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SAN DIEGO AND IMPERIAL COUNTIES
INTERNATIONAL PORT OF ENTRY
PROJECTS AND ACTIVITIES

INTRODUCTION

Current congestion at the California/Baja California Ports of Entry (POEs) and the need to accommodate future growth in trade and travel make POE and related infrastructure improvements are critical issues for California. Existing POEs experience excessive cross-border delays due to operational and infrastructure needs. Border delays impact the competitiveness of the binational region. Long cross-border wait times impact goods movement as well as personal trips to and from Mexico. The overall impact of border wait times for personal trips in San Diego and Imperial Counties is over $3 billion in output losses and almost $46 million in labor income losses (or more than 42,000 jobs). For California and the United States (national impact is similar to state impact, as personal trips are overwhelmingly local), total output losses are estimated at $3.5 billion and 44,000 lost jobs.

Trade is a key contributor to local, state, and national economic growth and land POEs are critical in maintaining the State’s economic vitality. In 1999, Mexico surpassed Japan to become California’s top trade partner, with exports reaching $18.3 billion in 2007. Total imports and exports between California and Mexico were valued at $37 billion in 2007. The Otay Mesa POE is the second busiest commercial port of entry on the U.S./Mexico border and the busiest in California. It handles more than 1.4 million trucks and $22.2 billion worth of goods in both directions.

California and Baja California continue to take steps to fund capital improvement projects at federal POEs. Both states have invested resources to expand the number of SENTRI (Secure Electronic Network for Travelers Rapid Inspection) and the FAST (Free and Secured Trade) lanes for precleared users at each of the California/Baja California POEs. In addition, there are several proposed State highway projects, including the proposed State Route 11 that will provide access to the future Otay Mesa East POE.

RECOMMENDATIONS FOR CALIFORNIA POEs

Ports of Entry operational improvements should include low cost/high impact projects that reduce cross border wait times without sacrificing security. The following general recommendations pertain to all existing POEs:

- Commitments from both federal governments to an “all day-all year” system of POEs will help encourage private industry to extend working hours for their operations.
- Fully staff and open all inspection booths at peak crossing time periods.
- Retrofit federal inspection booths with innovative and secure mechanisms like the “tandem inspection booth” concept.
- Expand the number of SENTRI and FAST lanes at all POEs as infrastructure permits.
- Provide better road access, directional signage, and traveler information to and from the POEs.
- Where appropriate, improve rail facilities including upgrades to the railroad at-grade crossings on roads accessing the POEs.
- Develop new border crossings such as Otay Mesa East.
- Pursue applicable federal and state legislation to allow for the creation of public and public-private partnerships to provide the necessary funds to cover operational and infrastructure needs in the U.S.-Mexico border region.

**PLANNING AND FUNDING:**

The following planning and funding efforts support border infrastructure projects and activities:

**Name:** California-Baja California Border Master Plan (BMP).  
**Description:** This binational effort includes agencies at federal, state, regional, and local levels of government involved with POEs and border transportation infrastructure. The BMP includes a list of prioritized projects for POEs and border transportation, a methodology for such prioritization, and institutionalized dialogue among all agencies involved in order to create an ongoing binational process to align border planning and project development.  
**Status:** Prioritized project lists under development  
**Completion Date:** Spring 2009  
**Cost:** $286,000

**Name:** Trade Corridor Infrastructure Fund (TCIF) Projects – San Diego/Border Region.  
**Description:** Proposition 1B provides $2 billion to be transferred to the Trade Corridors Improvement Fund (TCIF) for infrastructure improvements along corridors that have a high volume of freight movement.  
**Status:** The San Diego/Border Region’s TCIF projects can contribute to closing the gap between insufficient existing infrastructure and future infrastructure for projected freight needs at the border. SR-11/Otay Mesa East POE, SR-905, and the Brawley bypass are among the list of TCIF project nominations.  
**Completion Date:** N/A  
**Cost:** N/A

**LOCAL ISSUES:**

International Land Ports of Entry (POEs) are ingress/egress gateways to local communities, border cities, states, and countries. Interest in and analysis of POE impacts on these jurisdictions vary. This section outlines some of the most significant needs and concerns of local communities and governments regarding POEs.

A) Pedestrian Flows: Pedestrian flows are one of the primary concerns of business communities and organizations located near POEs. The absence of short pedestrian-friendly routes affects business developments in the vicinity. Ample parking, pedestrian pick-up/drop-off facilities, and amenities like restrooms and sheltered transit stops rank high among local business interests.

B) Commercial Development: POEs can act as catalysts for commercial development in border communities. New projects and improvements to existing POEs can impact local businesses and require mitigation measures during project design, land acquisition, and construction phases.

C) Vehicular Traffic Flows: Safe congestion-reducing strategies combined with economically and environmentally sound combined and land use transportation planning the primary interests of local, regional and state government agencies.
D) **The Western Hemisphere Travel Initiative (WHTI):** requires all U.S. travelers to show a valid passport when traveling to the United States from areas within the western hemisphere. The purpose, according to the U.S. Department of State and U.S. Department of Homeland Security, strengthen border security and facilitate entry into the United States for both legitimate U.S. citizens and foreign visitors. The State has an interest in a solution that considers mechanisms to reduce the potential negative impacts this measure may have on the economy, tourism and environment of the states in the border region.

E) **US-VISIT (United States Visitor and Immigrant Status Indicator Technology)** is a proposed U.S. immigration and border management system. The system involves the collection and analysis of biometric data (such as fingerprints), which are checked against a database that could include terrorists, criminals, and illegal immigrants. In addition, the program is envisioned to require visitors to report to immigration authorities when leaving the country through land ports of entry. This measure may cause southbound border delays.

In summary, local communities welcome open multi-level national and binational POE transportation and land use planning coordination processes where their needs and concerns are addressed by all of the governmental entities involved.
District 11
San Diego/Imperial Counties
Ports of Entry
(Existing and Proposed)
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## SAN DIEGO - IMPERIAL COUNTIES/BAJA CALIFORNIA PORT OF ENTRY INFRASTRUCTURE NEEDS COST ESTIMATE SUMMARY (in millions)

<table>
<thead>
<tr>
<th>Project Description</th>
<th>POE</th>
<th>HIGHWAY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>San Ysidro POE Reconfiguration</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Add passenger lanes, potential stacked booths, roadway improvements</td>
<td>$577</td>
<td></td>
</tr>
<tr>
<td><strong>Otay Mesa POE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Complete construction of SR-905 6-lane freeway</td>
<td></td>
<td>$670</td>
</tr>
<tr>
<td>Otay Mesa truck export road</td>
<td></td>
<td>$23</td>
</tr>
<tr>
<td><strong>San Diego-Tijuana Cross-Border Airport Terminal</strong></td>
<td></td>
<td>TBD</td>
</tr>
<tr>
<td><strong>East Otay Mesa POE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construct new POE facility</td>
<td></td>
<td>$350</td>
</tr>
<tr>
<td>Construct SR-11 4-lane freeway/tollway</td>
<td></td>
<td>$409</td>
</tr>
<tr>
<td><strong>Tecate POE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR-94 operational improvements-Melody Rd to SR-188</td>
<td></td>
<td>$107</td>
</tr>
<tr>
<td>Construct truck bypass roadway</td>
<td></td>
<td>$12</td>
</tr>
<tr>
<td><strong>Mexicali III/Silicon Border POE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reserve land in U.S. and Mexico and identify U.S. and Mexico funding for Port of Entry and infrastructure.</td>
<td>$140</td>
<td></td>
</tr>
<tr>
<td>Forrester Road Corridor-construct 6 lane road from SR-98 to SR-78/86 (potential extension south of SR-98 to Silicon Border POE)</td>
<td></td>
<td>$440</td>
</tr>
<tr>
<td><strong>West Calexico POE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redesign POE circulation, add passenger lanes and pedestrian lanes, potential stacked booths</td>
<td></td>
<td>$225</td>
</tr>
<tr>
<td>Calexico West POE/Cesar Chavez Blvd. operational improvements</td>
<td></td>
<td>$373</td>
</tr>
<tr>
<td>SR-111 operational improvements from POE to SR-98</td>
<td></td>
<td>$30</td>
</tr>
<tr>
<td>Overpass rail road crossings at SR98 and Cesar Chavez</td>
<td></td>
<td>$50</td>
</tr>
<tr>
<td>SR-98 operational improvements and widening to 4 lanes-Dogwood Rd to SR-111</td>
<td></td>
<td>$47</td>
</tr>
<tr>
<td>SR-111 upgrade to 6 lane freeway and three interchanges from SR-98 to I-8</td>
<td></td>
<td>$456</td>
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<tr>
<td><strong>Calexico East –POE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR-98 widening to 4/6 lanes-SR-111 to SR-7</td>
<td></td>
<td>$67</td>
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<tr>
<td><strong>Andrade POE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR-186/I-8 interchange improvements</td>
<td></td>
<td>$30</td>
</tr>
<tr>
<td>Pedestrian Bridge</td>
<td></td>
<td>$15</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>$1,315</strong></td>
<td><strong>$2,706</strong></td>
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</table>
SAN YSIDRO/PUERTA MEXICO
PORT OF ENTRY

Introduction
The San Ysidro/Puerta Mexico POE is the busiest land border crossing in the world. The POE currently processes an average of 50,000 northbound vehicles and 25,000 northbound pedestrians per day. Expansion of the POE is needed to relieve current congestion, lengthy wait times, and to accommodate future traffic and upgraded security operations for all lanes of traffic leading into and out of the United States.

Current Facility
24 northbound passenger lanes, 6 southbound lanes, 4 Secure SENTRI lanes, 1 bus lane, 8 pedestrian lanes, and 1 pedestrian SENTRI lane.

<table>
<thead>
<tr>
<th>Current 2007 Statistics*</th>
<th>Future 2030 Conditions**</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Vehicles</td>
<td>15,696,262</td>
<td>24,930,391</td>
</tr>
<tr>
<td>Buses</td>
<td>97,726</td>
<td>N/A</td>
</tr>
<tr>
<td>SENTRI</td>
<td>3,183,566</td>
<td>N/A</td>
</tr>
<tr>
<td>Vehicle Total</td>
<td>18,977,554</td>
<td>24,930,391</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>7,756,569</td>
<td>9,258,689</td>
</tr>
</tbody>
</table>

Recent Projects
- New SENTRI lanes and northbound access lanes completed.
- Expanded SENTRI exit lanes north of inspection booths completed.
- Tandem Booth Pilot Program is in operation.
- Egress general lanes improvements completed.

Future projects
Name: San Ysidro POE Reconfiguration and Expansion Project
Description: A General Services Administration (GSA) project, which will increase POE vehicular and pedestrian capacity with state of the art security technology to reduce cross border wait times without sacrificing security. Caltrans is a participant in the environmental document together with the GSA and FHWA. This is a three phase project. Construction of Phase 1 is scheduled to begin in late 2008 and will increase vehicular throughput capacity. Phase 2 will provide for employee parking and new offices. Phase 3 will facilitate pedestrian flows and the southbound connection to Mexico. Phases 2 and 3 are subject to funding availability and can be implemented independently from each other.
Status: Fund and make the pilot project of stacked booths at regular lanes permanent, with 4 multiple-stacked booths by summer 2008. Master planning is nearly complete and three site schemes have been developed. The scheme preferred by CBP is the “Island” scheme, which will now be developed from concepts through construction documents.
Completion Date: 2015
Cost: $577 million

Future Activities
- Continue to collaborate with GSA, other federal agencies, community members, and stakeholders
- Cooperate with other agencies to improve pedestrian access and flow
- Work to ensure San Ysidro POE - I-5 connectivity

Note: For San Ysidro’s community issues, lane configuration and tandem booth program see appendices pages 40, 42, 43 and 44.
*Source: U.S. Department of Homeland Security **Sources: Caltrans Crossborder Model Projections & U.S Customs and Border Protection (CBP)
SAN YSIDRO POE Expansion Project
PROPOSED SAN DIEGO-TIJUANA CROSS-BORDER AIRPORT TERMINAL

Name of the project: San Diego-Tijuana Cross-Border Airport Terminal

Description: A pedestrian crossing facility located on the U.S. side of the U.S./Mexican border, adjacent to Tijuana’s Abelardo L. Rodriguez International Airport (ARIA), will allow U.S. based air passengers to expeditiously cross the border to fly in and out of the region using ARIA’s airfield. The proposed terminal will provide additional air carrier service in the San Diego region, relieving demand pressures on San Diego International Airport.

Status:
- Continued development of a study currently underway. Study’s results will be presented to the San Diego Regional Airport Board on May 1, 2008.
- Project needs federal approvals and designation of a project sponsor to apply for the Presidential Permit.

Completion Date: To be determined

Future activities: Assistance is needed in the following areas to move the project forward:
- Regulations & flight planning - Federal Aviation Administration (FAA)
- Funding - NADBank
- Transportation support - via highways and local streets to and from the Cross Border Terminal.
- Security measures – direction needed to ensure this project is both safe and efficient
- Updating the Otay Mesa Community Plan to include this project and additional improvements to local streets - City of San Diego

Cost: To be determined
SAN DIEGO-TIJUANA CROSS-BORDER AIRPORT TERMINAL

CONCEPT Not to Scale

Legend
- Proposed
- Existing

Otay Mesa Road

Britannia Blvd

Siempre Viva Road

La Media Road

OTAY MESA SAN DIEGO, CA U.S.A.

TIJUANA BAJA CALIFORNIA MEXICO

U.S. / Mexico Border

Avenida Internacional

Commercial Use Parking

Pedestrian Bridge

Airport Terminal

Mexico Parking
OTAY MESA/MESA DE OTAY
PORT OF ENTRY

Introduction
The majority of trade between California and Baja California is conducted through the Otay Mesa POE. Access to the POE is primarily on Otay Mesa Rd, a city street awaiting the construction of the SR-905. The existing POE is inefficient for operations for today’s volumes, with import and export facilities separated by the main vehicular inbound and outbound lanes. Export trucks form lengthy queues on local city streets.

Current Facility
13 passenger lanes, 1 SENTRI lane, 1 bus lane, 8 pedestrian lanes, 7 commercial lanes, 1 empty truck only lane, and 1 FAST lane

<table>
<thead>
<tr>
<th>Current 2007 Statistics*</th>
<th>Future 2030 Conditions**</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Vehicles</td>
<td>4,616,308</td>
<td>11,918,959</td>
</tr>
<tr>
<td>Buses</td>
<td>47,258</td>
<td>N/A</td>
</tr>
<tr>
<td>Commercial Vehicles</td>
<td>733,163</td>
<td>899,000</td>
</tr>
<tr>
<td>SENTRI</td>
<td>816,562</td>
<td>N/A</td>
</tr>
<tr>
<td>Vehicle Total</td>
<td>6,213,291</td>
<td>12,817,959</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>1,410,927</td>
<td>1,915,839</td>
</tr>
<tr>
<td>2006 Trade Value***</td>
<td>$16,437,099,597</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Recent Projects
- One additional lane allowing empty trucks to bypass truck queues and improve port efficiency.
- An additional FAST lane opened in June 2007.

Future Projects
Name: Otay Mesa POE/State Route (SR) 905.
Description: Complete construction of six lane freeway between I-805 and the Otay Mesa POE. The project will include grade-separated local access interchanges and a freeway-to-freeway interchange with the South Bay Expressway.
Status: Contract awarded for Phase 1A- construction began in March 2008, Phase 1-B is waiting TCIF funding
Completion Date: 2011-Phase 1A
Cost: $670 million

Name: Otay Mesa POE Truck Export Road
Description: This project proposes to construct approximately 3.9 miles of new roadway and widen the existing Southbound Truck Export Road (SB-TER) near the Otay Mesa POE.
Status: Project under development by the City of San Diego
Completion Date: 2014
Cost: $23 million

Future Activities
Coordinate with U.S. General Services Administration (GSA) to complete feasibility study to expand the Otay Mesa POE (currently underway at 95% completion.)

Note: For Otay Mesa POE’s lane configuration see appendix page 41. *Source: U.S. Department of Homeland Security  **Sources: Caltrans Crossborder Model Projections & U.S Customs and Border Protection (CBP)  ***Imports from Mexico in to California -Source: Bureau of Transportation Statistics.
Introduction
State Route 11 (SR-11) and the new port of entry (POE) at Otay Mesa East will improve the efficient movement of people, goods, and services between the United States and Mexico. The SR-11 project will help reduce traffic congestion at the San Ysidro and Otay Mesa POEs by providing a new means for crossing the U.S.-Mexico Border. Mobility in this border region is vital. This project will connect SR-11 with the Tijuana-Rosarito Corridor in Mexico, with links to the Tijuana-Tecate and the Tijuana-Ensenada toll roads. The project will have a potential innovative approach; as it will be the first toll POE project offering premium 30 minute secure-cross border service utilizing public and/or public partner partnership financing capital.

Facility

<table>
<thead>
<tr>
<th></th>
<th>Current 2007 Statistics*</th>
<th>Future 2030 Conditions**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Vehicles</td>
<td>N/A</td>
<td>6,983,119</td>
</tr>
<tr>
<td>Commercial Vehicles</td>
<td>N/A</td>
<td>598,000</td>
</tr>
<tr>
<td>Vehicle Total</td>
<td>N/A</td>
<td>7,581,119</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>N/A</td>
<td>1,288,549</td>
</tr>
</tbody>
</table>

Future Project
Name: SR-11/Otay Mesa East Port of Entry (OME-POE)
Description:
- The project proposes construction of SR-11, a new four-lane freeway, and a new U.S. Customs and Border Protection (CBP) Port of Entry that would be located in the unincorporated community of East Otay Mesa within the Otay subregional planning area in the southernmost portion of San Diego County. From the SR-125/SR-905 interchange, SR-11 would extend east approximately 2.5 miles to the proposed Otay Mesa East POE at the U.S.-Mexico international border.
- SR-11 would include two travel lanes in each direction, and potential interchanges at Enrico Fermi Drive and Siempre Viva Road. Caltrans is the lead agency for the design and construction of SR-11.
- The proposed 100-acre POE site would be sufficient to accommodate all the federal agency and security functions currently anticipated to be necessary for the long-term effective operation of an international POE. The U.S. General Services Administration (GSA) is the lead agency for the design and construction of the POE.

Status: On the U.S. side, a completed financial feasibility study has determined the project to be a viable candidate for toll or fee-based facilities. A Presidential Permit application was submitted to the U.S. Department of State by Caltrans in January 2008 and is currently under review by federal agencies and other interested stakeholders. In Mexico, land has been reserved for exclusive POE use. In addition, the Mexican federal government is currently developing a Master Feasibility Plan.

Completion Date: 2015
Cost: POE - $350 million, SR-11 - $409 million
**Future Activities**

- Federal and state legislation is needed for the development of public and public-private partnerships to provide the necessary funds to cover operational and infrastructure needs of the project.
- Presidential permit expected approval is in Spring 2008.
- In this area, land on both sides of the border is rapidly urbanizing and mounting development pressure has resulted in escalating land prices. In the U.S. private developers are exerting substantial pressure on the County to identify the right-of-way limits for SR-11 and the Otay Mesa East POE site, so that land use planning and development in the area can proceed accordingly. Project needs to move forward swiftly in order to accommodate land development demand.
- Mexican transportation and land use agencies at the state and local levels have reserved a 91-acre site for the Mesa de Otay II POE that corresponds closely to the U.S. site alternatives. Although this land reservation will expire on May 19, 2011, under Mexican law, it can be extended based upon the project status at that time.

*Source: U.S. Department of Homeland Security **Sources: Caltrans Crossborder Model Projections & CBP*
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TECATE
PORT OF ENTRY

Introduction
Tecate is a minor full service Port of Entry (POE) serving rural San Diego County. The newly built U.S.
federal facility at the Tecate POE is not aligned with Mexico’s proposed POE. The governments of Mexico
and the United States are discussing two alternatives that would allow commercial traffic to bypass
residential areas. On SR-94 large vehicles and semi trucks are not able to negotiate some of the curves
without crossing over the centerline stripe or driving off the edge of the pavement. In addition, there are few
passing opportunities behind slow moving vehicles.

Current Facility
2 passenger lanes, 1 bus lane, 2 pedestrian lanes, and 1 commercial lane

<table>
<thead>
<tr>
<th></th>
<th>Current 2007 Statistics*</th>
<th>Future 2030 Conditions**</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Vehicles</td>
<td>797,479</td>
<td>1,550,000</td>
<td>94%</td>
</tr>
<tr>
<td>Buses</td>
<td>198</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Commercial Vehicles</td>
<td>80,247</td>
<td>113,000</td>
<td>41%</td>
</tr>
<tr>
<td>Vehicle Total</td>
<td>877,924</td>
<td>1,663,000</td>
<td>89%</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>498,178</td>
<td>662,873</td>
<td>33%</td>
</tr>
<tr>
<td>2006 Trade Value***</td>
<td>$405,295,714</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Future Projects
Name: Tecate POE Truck Roadway
Description: Mexico and the U.S. have agreed that the Mexican and U.S. POE facilities should be
connected with a secure roadway. This truck bypass alternative will have secure gates and new fencing
which will be an improvement over the current security infrastructure.
Status: Preferred alternative to be determined
Completion Date: By 2015
Cost: $12 million

Name: SR-94 Operational Improvements - Melody Road to SR-188
Description: The improvements for this project include realignment of deficient curves, installing passing
lanes, widening of the travelway, installing standard 8-foot shoulders, and adding/improving turn pockets.
The project will improve access to the Tecate POE.
Status: Preliminary engineering and environmental document underway
Completion Date: Construction expected to begin in 2011
Cost: $5 million available, an additional estimated $102 million needed

Future Activities
- Mexico needs to share the status of their proposed facility in Tecate with the appropriate U.S. agencies.
- Construct Tecate POE roadway on undeveloped parcels on the U.S. side.
- Construct operational improvements on SR-94 between Melody Road and SR-188.

*Source: U.S. Department of Homeland Security **Sources: Caltrans Crossborder Model Projections &CBP) *** Imports from Mexico in to California -Source: Bureau of Transportation Statistics
CALEXICO III/MEXICALI III “SILICON BORDER” PORT OF ENTRY

Introduction
Developers in Baja California have begun discussions regarding a high technology industrial complex on the U.S./Mexico border. This proposal could create 100,000 jobs in the Mexicali/Imperial border region over the next 20 years. The proposed “Silicon Border” industrial complex would have a major impact on a broad range of infrastructure requirements. Included in this proposal is a possible new POE.

Current Facility
• N/A

Current 2007 Statistics
• N/A

Future 2030 Conditions
• N/A

Future Project
Name: Calexico/Mexicali "Silicon Border" POE
Description: A high technology industrial complex on the U.S./Mexico border is being considered by developers. Included in this proposal is a possible new POE.
Status: Conceptual planning
Completion Date: To be determined
Cost: To be determined

Future Activities
• Identify if support exists for the project from other stakeholders
• Reserve land on both the U.S. and Mexican sides of border
• Developers need to prepare a scoping document and begin both federal environmental approval processes
• Funding will need to be identified for infrastructure impacts on both sides of the border
• Study new roadway in Forrester Road Corridor from SR-98 to the possible new Silicon Border POE
SILICON BORDER POE
CALEXICO WEST/MEXICALI I PORT OF ENTRY

Introduction
West Calexico/Mexicali I is the most important Port of Entry (POE) in Imperial County. There is substantial congestion at this POE and along the state highways which access the international border. By providing an alternative or improvements to the existing POE and connecting roadways, congestion and delay will be reduced.

Current Facility
10 northbound and 6 southbound vehicle lanes, 1 SENTRI lane, 1 bus lane, and 4 pedestrian lanes

<table>
<thead>
<tr>
<th></th>
<th>Current 2007 Statistics*</th>
<th>Future 2030 Conditions**</th>
<th>% Increase</th>
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<tr>
<td>Passenger Vehicles</td>
<td>5,747,309</td>
<td>7,560,000</td>
<td>32%</td>
</tr>
<tr>
<td>Buses</td>
<td>996</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>SENTRI</td>
<td>775,723</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Vehicle Total</td>
<td>6,524,028</td>
<td>7,560,000</td>
<td>16%</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>5,290,971</td>
<td>7,266,937***</td>
<td>37%</td>
</tr>
</tbody>
</table>

Future Projects
Name: Calexico West POE
Description: This project would reconfigure and expand the capacity of the POE to increase security, reduce congestion, and reduce cross-border wait times. The project includes the Calexico West POE Reconfiguration Project, SR-111 operational improvements from the POE to SR-98, and overpass railroad crossings at SR-98 and Cesar Chavez.
Status: Traffic impact study underway to determine traffic impacts and mitigation measures on POE access road infrastructure, including SR-111, SR-98, and Cesar Chavez Boulevard.
Completion Date: Calexico West POE by 2015
Cost: POE - $225 million, Operational Improvements- estimated $373 million, SR-111 Operational Improvements from the POE to SR-98 at $30 million, and overpass railroad crossings at SR-98 and Cesar Chavez at $50 million.

Name: SR-78/111 Brawley Bypass
Description: This project will construct an eight mile four-lane divided expressway from State Route 86 north of the City of Brawley to 1.5 miles south of the eastern junction of State Route 111 and State Route 78. It will also provide structures at the New River and Union Pacific Railroad crossings and an interchange at SR-111.
Status: Construction is in three stages. Stage 1 was completed in May 2005. Stage 2 of construction is scheduled to begin in early 2008. Stage 3 is anticipated to begin construction in 2008 contingent upon TCIF funding.
Completion Date: By 2011
Cost: $226 million

*Source: U.S. Department of Homeland Security **Sources: Caltrans Crossborder Model Projections & CBP ***Source: SIDUE (Secretaría de Infraestructura y Desarrollo Urbano)
Name: SR-98 West: Widening from Dogwood Road to SR-111  
**Description:** SR-98 will be widened from two to four lanes with improvements to intersections.  
**Status:** The environmental phase is scheduled to be completed by 2009.  
**Completion Date:** By 2013  
**Cost:** $47 million

Name: Forrester Road Corridor  
**Description:** This project will provide a new six lane north-south corridor in the western portion of Imperial County west of Calexico over a length of approximately 25.5 miles from SR-98 to SR-78/86.  
**Status:** A consultant has been selected for the study.  
**Completion Date:** 2015-2025  
**Cost:** $440 million

**Future Activities**
- Collaborate with local agencies to amend land uses and allow port of entry related activities at the Calexico East POE area to minimize commercial vehicle traffic in downtown Calexico.
CALEXICO WEST/MEXICALI I POE
**Introduction**

The Calexico East/Mexicali II port of entry (POE) serves all commercial truck traffic crossing between Imperial County and Mexicali. Continued growth will eventually require expansion of the POE.

**Current Facility**

8 passenger lanes, 4 pedestrian lanes, 4 commercial lanes, 1 FAST lane, 1 bus lane, and 1 SENTRI lane

<table>
<thead>
<tr>
<th></th>
<th>Current 2007 Statistics*</th>
<th>Future 2030 Conditions**</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Vehicles</td>
<td>3,417,977</td>
<td>9,855,000</td>
<td>188%</td>
</tr>
<tr>
<td>Buses</td>
<td>1,170</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Commercial Vehicles</td>
<td>317,588</td>
<td>603,000</td>
<td>90%</td>
</tr>
<tr>
<td>Vehicle Total</td>
<td>3,736,735</td>
<td>10,458,000</td>
<td>188%</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>9,429</td>
<td>14,107</td>
<td>50%</td>
</tr>
</tbody>
</table>

**Future Trade Value***

- **2006 Trade Value***: $4,341,023,630
- **Future Trade Value**: N/A

**Future projects**

- **Name**: Calexico East POE
- **Description**: This is a project to reconfigure and expand the POE to increase security, alleviate congestion, and reduce cross-border wait times.
- **Status**: GSA and Caltrans are working together to identify low cost, high impact, expedited implementation vehicular (passenger and commercial) capacity enhancing projects.
- **Completion Date**: Low cost improvements by 2015. Longer term expansion after 2015.
- **Cost**: Project costs and scope to be determined

- **Name**: SR-98 East- widening from SR-111 to SR-7
- **Description**: This project will widen and/or realign SR-98 over a length of approximately eight miles from SR-111 to SR-7.
- **Status**: Project is in preliminary engineer phase
- **Completion Date**: By 2015
- **Cost**: $67 million

**Future Activities**

- Collaborate to promote land use amendments which encourage the establishment of brokerage houses in the Calexico East area to alleviate truck route/land use conflicts in Calexico.

---

*Source: U.S. Department of Homeland Security **Sources: Caltrans Crossborder Model Projections &CBP *** Imports from Mexico in to California -Source: Bureau of Transportation Statistics*
CALEXICO EAST/MEXICALI II POE
Introduction
The Andrade/Algodones Port of Entry (POE) is an important port for tourism between California and Baja California. This land port of entry is used primarily by pedestrians from the United States wishing to shop or avail themselves of medical services in Algodones. The Quechan Indian Tribe maintains a large parking lot on the United States side that serves this trade. They are also developing a casino near the POE. Vehicular access to Interstate 8, two miles to the north, is provided by State Route 186. The port also accommodates privately owned vehicles, buses, and a limited amount of commercial traffic. Seasonal use of the port is pronounced, with peak use occurring in February when many senior citizens are wintering in Yuma. Expansion of the facility is necessary to accommodate the high volume of cross-border pedestrian traffic. GSA is proposing to relocate all vehicular crossings to the POE at San Luis, Arizona.

Current Facility
2 passenger lanes, 4 pedestrian lanes, and 1 informal commercial lane

<table>
<thead>
<tr>
<th></th>
<th>Current 2007 Statistics*</th>
<th>Future 2030 Conditions**</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Vehicles</td>
<td>547,032</td>
<td>988,000</td>
<td>81%</td>
</tr>
<tr>
<td>Buses</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Vehicle Total</td>
<td>547,032</td>
<td>988,000</td>
<td>81%</td>
</tr>
<tr>
<td>Commercial Vehicles</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>1,599,513</td>
<td>2,843,533</td>
<td>78%</td>
</tr>
</tbody>
</table>

Future Project
Name: SR-186/I-8 Interchange Improvement Project (Quechan funded)
Description: This project will improve the SR-186/I-8 interchange to improve traffic flow due to increasing traffic volumes.
Status: Studies are underway
Completion Date: By 2013
Cost: $30 million

Future Activities
- Work with Quechan tribe to complete SR-186/I-8 interchange improvements.
- Expansion of the POE is necessary to accommodate the high volume of cross-border pedestrian traffic.
- Upgrade facilities, including a pedestrian bridge.
- Implement pedestrian SENTRI lane.
- Expand parking for vehicles and pedestrian pick-up on the U.S. side.
- Study relocating the vehicular crossing to San Luis, Arizona.

*Source: U.S. Department of Homeland Security **Sources: Caltrans Crossborder Model Projections & CBP ***Source: Bureau of Transportation Statistic
ANDRADE/ALGODONES POE

Future passenger port with Arizona
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CALIFORNIA – BAJA CALIFORNIA BORDER INFRASTRUCTURE
PROJECTS AND ACTIVITIES

Near-Term Projects (begin construction between 2008-2012)

1) San Ysidro POE Reconfiguration Project
   Description: Three phase project aimed at increasing POE vehicular and pedestrian capacity by using state of the art security technology to reduce cross-border wait times without sacrificing security.
   Status: Fund the project and make the stacked booths pilot program permanent in regular lanes by summer 2008.
   Completion Date: 2015  Cost: $577 million

2) Otay Mesa POE/State Route (SR) 905
   Description: Complete construction of six lane freeway between I-805 and the Otay Mesa POE. The Project includes grade-separated local access interchanges, and a freeway-to-freeway interchange with the South Bay Expressway.
   Completion Date: Phase I – 2011  Cost: $670 million

3) San Diego-Tijuana Cross-Border Airport Terminal
   Description: A pedestrian crossing facility located on the U.S. side of the U.S./Mexican border, adjacent to Tijuana’s Abelardo Rodriguez International Airport (ARIA) would allow U.S. based air passengers to expeditiously cross the border to fly in and out of the region using ARIA’s airfield.
   Status: Project needs proper federal approvals and definition of a project sponsor to apply for the Presidential Permit to construct the facilities.
   Completion Date: To be determined  Cost: To be determined

4) Otay Mesa POE Truck Export Road.
   Description: This project proposes to construct approximately 3.9 miles of new roadway and widen the existing Southbound Truck Export Road (SB-TER) near the Otay Mesa POE.
   Status: The project is under development by City of San Diego.
   Completion Date: 2014  Cost: $23 million

5) SR-11/Otay Mesa East Port of Entry (OME-POE)
   Description: The proposed Otay Mesa East/Mesa de Otay II Port of Entry (POE) will be located approximately two miles east of the existing Otay Mesa POE. It will be connected with a new three-mile, four-lane highway, State Route 11 (SR-11).
   Status: On the U.S. side, a completed financial feasibility study has determined the project is a viable candidate for toll or fee-based facilities. A Presidential Permit application was submitted to the U.S. Department of State by Caltrans in January 2008 and is currently under review by federal agencies and other interested stakeholders. In Mexico, land has been reserved for exclusive POE use. In addition, the Mexican federal government is currently developing a Master Feasibility Plan.
   Completion Date: 2015  Cost: POE - $350 million, SR-11 - $409 million
6) SR-94 Operational Improvements - Melody Road to SR-188
Description: Improvements for this project include realignment of deficient curves, installing passing lanes, widening of the travelway, installing standard 8-foot shoulders, and adding/improving turn pockets. Project will improve access to Tecate POE.
Status: Preliminary Engineering and Environmental document underway.
Completion Date: Construction to begin in 2011 Cost: $5 mil available, $102 mil needed

7) Tecate POE Truck Roadway
Description: Mexico and the U.S. have agreed that the Mexican and U.S. POE facilities should be connected with a secure roadway. This truck bypass alternative will have secure gates and new fencing which will be an improvement over the current security infrastructure.
Status: Preferred alternative to be determined.
Completion Date: By 2015 Cost: $12 million

8) Calexico West POE Reconfiguration Project
Description: Reconfigure and expand capacity the POE to increase security, alleviate congestion, and reduce cross-border wait times.
Status: Traffic Impact Study is underway to determine traffic impacts and mitigation measures on the POE access road infrastructure, including SR-111 and Cesar Chavez Boulevard.
Completion Date: By 2015 Cost: POE - $225 mil, Operational Improvements - $373 mil

9) SR-98 West: Widening from Dogwood Road to SR-111
Description: SR-98 will be widened from two to four lanes with improvements to the intersections.
Status: The environmental phase is scheduled to be completed by mid-2008.
Completion Date: By 2013 Cost: $47 million

10) SR-98 East: Widening from SR-111 to SR-7
Description: SR-98 will be widened from two to four lanes (and to six lanes in some locations) and/or realigned.
Status: The environmental phase and the selection of the alignment alternative will be completed by 2010. The schedule for the design and construction of the project will be contingent on the availability of funding.
Completion Date: By 2015 Cost: $67 million

11) SR-78/111 Brawley Bypass
Description: Construct an eight mile four-lane divided expressway from State Route 86 north of the City of Brawley to 1.5 miles south of the eastern junction of State Route 111 and State Route 78 in Imperial County. It will provide structures at the New River and Union Pacific Railroad crossings and an interchange at SR-111.
Status: Construction is in three stages. Stage 1 was completed in May 2005. Stage 2 of construction is scheduled to begin in early 2008, and Stage 3 is anticipated to begin construction in 2008 contingent upon funding.
Completion Date: By 2011 Cost: $226 million
12) SR-186/I-8 Interchange Improvement Project
   **Description:** This project will improve the SR-186/I-8 interchange to improve traffic flow due to increasing traffic volumes.
   **Status:** Studies are underway.
   **Completion Date:** By 2013
   **Cost:** $30 million

13) California-Baja California Border Master Plan (BMP)
   **Description:** This binational effort includes agencies at federal, state, regional, and local levels of government involved with POEs and border transportation infrastructure. The BMP includes a list of prioritized projects for POEs and border transportation, a methodology for such prioritization, and will institutionalize dialogue among all involved agencies to create an ongoing binational process to align border planning and project development.
   **Status:** Prioritized project lists under development.
   **Completion Date:** Spring 2009
   **Cost:** N/A

14) Trade Corridor Infrastructure Fund (TCIF) Projects – San Diego/Border Region
   **Description:** Proposition 1B provides for $2 billion to be transferred to the Trade Corridors Improvement Fund (TCIF) for infrastructure improvements along corridors that have a high volume of freight movement.
   **Status:** The San Diego/Border Region’s TCIF projects provide the necessary infrastructure to handle current and projected freight needs at the border. The SR-11/Otay Mesa East POE and SR-905 are among the list of TCIF project nominations.
   **Completion Date:** N/A
   **Cost:** N/A
CALIFORNIA – BAJA CALIFORNIA BORDER INFRASTRUCTURE PROJECTS AND ACTIVITIES

13 California-Baja California Border Master Plan - San Diego/Imperial Border Region

14 Trade Corridor Infrastructure Fund (TCIF) Projects - Included SR-11/Otay Mesa POE and SR-905
APPENDIX B

PORT OF ENTRY GRAPHICS
San Ysidro Northbound and Southbound Congestion- SENTRI, Bus lane and Tandem Booth

Lane Improvements

Tandem Booth

U.S.A

SENTRI

Mexico

SENTRI

Bus lane
Otay Mesa Port of Entry Vehicle, Commercial, FAST and SENTRI lanes

U.S. Import Facility

Empty only

FAST

SENTRI

Mexico

U.S.A.
San Ysidro Port of Entry has 24

Lane 1: Bus
Lanes 2 – 4: SENTRI
Lane 5: Tandem Booth (Regular & SENTRI)
Lanes 6 – 24: Regular Lanes

SAN YSIDRO TANDEM BOOTH PILOT PROGRAM

The San Ysidro POE was selected for a pilot program testing the effectiveness of staging two primary inspection booths in tandem in one lane to expedite the processing of vehicle traffic and to reduce long wait times. The pilot program results indicate that the single lane, tandem booth concept can be implemented as a permanent or temporary upgrade to add traffic processing capacity within the Port of Entry’s current physical parameters. Caltrans analysis support the notion that single-lane, tandem booths can process regular vehicle trips faster than the regular single booth lanes.
APPENDIX C

FACT SHEETS