

OTAY MESA PORT OF ENTRY TRUCK ROUTE IMPROVEMENTS FACT SHEET

The Project

The Otay Mesa Port of Entry (POE) is the largest commercial crossing on the California-Mexico border. Annually, more than 700,000 trucks carrying more than \$20 billion in goods pass through the northbound border crossing.

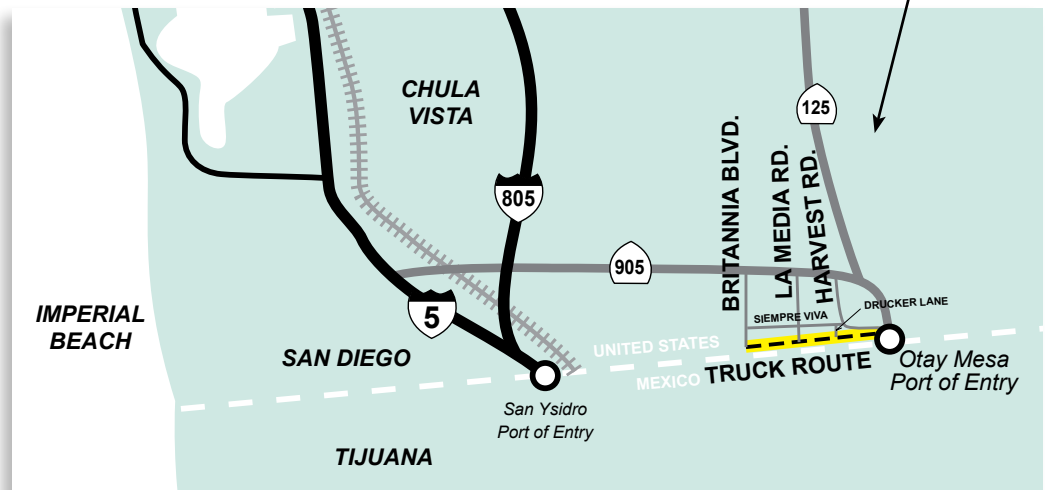
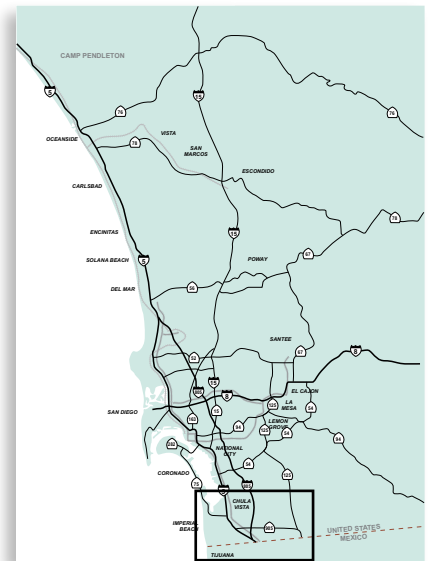
Despite its importance, the POE remains connected to California's highway system by only a four- to six-lane local street where volumes reach more than 55,000 vehicles daily.

The current truck route into Mexico parallels the international border and is accessed using local streets in the City of San Diego. This international trade corridor consists of one lane used by loaded and empty trucks, and one lane reserved for U.S. Border Patrol, emergency access, and disabled vehicles.

The first phase of improvements includes adding an emergency vehicle lane to the truck-only road between Drucker Lane and the inspection facilities at the POE.

The second phase of the project will extend Britannia Boulevard to the south, add one truck lane and emergency lane, and extend the truck road parallel to the border between Britannia Boulevard and La Media Road. It also will add a second lane to the truck route between La Media Road and Drucker Lane.

(Continued on reverse)



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The Need

More than 3,000 commercial vehicles enter the United States via Mexico at the Otay Mesa POE each day. Approximately the same number of trucks cross the border southbound.

As the binational region continues to grow, forecasts suggest that both passenger and commercial vehicle crossings will more than double for all POEs along the California–Baja California border by 2020.

Loaded trucks heading into Mexico are processed at the U.S. Customs Export Facility and represent about half of the southbound trucks. The other half are empty trucks. As of October 2002, all commercial trucks entering Mexico, including empty trucks, are required to use the designated commercial vehicle route previously used only by loaded trucks. This new policy has doubled the number of trucks using the commercial vehicle route. Long truck queues disrupt traffic circulation in the Otay Mesa area.

Project Costs

Caltrans and the City of San Diego have estimated the total cost of the phase one and phase two improvements at \$20 million. Phase one cost \$3.2 and phase two is estimated at \$16.8 million.

Project Status

The first phase of the project was completed in May 2011. Preliminary engineering, environmental, final design, and right-of-way acquisition are scheduled to begin in FY 2012 on the second phase and be complete in FY 2015. Construction of the second phase is scheduled to begin in FY 2015 and be completed in FY 2016.

Funding Status

A total of \$1.9 million has been committed to phase one of this project by the City of San Diego. Congress also appropriated \$2 million (FY 2005) for phase one. Phase two has been allocated \$450,000 by the City of San Diego and \$4.2 million in SAFETEA-LU funds.