

# SR 11/Otay Mesa East Port of Entry Project



## PROJECT DESCRIPTION

## PROJECT STATUS

## ENVIRONMENTAL ANALYSIS

## PROJECT DEVELOPMENT STUDY (PDS)

## TRAFFIC & REVENUE STUDY

## INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

## STAYING CONNECTED

## FOR MORE INFORMATION

### MILESTONES:

PDS:  
Completed July 2011

Environmental Impact Analysis:  
Underway

ITS:  
Pre-Development Study Launched:  
Summer 2011

T&R:  
Study Launched:  
Summer 2011

Complete Environmental Document (Record of Decision):

» en Español

SANDAG and Caltrans, along with a number of key local, state, and federal agencies in the United States and Mexico, are executing an aggressive plan to self-finance and support through toll revenues a new border crossing in the San Diego/Baja California region. Annually, \$54 billion worth of goods move across the region's borders; and at each crossing wait times regularly exceed two hours. To sustain vibrant commercial cross border activities, partners are creating a new Port of Entry. This e-newsletter will be regularly distributed to keep stakeholders updated.

## Project Description

State Route 11 (SR 11) and the new Otay Mesa East Port of Entry (POE) are proposed to be constructed to improve the movement of people and goods, between the United States and Mexico. Scheduled to open in 2015, this POE and 2.5 mile, four-lane, tolled state highway will link the U.S.-Mexico border to key regional, state, and international highways. In the United States, SR 11 will connect to State Routes 905 and 125. In Mexico, the corridor will connect the new POE to the Tijuana-Tecate and Tijuana - Ensenada free and toll roads.



(View larger version)

The two existing San Diego - Tijuana Ports of Entry - San Ysidro and Otay Mesa - experience high levels of congestion and delays. The new Otay Mesa East POE will reduce congestion at these crossings and will provide an alternate facility for cross-border commercial and passenger traffic. This route is critical to the flow of goods and services between California and Baja California, as well as to the nation. The new facilities also will serve as a catalyst for economic development in the San Diego-Tijuana region.

The SR 11/Otay Mesa East POE is being positioned to be a national pilot project - a model for new solutions for international land ports of entry financing. The approach to the project and its financing are unique and innovative in that the POE will be constructed in phases with room to accommodate future growth and demand at the border, as well as promote new technology and innovative security measures to improve efficiency and safety at the border crossing.

## Project Status

Early 2012

Complete Design and  
Right of Way  
Acquisition:  
Summer 2013

Begin Construction:  
December 2013

End Construction/Open  
to Traffic:  
December 2015

For more information  
contact:

Mario Orso, Caltrans  
Corridor Director  
Phone: (619) 688-  
2561, E-mail:  
[Mario\\_Orso@dot.ca.gov](mailto:Mario_Orso@dot.ca.gov)

Marney Cox, Chief  
Economist  
Phone: (619) 699-  
1930, E-mail:  
[mco@sandag.org](mailto:mco@sandag.org)

Christina Casgar, Goods  
Movement Policy Manager  
Phone: (619) 699-  
1982, E-mail: [cca@sandag.org](mailto:cca@sandag.org)

A number of agencies are working together to develop SR 11 and the Otay Mesa East POE, which include SANDAG, Caltrans, General Services Administration (GSA), U.S. Customs and Border Protection (CBP), U.S. Department of Transportation (DOT), and the Federal Highway Administration (FHWA). Counterpart agencies in Mexico include the State of Baja California, City of Tijuana, Aduanas, Secretaría de Relaciones Exteriores (SRE), and Secretaría de Comunicaciones y Transportes (SCT). This effort involves the coordination of a number of studies on the various aspects of the project. An update on the status of each of these studies is included below:

### Environmental Analysis

The environmental analysis for the project has been conducted in two phases/tiers: a first tier, "Phase I," programmatic level study, and a second tier, "Tier II," project level study. The two-tier process was selected because it would allow for critical milestones to be achieved earlier in the project. The milestone of an Approved Presidential Permit allowing for a crossing at the international border required environmental documentation of the proposed program. A POE would not be approved for operation without this. The Final Phase I Program Environmental Impact Report/Program Environmental Impact Statement (PEIR/PEIS) for the project was completed in August 2008 and received approved by the Federal Highway Administration in October 2008.

The Tier 2 EIS/EIR is currently underway and a Record of Decision (ROD) for the Tier 2 EIS/EIR is anticipated in early 2012. The ROD for the environmental analysis will be an important milestone for the project as it will allow for the project construction to proceed in 2013, with the project completion anticipated in 2015.

### Project Development Study (PDS)

Caltrans in partnership with General Services Administration (GSA), began a Program Development Study (PDS) for the Otay Mesa East POE project in fall 2008 and approved the project PDS in July 2011. The PDS is used by GSA to determine important information critical to the project's development, including confirming space and functional requirements and developing a construction budget for the project. Approval of the PDS provides the project team with solid foundation to pursue funding for the design and construction of the project.

### Traffic & Revenue Study

A Traffic & Revenue (T&R) Study for the toll facility will be developed as part of the project. This study will provide an estimate of the revenue generating capacity of the project. The T&R Study will satisfy the demands of the investment community that this is a financially feasible project, as well as provide valuable information regarding border crossing issues and challenges which will be used for project evaluation and scenario development. It is anticipated that the results of the T&R Study will be available in March 2012.

### Intelligent Transportation Systems (ITS) Study

The Intelligent Transportation Systems (ITS) Pre-Deployment Study will assess innovative operating concepts and technologies that can help to create a secure, state-of-the-art border crossing. Some examples of areas of evaluation include traveler notification of border wait times and pricing and truck segmentation to streamline traffic. ([www.sandag.org/sr11](http://www.sandag.org/sr11))

### How Will the ITS Work?

The ITS technology deployed along the San Diego region's border with Mexico including the new border crossing will perform regional cross-border transportation management functions. It is currently envisioned that four high level systems functions that will be implemented along the region's border including: data collection and analysis, enhanced traffic flow management approaching the crossing,

enhanced traveler information for border crossers, and revenue collection.

The cross-border ITS revenue collection technologies will provide value to the customer while funding the POE through dynamic toll pricing models that are based on border wait/crossing times. The IT system will focus on congestion management to provide predictable wait times for the passenger and commercial customers. The new crossing will be near existing non-tolled crossings; therefore, it will need to provide user value that the current free crossing alternatives do not offer, potentially something above and beyond shorter crossing times.

### Staying Connected

The project team has committed to early and on-going outreach to a broad base of border-crossing constituents including public agency stakeholders. The goal is to link policy decisions with user needs and system requirements. The following stakeholder outreach activities will be done as part of the project:

- Market analysis of the potential user groups
- Public workshops
- Interviews/surveys with key border users

In the coming months, the project team will be interviewing key border users for input on border crossing challenges, design, and operations:

- Managers at manufacturing and warehousing facilities along the border
- Transportation companies that are the origins/destinations of cross-border operations.

### For More Information

We will keep stakeholders informed about project progress. For more information, please visit the project Web site at [www.sandag.org/sr11](http://www.sandag.org/sr11). Contact Andrea Hoff at [ahof@sandag.org](mailto:ahof@sandag.org) to be added to our e-mail notification list.