
<td>No</td>
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<tr>
<td></td>
<td>Jim Dahl</td>
<td>Alternate</td>
<td>Yes</td>
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Impacts of Border Delays at the California – Baja California Land Ports of Entry Study

Overview
SANDAG, the Imperial County Transportation Commission (ICTC), and Caltrans have completed the Impacts of Border Delays at California – Baja California Land Ports of Entry study. This study presents a comprehensive assessment of economic and climate/air quality emissions impacts resulting from delays experienced at the California land ports of entry (POEs). The economic analysis estimates impact to regional, state, and binational economies in terms of losses to economic output, labor income, and jobs. The emissions analysis quantifies impacts to regional air quality in terms of emissions (including greenhouse gases) from vehicle delays in crossborder movements of personal and commercial vehicles. The study provides partner agencies and stakeholders with information on the importance of reducing border crossing delay. The methods, research, analysis, and findings of the final report are summarized in three distinct volumes (Volumes 1, 2, and 3).1

Key Considerations
The study gathered much of the data needed for the analyses through an extensive survey effort conducted in 2016 and 2017, which resulted in 11,000 surveys on travel behavior characteristics and emissions-related information, more than 12,000 direct measurements of border crossing times, and gathered qualitative information via interviews with crossborder businesses on operational and logistics considerations related to border delays. The project team coordinated with U.S. Customs and Border Protection to refine key assumptions on operations and processing procedures at POE facilities. The methodology for estimating emissions impacts was reviewed by a peer-review roundtable in February 2017 by a binational group of experts representing government and academia. In April 2017, the methodology and inputs for estimating economic impacts were reviewed by an expert peer-review panel, made up of representatives from the U.S. and Mexico representing local, state, and federal governments, industry, and academia. This data, along with travel demand modeling data, was then processed to identify base year (2016) conditions and future estimates of border crossing volumes, delays, and associated impacts for a series of future conceptual scenarios meant to represent potential future conditions of the border in the years 2025 and 2035.

1 Links to the final report volumes and other resources are available at sandag.org/borderdelays.
Key findings include economic impact estimates for base year 2016, a baseline year 2025 future scenario, which includes completion of ongoing projects such as; San Ysidro POE Modernization, Otay Mesa POE Modernization, Phase I improvements at Calexico West, and another year 2025 future scenario that considers additional capacity enhancements including; opening of Otay Mesa East-Otay II POE (OME), expansion of the bridge at Calexico East, and additional transit and active transportation enhancements. Estimates under observed conditions in 2016 and projected conditions for the year 2025 scenarios to the combined U.S. and Mexico binational economy are included in the table below.

### Economic Impacts to the U.S.-Mexico Binational Economy due to Delay at California – Baja California POEs

<table>
<thead>
<tr>
<th>Output Losses:</th>
<th>Base year 2016</th>
<th>2025 Baseline</th>
<th>2025 Baseline plus Capacity Enhancements</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>-$3.4 billion</td>
<td>-$5.1 billion</td>
<td>-$3.3 billion</td>
</tr>
<tr>
<td>Employment Loss:</td>
<td>-88,000 jobs</td>
<td>-97,000 jobs</td>
<td>-81,000 jobs</td>
</tr>
</tbody>
</table>

In general, the economic analysis finds that anticipated losses by the year 2025 grow by nearly 50% in terms of output, and 10% in jobs. However, when additional capacity enhancements are implemented (i.e., new OME POE, Calexico East bridge expansion, etc.), this growth could be fully mitigated to below 2016 levels – effectively buying back nearly 10 years of anticipated growth in economic loss.

Climate/air quality emissions impacts are presented under the same 2016 and 2025 scenarios estimated for economic impacts, but also include two future year 2035 scenarios. These 2035 scenarios help assess emissions impacts when expanding the 5x5 configuration OME POE to a 10x10 configuration.\(^2\) The final report includes estimates for greenhouse gas emissions (CO\(_2\)), ozone precursors (ROG, NO\(_x\)), particulates (PM\(_{10}\), and PM\(_{2.5}\)), and CO under all scenarios.\(^3\) The table below shows how greenhouse gases are estimated to change in future scenarios.

### Daily Average CO\(_2\) due to Delay at California – Baja California POEs

<table>
<thead>
<tr>
<th>Base year 2016</th>
<th>2025 Baseline</th>
<th>2025 Baseline plus Capacity Enhancements (OME 5x5)</th>
<th>2035 Baseline plus Capacity Enhancements (OME 5x5)</th>
<th>2035 Baseline plus Capacity Enhancements (OME 10x10)</th>
</tr>
</thead>
<tbody>
<tr>
<td>457,100 kg</td>
<td>535,400 kg</td>
<td>488,700 kg</td>
<td>443,600 kg</td>
<td>429,300 kg</td>
</tr>
</tbody>
</table>

Summary findings of the emissions analysis reflect anticipated growth in average daily emissions as a result of increased crossing volumes and queueing impacting already constrained POE infrastructure. Planned infrastructure and operational improvements are needed by 2025 and 2035 so that growing delay and queueing do not overwhelm emission reductions derived from lower polluting fuels and more efficient vehicles anticipated to phase into the general border crossing vehicle fleet over time. To maintain the downward trajectory of emissions past 2035, innovations in vehicle technology and clean fuels should be encouraged in addition to capacity enhancements for infrastructure.

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\(^2\) 5x5 and 10x10 refer to POE vehicle lane configuration. 5x5 entails five personal vehicle (POV) lanes and five commercial vehicle lanes in the northbound direction, and 10x10 entails ten POV and ten commercial vehicle lanes northbound.

\(^3\) Emissions included in the analysis are carbon dioxide (CO\(_2\)), reactive organic gases (ROG), oxides of nitrogen (NO\(_x\)), particulate matter smaller than 10 microns (PM\(_{10}\)), particulate matter smaller than 2.5 microns (PM\(_{2.5}\)), and carbon monoxide (CO).
The study concludes with recommendations for reducing border delays and associated impacts including further investment in POE infrastructure and physical capacity, strategies for improving operations, enhancing transportation access and services connecting to a POE, and long-term strategies for supporting binational coordination and planning. These recommendations also align with State of California goals and objectives noted in planning efforts such as the 2016 California Sustainable Freight Action Plan, 2020 California Freight Mobility Plan, and the 2021 California – Baja California Border Master Plan.

Next Steps

The final report and key findings will be used by SANDAG and partner agencies in funding applications that support investments in transportation improvements in the California – Baja California border region and will inform ongoing and future planning efforts, including San Diego Forward: The 2021 Regional Plan and South Bay to Sorrento Comprehensive Multimodal Corridor Plan.

**Elisa Arias, Director of Integrated Transportation Planning**

Key Staff Contact: Rachel Kennedy, (619) 699-1929, rachel.kennedy@sandag.org
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.

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

- REDUCE WAIT TIMES
- REDUCE GREENHOUSE GAS EMISSIONS
- FUEL ECONOMIC GROWTH
- ENHANCE REGIONAL MOBILITY
- STRENGTHEN BORDER SECURITY AND RESILIENCY
- BOLSTER BINATIONAL TRADE

KeepSanDiegoMoving.com/SR11 • (888) 407-8413
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.

**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.

**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 Funding Breakdown**

- **Federal**: 51%
- **State**: 40%
- **Local**: 9%

Total of $563 million invested to date

Total cost for facility on both sides of border estimated at approximately $1 billion
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**

Interchangeable lanes during passenger vehicle peak

Interchangeable lanes during commercial vehicle peak

**Border Management System**

New technologies report current wait times to ensure travelers make informed and optimal decisions.

**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**

- **1998**
  - SANDAG completed study on economic impacts of border wait times

- **2006**
  - Region signed a Memorandum of Understanding to create the Otay Mesa - Mesa de Otay Binational Corridor

- **2008**
  - SANDAG Toll Authority Legislation approved (SB 1486)
  - U.S. Presidential Permit issued

- **2011**
  - California Transportation Commission (CTC) approved implementation of the project in multiple segments
  - Environmental Impact Report EIR/EIS completed

- **2012**
  - MOU signed between key project partners U.S. General Services Administration, U.S. Customs and Border Protection, Federal Highway Administration, SANDAG, and Caltrans

- **2013**
  - Construction began on SR 11 Segment I

- **2014**
  - MOU signed between State of California and Mexico’s Secretariat of Communications and Transportation to form a binational oversight committee to expedite project
  - Level 1 Preliminary Traffic and Revenue (T&R) Study
  - Construction began on SR 11/SR 905/SR 125 northbound connectors
  - Border Wait Time Pilot project at San Ysidro Port of Entry initiated

- **2015**
  - SR 11 Segment I opened to traffic
  - U.S. and Mexico agencies began Innovation Analysis study
  - SR 11/SR 905/SR 125 northbound connectors opened to traffic

- **2016**
  - Border Wait Time Pilot project at San Ysidro Port of Entry completed installation and began operations

- **2017**
  - New U.S. Presidential Permit issued

- **2018**
  - Construction began on last segment of SR 11 and SR 11/SR 905/SR 125 southbound connectors
  - All right-of-way for SR 11 and port of entry secured

- **2019**
  - USMCA ratified
  - Investment-grade T&R study began

- **2020**
  - Design and construction of Otay Mesa East Port of Entry to begin

- **2022**
  - Anticipated opening of Otay Mesa East Port of Entry

- **2024/2025**

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*Date subject to change. For additional binational trade and economics information, please visit sandag.org/SR11.*