

# SR 11/Otay Mesa East Port of Entry Project



## RECORD OF DECISION ISSUED FOR PROJECT

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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 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 and effective commercial cross border activities, this diverse group of partners is creating a new port of entry and connecting state highway. This e-newsletter will be regularly distributed to keep stakeholders updated.

## RECORD OF DECISION ISSUED FOR PROJECT

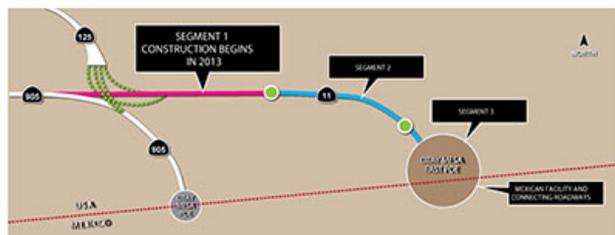
The SR 11/Otay Mesa East POE project reached an important milestone in September 2012 when the Record of Decision (ROD) was issued by the Federal Highway Administration (FHWA) for the project's Tier 2 Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The environmental studies for the SR 11/Otay Mesa East project have been conducted in two phases, and the Phase I EIS/EIR received its ROD in fall 2008. The issuance of the ROD for the Tier 2 EIS/EIR clears the way for the project to proceed to construction once other necessary studies are completed and project funding is secured.

## SEGMENT I MOVES FORWARD TO DESIGN

An important change to the SR 11/Otay Mesa East POE phasing was made in early 2012 in order to expedite project delivery. The California Transportation Commission (CTC) approved a plan to divide the project corridor into three distinct segments. The CTC also approved the application of \$75 million in Proposition 1B Trade Corridors Improvement Funds (TCIF) to Segment 1 of the project. The segments are:

- Segment 1 will construct the SR 905/SR 11 freeway-to-freeway connectors up to Enrico Ferri Drive
- Segment 2 will build the remaining portion of SR 11 (from Enrico Ferri to the POE) and the Commercial Vehicle Enforcement Facility
- Segment 3 will construct the POE

Segment 1 of the project is now moving forward to the design phase. Segment 1 design is scheduled for completion in mid-2013. Caltrans is also moving forward with the appraisals of right-of-way needed for the acquisition process for Segment 1 of the project. Right-of-way certification is anticipated for completion in mid-2013 and the award of a construction contract is anticipated in July 2013.



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## PROJECT STUDY UPDATES

The SR 11/Otay Mesa East POE project involves the coordination of a number of studies on the various aspects of the proposal. An update on the status of each of these studies is included below:

### Investment Grade Traffic & Revenue (T&R) Study

A Traffic & Revenue (T&R) Study for the toll facility must be developed as part of the project. This study, expected to be complete in early 2013, will provide an estimate of the revenue-generating capacity of the project, providing extensive data to the investment community detailing the financial feasibility of the project. An investment grade T&R model will provide insight into border crossers' behavioral responses to future travel options, as well as how much revenue can be expected from each new POE option.

More than 1,500 surveys of passenger vehicles, pedestrians, and trucks have been completed as part of the T&R Study. Surveys of border crossers have helped determine who will use the new crossing, how much they will be willing to pay in tolls and their "value of time" in terms of border crossing wait times. In addition, key representatives from 100 companies, including maquiladoras, transport companies, and agricultural product shippers are being interviewed to gather their perspectives on issues involved in crossing the border and attitudes toward the proposed new POE. The survey and interview data will supplement the complex and sophisticated cross border model being created to predict traffic and revenue for the project.

#### ***Intelligent Transportation Systems (ITS) Study***

The Intelligent Transportation Systems (ITS) Pre-Deployment Study will assess innovative operating concepts and technologies that can help to develop a secure, state-of-the-art border crossing. Examples of areas of evaluation include traveler notification of border wait times, pricing, and truck segmentation to streamline traffic. The cross-border ITS revenue collection technologies will provide value to the customer and fund the POE through dynamic toll pricing models that are based on border wait/crossing times. The ITS system will focus on congestion management to provide predictable wait times for passenger and commercial customers. Because the new crossing will be in proximity to existing non-tolled crossings, the new crossing will need to provide user value that the current free crossing alternatives do not offer, potentially something above and beyond shorter crossing times.

A workshop on "Envisioning the Border" will be held with industry groups and other stakeholders in order to advance some ideas and gain feedback relating to the ITS Study and other project elements.

ITS project milestones completed include:

- Systems Engineering Management Plan (SEMP) - Documents the ITS operational concepts and technical elements for the project.
- State-of-the-Practice ITS Scan - Technical overview of technologies used at U.S border crossings and how they might apply to Otay Mesa East.
- Initial Business Objectives - Statements organized into general goals for project operations
- Border Process Flow Maps - Flowcharts showing commercial and passenger crossing processes.
- Customer Interviews - Face-to-face interviews with 50+ manufacturers, shippers, customs brokers, and passengers about border crossing behavior and interests in the new POE
- Market Assessment - Preliminary review and customer profile framework, which will be expanded based on traffic and revenue interview results.

Over the next few months, SANDAG and Caltrans will be preparing the concept of operations for the project. This document is being developed with input from stakeholders to refine and confirm operational concepts for the project. It will capture a broader perspective of operational issues and will serve as supporting document as the other elements of the project continue to move forward. Once the traffic and revenue forecasts are finalized, the concept of operations may be further refined to reflect new findings regarding potential customers and value-added services.

#### ***Key Federal Requirements Underway***

For high profile projects costing more than \$500 million dollars, the Federal Highway Administration requires various documents from the project sponsors. The following documents are underway and are scheduled to be completed by spring of 2013:

- Project Management Plan
- Oversight Agreement
- Cost Estimate Review
- Financial Plan

#### **FOR MORE INFORMATION**

For more information or to be added to the newsletter distribution list, contact Andrea Hoff at [andrea.hoff@sandag.org](mailto:andrea.hoff@sandag.org). Visit the project Web site at [www.sandag.org/sr11](http://www.sandag.org/sr11).