



As the United States – Mexico border region grows, there is a need to improve the commercial movement of goods and services through an efficient, integrated system to bolster the local, state, federal, and international economies.

The State Route 11 (SR 11)/Otay Mesa East Port of Entry Project will advance economic growth and trade opportunities for private sectors on both sides of the border.

Opportunities of the Otay Mesa East Port of Entry

The Otay Mesa Port of Entry in San Diego is the busiest commercial vehicle crossing in California and Mexico and the second largest along the United States southern border. In 2019, the Otay Mesa and Tecate ports of entry processed a combined \$65.86 billion in total bilateral trade value via trucks¹, and that number is expected to grow over the coming years.



Trade between the United States and Mexico has increased by **45%** over the past decade.

- This trade supports more than **566,000** jobs in California.²



More than 90% of California-Mexico trade is **moved by truck**.³

- According to the United States Bureau of Transportation Statistics, more than **1.4 million commercial vehicles** crossed northbound through the Otay Mesa Port of Entry in 2019.

The Otay Mesa East Port of Entry will deliver a 10-1 return on investment for the San Diego region



The project will strengthen economies on both sides of the border.

- Shorter wait times will increase economic activity, enabling California and the San Diego-Baja region to more effectively leverage for emerging opportunities created by the United States-Mexico-Canada Agreement.
- The construction and operation of the port of entry will create engineering, carpentry, and ironworking jobs and be a driving force in helping the San Diego-Baja region recover from the economic effects of COVID-19.



The project will grow binational trade and enhance regional mobility.

- Construction of projects that increase border crossing capacity, like the Otay Mesa East Port of Entry, provide significant relief and can prevent anticipated economic and job losses if no new border infrastructure is built.
- Without additional port of entry enhancements, the estimated United States – Mexico economic loss will continue to grow to \$5.07 billion and more than 97,000 jobs by 2025.⁴
- If additional enhancements like the Otay Mesa East Port of Entry are made, there would be a reduction of almost \$1.8 billion in economic loss and more than 16,000 jobs saved.⁵
- The project will promote the economic competitiveness of California and the United States, growing employment and production through the facilitation of freight movement across the new land port of entry.

^{1,3} 2019 San Diego-Baja California Border Crossing and Trade Highlights

² Trade and Competitiveness in North America: A Focus on the Cali Baja Mega-Region, World Trade Center San Diego

^{4,5} SANDAG InfoBits report: Impacts of Border Delays at California - Baja California Land Ports of Entry