

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.

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.

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.

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 improvements to this project at \$16.9 million (2002 dollars). Specific improvements to the southbound commercial vehicle route at the Otay Mesa POE are estimated at \$11.9 million.

Project Status

- » The project approval and environmental document is anticipated to be completed in FY 2007.

- » Complete design is scheduled for FY 2007.

Funding Status

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). To date, Congress has appropriated \$2 million (FY 2005) for this project and \$4.2 million was included in SAFETEA-LU. The proposed \$9 million would fully fund the project.

Summary

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.