

Otay Mesa East Port of Entry: A Vision for Economic Growth, Sustainability, and Innovation

Caltrans District 11/San Diego Association of Governments (SANDAG)



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Project Location

County of San Diego | City of San Diego | State Route 11 (S.R. 11)

Project Scope

The growth of the California-Baja California binational economy is straining land ports of entry between the United States and Mexico, with typical border crossing wait times of two to four hours during peak periods. Border crossing delays and vehicle idling contribute to poor air quality, greenhouse gas emissions, and economic loss.

The \$1.13 billion S.R. 11/Otay Mesa East Port of Entry Project will construct a new border crossing for personal and commercial vehicles. Variable toll rates will manage traffic with a goal to provide a reliable 20-minute average wait time.

This Trade Corridor Enhancement Program (T.C.E.P.) request for \$140 million would fund the construction of facilities to ensure the safe and secure passage of commercial vehicles across the border.

Of this T.C.E.P. request, \$85.8 million would be designated toward the construction of the commercial vehicle port of entry and conduit to support future commercial vehicle chargers. The remaining \$54.2 million would fund the Commercial Vehicle Enforcement Facility used by California Highway Patrol and the Federal Motor Carrier Safety Association and include chargers for commercial vehicles, conduit, and solar panels for on-site power generation.

Project Cost

Total Project Cost: \$ 1,134,600,000

Total T.C.E.P. Request for Construction
Capital and Support: \$ 140,000,000

Corridor Program Schedule

Project Approval and Environmental Document: Completed 2012	Conceptual Design: Completed 2021	Right of Way: Completed 2022	Site Preparation Groundbreaking: August 2022	Begin Vertical Construction: Q3 2023
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Project Benefits

The Project will improve the reliable movement of essential goods by relieving traffic congestion at the international border. New technology and additional truck processing capacity will allow U.S. Customs and Border Patrol to screen vehicles efficiently and maintain a secure border. Shorter wait times and less idling will reduce congestion and greenhouse gas emissions at all the region's existing land ports of entry, avoiding the emission of 395,596 tons of carbon dioxide emissions over the first 20 years of operation. Infrastructure for commercial vehicle charging and solar power generation will mitigate community impacts of additional freight traffic and support achievement of California's sustainable freight and climate action goals by supporting zero-emission fleets.

Real-time information on traffic, tolls, and incidents will assist users with predicting their wait time. This will improve access to goods and services for border communities and address a top concern raised in stated preference surveys of people crossing the California-Baja California border. The Project will also improve safety by diverting trucks from local streets to highways. These improvements to reliability, accessibility, and safety will enhance transportation equity and health in surrounding environmental justice communities. A Community Benefits Agreement, Workforce Opportunities for Rising Careers Program, and Pre-Apprenticeship Program have been established to ensure benefits for disadvantaged communities.