SR 11/Otay Mesa East Port of Entry

Expanding Binational Prosperity

Connecting Crossborder Industries

SANDAG

Caltrans
Regional Ports of Entry

San Diego/Tijuana Region POEs

San Ysidro
Airport Facility (construction)
Otay Mesa
Otay Mesa East (proposed)
Tecate
Accomplishments

SANDAG Toll Authority Legislation Approved (SB 1486)

California Transportation Commission (CTC) approved implementation of the project in multiple segments

MOU signed between California and Mexico to form a binational oversight committee to expedite project

SANDAG completed a study on the economic impacts of border wait times

Obtained U.S. Presidential Permit

Environmental Report (EIS/EIR) completed

Investment grade Traffic and Revenue Study completed

Segment I groundbreaking

2006 2007 2008 2009 2010 2011 2012 2013 2014
Project Overview
Integrated and Operational Binational Benefits
Long Delays = Suppressed Economic Activity

Economic impacts of long border wait times

- $7.2 billion in output lost in both countries = 18 Super Bowls

- 62,000 Jobs Lost = 5 Qualcomm (SD) Companies

(2007 Personal Travel and Freight Movements)

* Based on traffic models developed by HDR
Trade Benefits the Economy

San Diego trade growth outpacing GRP

Cumulative Change

Gross Regional Product  Trade Value at Otay Mesa POE


Gross Regional Product  Trade Value at Otay Mesa POE

1.00  1.10  1.20  1.30  1.40  1.50  1.60  1.70  1.80  1.90

SR 11/Otay Mesa East Port of Entry  SANDAG  OMTW
Mexico Ranks as Top Export Market for 25 States

18 states exported more than $1 billion (2013)

- Mexico ranks as top export market

- Map showing states that exported more than $1 billion to Mexico.
### Production Sharing: Value of U.S. Content in Imports

<table>
<thead>
<tr>
<th>Country</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mexico</td>
<td>40%</td>
</tr>
<tr>
<td>Canada</td>
<td>25%</td>
</tr>
<tr>
<td>Malaysia</td>
<td>8%</td>
</tr>
<tr>
<td>Korea</td>
<td>5%</td>
</tr>
<tr>
<td>China</td>
<td>4%</td>
</tr>
<tr>
<td>Brazil</td>
<td>3%</td>
</tr>
<tr>
<td>European Union</td>
<td>2%</td>
</tr>
<tr>
<td>Japan</td>
<td>2%</td>
</tr>
<tr>
<td>India</td>
<td>2%</td>
</tr>
</tbody>
</table>
Rising volumes cause high delays that travelers experience at the border

- Significant delays prior to reaching inspection facilities at the POE (northbound direction)

Surveys conducted by the study team confirm these observations

<table>
<thead>
<tr>
<th>Period</th>
<th>Passenger Vehicles</th>
<th>Commercial Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Average Delay</td>
<td>Range of Delay</td>
</tr>
<tr>
<td></td>
<td>(minutes)</td>
<td>(minutes)</td>
</tr>
<tr>
<td>Peak Period</td>
<td>65</td>
<td>40 – 120</td>
</tr>
</tbody>
</table>
Demand continues to grow due to socio-economic trends

1.6% CAGR in demand for PV border-crossings
- Demand continues to grow due to socio-economic trends
- 1.8% CAGR in demand for CV border-crossings
T&R Study – Baseline Scenario Assumptions

- 10 x 10 configuration
- Variable tolling method
- 20 minute wait time target at OME
- Annual growth rate in demand for border-crossing travel of 1.6% for PV and 1.8% for CV
- Traffic processing rates at OME POE similar to existing POEs
- Current pattern of CBP lane operations will continue in future, including hours of operation
- San Ysidro’s expansion operational in 2017
Northbound Projected Border-Crossing Volumes

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2030</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total NB Traffic</td>
<td>OME Capture (%)</td>
<td>Total NB Traffic</td>
</tr>
<tr>
<td>Passenger Vehicles</td>
<td>67,500</td>
<td>13,000 (19%)</td>
<td>81,000</td>
</tr>
<tr>
<td>Commercial Vehicles</td>
<td>3,300</td>
<td>2,500 (75%)</td>
<td>4,500</td>
</tr>
</tbody>
</table>
Existing Bottlenecks – NB Commercial Traffic
NB Passenger Traffic and Toll Rates by Time of Day 2017 (median toll $2.35)
### Baseline revenue results for 40 years of operation, by vehicle type

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>40-Year Revenue Estimate (in millions of 2012 dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Vehicles</td>
<td>$3,225</td>
</tr>
<tr>
<td>Commercial Vehicles</td>
<td>$1,006</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$4,231</td>
</tr>
</tbody>
</table>

### Baseline revenue results for 40 years of operation, by direction of flow

- **Northbound**: $3,808 (90%)
- **Southbound**: $423 (10%)
Project Partners
California-Mexico Working Group
High Level Economic Dialogue
The Path Forward – Next Steps

- **Binational Financing**
  - U.S. / Mexico financial feasibility and strategy

- **Ongoing Negotiations and Agreements**

- **Border Wait Time Pilot**
  - Bluetooth border wait time monitoring pilot

- **Segment I Complete**
  - Completion of the first segment of SR 11

- **U.S. Construction**
  - Roadways and Mesa de Otay II POE

- **Mexico Construction**
  - Binational POE opens to traffic

- **Completion of Segments 2 & 3**
  - Binational POE opens to traffic

Timeline:
- 2014
- 2015
- 2016
- 2017

**SR 11/Otay Mesa East Port of Entry**

**SANDAG**

**Otay Mesa**