

SR 905/SR 125/SR 11 NORTHBOUND CONNECTORS PROJECT FACT SHEET



Overview

The State Route (SR) 905/SR 125/SR 11 Northbound Connectors Project is an important component of the border infrastructure system designed to help ease border congestion and facilitate goods movement between the United States and Mexico.

The interchange is one of the last critical links in the overall border road network, providing direct access to SR 125 from SR 905 and SR 11. In the past, vehicles had to use circuitous and congested local roads to access SR 125. The connectors provide a seamless highway system for both commercial and passenger vehicles departing the Otay Mesa Port of Entry (POE) to destinations across San Diego County, California, and the nation.

The connectors will also link to the future Otay Mesa East/Mesa de Otay II POE via SR 11 once it's fully built. SR 11 is a four-

lane highway, which is being built in phases. Segment 1 of SR 11 from SR 905 east to Enrico Fermi Drive opened to traffic in March 2016. Future phases, including a tolled segment, will lead directly to the new POE.

SR 905 – a new six-lane, 6.4-mile highway which parallels Otay Mesa Road – opened to traffic in July 2012. SR 905 is the only east-west interregional route that links the existing Otay Mesa POE with the San Diego metropolitan region. It begins less than one mile west of Interstate 5 (I-5) and continues east to the Otay Mesa POE at the U.S.-Mexico border. SR 905 is part of the National Highway System and the California Freeway and Expressway System. It is also designated as one of nine gateways of major significance for goods movement by the 1998 Interregional Transportation Strategic Plan (ITSP).

(Continued on reverse)



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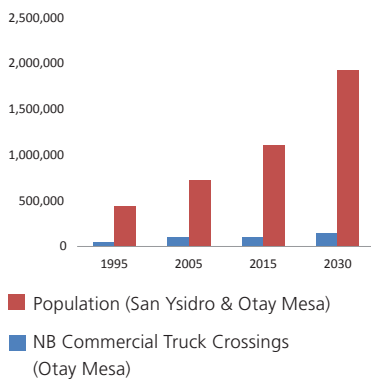
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Construction of the freeway-to-freeway connectors provides border crossers direct access to the highway system, thereby eliminating the need to travel on local roads.

Trade and Population Growth in the Border Region



Source: SANDAG

Project Funding:

Federal: CBI	\$2.7 Million
Local: TransNet	\$2.6 Million
State: TCIF	\$16.1 Million
Total	\$21.4 Million

Growth Along the Border

Population, border traffic, and border trade have shown a steady growth rate in the San Diego-Tijuana region. State and local transportation and land use agencies in California and Baja California, Mexico have consistently identified the need for additional access and transportation facilities to connect the regions of San Diego and Tijuana. All POEs along the San Diego-Tijuana border frequently experience delays.

The San Ysidro POE, the busiest land border crossing in the Western Hemisphere, provides a non-commercial crossing to more than 30 million people annually using various modes of travel. In 1994, the federal government closed the San Ysidro POE to commercial vehicles, rerouting them to the Otay Mesa POE located approximately six miles to the east.

Under the North American Free Trade Agreement (NAFTA), trade has grown to the point of making the Otay Mesa POE the busiest California-Mexico commercial border crossing. In 2015, \$42.63 billion in goods passed through the Otay Mesa POE.

According to Caltrans' traffic projections, northbound truck crossings at the Otay Mesa POE are estimated to reach 899,000 commercial vehicles annually in 2030. An additional 598,000 trucks are projected to cross northbound at the proposed Otay

Mesa East POE in 2030. To accommodate the growing demand, SANDAG and Caltrans are working closely in partnership with local, state, and federal officials on both sides of the border to expand the border infrastructure system.

The northbound connectors project, in conjunction with the SR 11/ Otay Mesa East POE Project, will lead to more crossborder economic opportunities and job growth by increasing the capacity and efficiency of the border infrastructure system.

Project Status

Construction of the northbound connectors began in October 2015 and opened to traffic in November 2016. The southbound connectors are currently being designed and are expected to begin construction in 2018.

Project Funding

The northbound connectors project cost approximately \$21 million, including the cost of design, right-of-way acquisition, and construction. Funding sources include: \$16.1 million from Proposition 1B's Trade Corridors Improvement Fund (TCIF). \$2.7 million from the federal Coordinated Border Infrastructure Program; and \$2.6 million from the regional *TransNet* half-cent sales tax for transportation approved by San Diego County voters.