Border congestion in the San Diego-Baja California region costs the United States and Mexico a combined $7.2 billion in annual economic output and more than 62,000 jobs each year. Bottlenecks at the Otay Mesa POE, the region’s main commercial border crossing, and the San Ysidro POE, the busiest land border crossing in the Western Hemisphere, constrain the flow of people and freight, choking off economic opportunities. The new commercial POE will fuel growth in bilateral trade by enhancing supply chain linkages between manufacturers and markets.

Operational Efficiencies
By providing advanced traveler information and deploying state-of-the-art traffic management systems, the new Otay Mesa East POE will expedite the movement of both goods and people between the United States and Mexico while also maintaining border security. The project has the potential to become a prototype for how future border crossings are funded, designed, built, and operated.

Current Wait Times
Border wait times in the San Diego-Baja California region for commercial trucks—the conduit of binational trade—currently can take as long as two to four hours. The new POE will provide reliable and predictable crossings with a goal of 20-minute waits. Recent improvements to the San Ysidro POE have reduced wait times for individuals and passenger vehicles, resulting in an increase in the demand to cross the border. It is expected that wait times will gradually creep back up, driving demand to the new POE. Since the San Ysidro POE does not process commercial traffic, a pressing need remains for a new commercial POE to accommodate the billions of dollars in trade carried by trucks.

Health and Environmental Effects
The new POE will mitigate air pollution by significantly improving the efficiency of border crossings. Idling trucks and cars at congested border crossings are a major source of air pollution and greenhouse gas emissions.

Economic Impacts
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Companies that benefit from binational trade in the San Diego-Baja California region include, but are not limited to:

- More than 7 percent of the total U.S.-Mexico trade value crosses at the Otay Mesa and Tecate ports of entry in the San Diego-Baja California region.
- More than 90 percent of total trade between California and Mexico is transported by trucks.

Efficiencies will be achieved through a host of innovations and technologies, including:
1. An integrated approach to managing traffic congestion at the major ports of entry: A new border wait time detection system that feeds advanced traveler alerting capabilities; 3) using electronic variable toll rates as a demand management strategy; 4) and partnership approaches to financing value-added amenities.

The State Route 11/Otay Mesa East Port of Entry (POE) Project will expedite the construction of an innovative port of entry with the objective of dramatically reducing border wait times.

The Path Forward

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<th>Segment 2 &amp; 3 Completion of Segments</th>
<th>Segment 1 Toll Authority legislation approved (2014)</th>
<th>Permitting the Project</th>
<th>Binational Partnerships MOU signed between California, and Mexico to form a binational oversight committee to expedite project delivery</th>
<th>T&amp;R Study A binational, investment-grade traffic and revenue study completed</th>
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Bilateral Trade Facts & Figures

- Mexico is California’s number one export market. In 2013, the Golden State exported $23.0 billion to Mexico, accounting for 7 percent of all California exports.
- At the national level, Mexico is the United States’ third largest trading partner, after Canada and China, accounting for more than $506 billion in bilateral trade in 2013.

The Study

Project Overview

Insufficient capacity at existing border crossings in the San Diego-Baja California region costs the United States and Mexico billions of dollars in forgone economic output each year. Hour-long delays are undermining productivity and industry competitiveness at the regional, state, and national levels. To address this problem, a binational, multi-agency group is working aggressively to expedite the construction of an innovative port of entry with the objective of dramatically reducing border wait times.

The State Route 11/Otay Mesa East Port of Entry (POE) Project will provide fast, predictable, and secure crossings via tolled approach roads that connect directly to a new state-of-the-art POE that serves both personal and commercial vehicles. The goal is to expedite the new POE with an average 25-minute border wait time.

Making it Happen: Binational Project Financing

- Funding: Tolls collected on the approach roads leading up to the POE will serve as the backbone for financing the project. Other advantageous funding mechanisms also are being explored, including federal credit assistance through the Transportation Infrastructure Finance and Innovation Act (TIFIA). In addition, opportunities exist to partner with the private sector to provide value-added amenities to enhance operational efficiency.

Traffic Management

1. Wait Time Data Collection

Program of vehicles approaching the new POE will be measured by state-of-the-art technologies. This data will be used as a basis to adjust toll rates. Variable tolling – adjusting toll rates as demand varies throughout the day – is a well-established tool for transportation demand management.

2. Systemwide Advanced Traveler Information

Through an advanced traveler information system, travelers will be informed about border wait times, special lane conditions, and incidents at all the regional POEs so they can better plan their trips and choose which POE best suits their needs.

3. Binational Lane Management

Overhead signage on approach lanes to the POE will help cars and trucks pace up to the appropriate lane for inspection and clearance by border security agencies, increasing the overall efficiency and throughput of the facility.

4. Binational Toll Collection

Project partners are planning on a single toll collection point. Tolls will be collected electronically, but other payment options also will be available.

5. Connectivity to Highway Network

Upon leaving the POE, travelers will be connected efficiently to highway networks in the U.S. and Mexico. They will be provided with traffic information to assist them with the rest of their journey.

Smart Border

Funding

U.S. Toll U.S. Mexico Toll

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<th>Costs</th>
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Bilateral Partnerships

- MOU signed by partners: General Services Administration, California and Border Protection, Federal Highway Administration, the Department of Transportation, and California Department of Transportation

Binational Partnerships

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

The Story

- Companies that benefit from binational trade in the San Diego-Baja California region include, but are not limited to:
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