



Otay Mesa Port of Entry

Port Addresses

9777 Via De La Amistad, San Diego, CA 92154 (Commercial Facility)
 2500 Paseo International, San Diego, CA 92154 (Passenger Facility)

Port Website

<http://www.cbp.gov/contact/ports/otay-mesa>

Caltrans Contacts

District 11: Sergio Pallares; (619) 688-3610; sergio.pallares@dot.ca.gov
 Headquarters: Joanne McDermott; (916) 653-8747; joanne.mcdermott@dot.ca.gov

The Otay Mesa Port of Entry (POE) is a multi-modal (commercial, passenger vehicles, and pedestrians) international processing land POE. The POE is the busiest commercial facility on the California-Baja California international border. The port handles the second-highest volume of trucks, and the third-highest dollar value of trade among all United States (U.S.)-Mexico land POEs. In 2013, the Otay Mesa POE handled approximately 1.5 million trucks and \$36 billion worth of goods in both directions.¹

PORT INFRASTRUCTURE AND FACILITIES²

Commercial Facility

Northbound truck lanes:	10
Regular commercial lanes:	6
Commercial FAST ³ lanes ⁴ :	3
Empty trucks lane:	1
Southbound truck lanes:	3

Passenger Facility

Northbound lanes:	13
Regular lanes:	1-10
Northbound READY ⁵ lanes:	1-8
Northbound SENTRI ⁶ lanes:	1-4
Bus ⁷ lane:	1
Southbound lanes:	3

Northbound pedestrian lanes:	6
SENTRI lane:	1
READY lanes:	2
Regular lanes:	3

Southbound pedestrian lane: One revolving door at the international border.



OPERATIONS

Commercial import and export facilities operate Monday through Friday 5:00 a.m. to 7:30 p.m. and Saturdays 8:00 a.m. to 4:00 p.m. Pedestrian and passenger vehicle crossings are processed 24 hours per day, seven days per week.

PORT DATA

2013 Port Statistics (Northbound crossings)⁸

Trucks:	769,886
Freight trains: ⁹	254
Buses:	42,145
Bus passengers:	182,509
Personal vehicles:	6,235,300
Vehicle passengers:	10,884,910
Pedestrians:	3,289,778

¹ Department of Transportation: Research and Innovative Technology Administration (RITA) <http://transborder.bts.gov/>

² The number of each type of lane varies depending upon demand and staffing.

³ Free and Secure Trade (FAST) is a commercial clearance program for known low-risk shipments entering the U.S. from Canada and Mexico.

⁴ All northbound commercial lanes are FAST compatible.

⁵ READY lanes allow express crossing to the U.S. with a valid Radio Frequency Identification (RFID) document.

⁶ The Secure Electronic Network for Travelers Rapid Inspection (SENTRI) program provides expedited processing for pre-approved, low-risk travelers at the southern land border POEs.

⁷ The bus lane could also act as a SENTRI lane when no buses are present, for a possibility of four SENTRI lanes.

⁸ Department of Transportation: Research and Innovative Technology Administration (RITA) <http://transborder.bts.gov/>

⁹ Trains cross the international border through the San Ysidro POE. However, data are reported for the Otay Mesa POE.

Freight Planning Fact Sheet

SURFACE TRANSPORTATION NETWORK

Access to the POE is via State Route (SR)-905, which connects with Interstates 5 and 805. The SR-125 toll road also provides access to SR-905 via local streets.

BUSINESS CHALLENGES

Due to excessive cross border delays experienced by trucks, Caltrans and SANDAG estimated that in 2008 San Diego County:¹⁰

- Lost \$248 million in direct net revenue.
- Total economic negative losses amounted to \$412 million in business output and 2,256 jobs.

CALTRANS FOCUS AREAS

Continue to collaborate with U.S. and Mexican agencies, community members, and stakeholders to:

- Reduce north and southbound congestion and improve the safety and mobility at the Otay Mesa POE.
- Pursue the opening of the Otay Mesa East POE and SR-11 to increase cross border capacity.

PORT-RELATED PROJECTS

- The U.S. GSA is proposing to reconfigure and modernize the existing passenger and cargo inspection areas and improve operational efficiency to meet current and forecasted needs. Currently no funding has been identified.
- A new Otay Mesa East POE with a tolled highway (SR-11) is scheduled to open in 2017 as a critical relief valve for cross border congestion. This project will help reduce freight and passenger traffic congestion, as well as deliver additional capacity for future growth by providing a new alternative for crossing the U.S.-Mexico border.
- The City of San Diego is proposing to expand the existing southbound truck route. The route will provide a direct truck access into Mexico. The project seeks to address southbound truck traffic queues, eliminate blockage of intersections, and improve local business access.
- The San Diego-Tijuana Cross Border Facility (CBF) is a privately funded project. The CBF will provide a direct pedestrian bridge connection to

the Tijuana International Airport (Abelardo L. Rodriguez). The CBF will be located about two miles west of the Otay Mesa POE.

TRANSPORTATION PLANNING PARTNERS

U.S. Agencies and Stakeholders

- Federal Highway Administration (FHWA)
- U.S. Customs and Border Protection (CBP)
- U.S. General Services Administration (GSA)
- California Department of Transportation (Caltrans District 11)
- California Highway Patrol (CHP)
- San Diego Association of Governments (SANDAG)
- County of San Diego
- City of San Diego
- Otay Mesa Chamber of Commerce

Mexican Agencies

- Secretariat of Communications and Transportation (SCT)
- Secretariat of Foreign Relations (SRE)
- General Customs Administration
- Institute of Administration and Estimates of National Real Estate (INDAABIN)
- Secretariat of Infrastructure and Urban Development of Baja California (SIDUE)
- Municipal Planning Institute of Tijuana (IMPLAN)

PLANNING DOCUMENTS

- California-Baja California Border Master Plans (2008 and 2014)
- City of San Diego Otay Mesa Community Plan
- SANDAG 2050 Regional Transportation Plan
- GSA/CBP Otay Mesa Expanded Feasibility Study
- SANDAG Freight Gateway Study
- Southern California Association of Governments (SCAG) Goods Movement Border Crossing Study and Analysis Phase 1

SOURCES AND ADDITIONAL INFORMATION

Caltrans D11

<http://www.dot.ca.gov/dist11/>

SANDAG

<http://www.sandag.org/>

U.S. GSA

<http://www.gsa.gov/>

U.S. CBP

<http://www.cbp.gov/>

¹⁰ Economic Impacts of Wait Times at the California-Mexico Border 2009 Update.

http://www.dot.ca.gov/dist11/departments/planning/pdfs/systplan/ImpactsOfBorderDelayFinalReport_January2010.pdf