

OTAY MESA PORT OF ENTRY

SOUTHBOUND TRUCK ROUTE IMPROVEMENTS

Total Cost	Programmed	TEA-21 Reauthorization	FY 2005 Appropriation Requested
\$16.9m	\$1.7m	\$15.2m	\$15.2m

Improving Travel at the Mexican Border

The Project: The Otay Mesa Port of Entry (POE) is the largest commercial crossing on the California-Mexico border. It handles the third highest volume of trucks and dollar value of trade among all United States-Mexico land border crossings. Despite its importance, the POE remains connected to California's highway system by only a four-to-six-lane local street where volumes reach over 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.

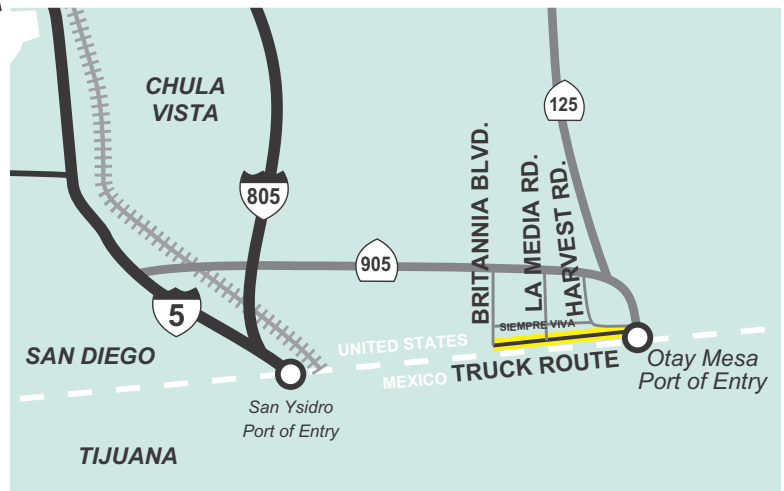
The first phase improvements includes adding a second lane to the truck-only road between La Media Road and the inspection facilities at the port of entry.

The second phase of the project will extend Britannia Boulevard to the south, add one truck lane, and extend the truck road parallel to the border between Britannia Boulevard and La Media Road.

(over)



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The Need:	<p>Every day more than 3,000 commercial vehicles cross at the Otay Mesa Commercial Port of Entry from Mexico. About the same number of trucks cross the border southbound.</p> <p>Loaded trucks heading into Mexico are processed at the U.S. Customs Export Facility and represent around half of the southbound trucks. The other half are empty trucks.</p> <p>Since 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.</p> <p>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.</p>
Project Costs:	<p>Caltrans and the City of San Diego have estimated the cost of the improvements to the southbound commercial vehicle route at the Otay Mesa Port of Entry at \$16.6 million.</p>
Project Status:	<p>The project approval and environmental document is anticipated to be completed in FY 2002/2003.</p> <p>Complete design is scheduled for FY 2003/2004.</p> <p>Construction is scheduled to begin FY 2003/2004.</p>
Funding Status:	<p>A total of \$1.7 million has been committed to this project by the City of San Diego (\$1.1 million) and Caltrans (\$600,000). An additional \$15.2 million is needed to complete the improvements.</p>
Summary:	<p>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 and Baja California border by 2020. The need for new or improved transportation facilities becomes ever more important. Addressing truck access to the busiest commercial border crossing along the California-Mexico border is vital to the San Diego region and California's economic competitiveness.</p>