SR 905/SR 125 NORTHBOUND CONNECTORS
FACT SHEET

Project Overview
The State Route 905 (SR 905) corridor reduces congestion and provides for more efficient transportation of people, goods, and services within and through the Otay Mesa region of San Diego. The corridor is being built in multiple phases with Phase 1A and 1B — the main lanes of the freeway — already constructed and opened to traffic. Phase 2 improvements to the I-805/SR 905 interchange have also been completed. Phase 3, the SR 125/SR 905 interchange, will be constructed in two phases. Phase 3A will construct the northbound connectors and Phase 3B will construct the southbound connectors. Funding from the Trade Corridor Improvement fund (TCIF) has been allocated for the construction of Phase 3A. The interchange is one of the last critical links in the overall border road network, providing direct access to SR 125 from SR 905. Currently, trucks must use circuitous and congested local roads to access SR 125. This project will provide a seamless highway system for commercial vehicles entering/departing the Otay Mesa commercial Port of Entry (POE) to destinations across San Diego County, California, and the nation. This project will link to the future Otay Mesa East commercial POE when it eventually connects to the proposed SR 11 toll road, the capstone for the border network for the region’s future.

SR 905 is the only east-west interregional route that links the Otay Mesa POE with the San Diego metropolitan region. It begins less than one mile west of Interstate 5 and continues east to the U.S.-Mexico border at the Otay Mesa POE. 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).

Of the trucks that cross the border at Otay Mesa into the U.S., 84 percent have destinations outside San Diego County and 25 percent travel to other states. Also, 76 percent of the exports transported through the Otay Mesa

(Continued on reverse)
Construction of the freeway-to-freeway connectors will provide direct access from the border highway system, thereby eliminating the need to travel on local roads.

### 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. The existing San Diego-Tijuana border crossings are located in San Ysidro and Otay Mesa. The San Ysidro POE provides a non-commercial crossing to over 30 million people annually using various modes of travel, while the Otay Mesa POE provides both commercial and non-commercial crossing to approximately an additional 1.5 million commercial trucks and 6 million non-commercial vehicles annually. All POEs frequently experience long delays.

Trade under the North American Free Trade Agreement (NAFTA) has grown to the point of making the Otay Mesa POE the busiest California-Mexico commercial border crossing. NAFTA took effect in January 1994 and lifted tariffs on the majority of goods produced by the United States, Canada, and Mexico. It also called for the gradual elimination, over 15 years, of most remaining barriers to crossborder investment and to the movement of goods and services among the three countries. Also 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. This border region accommodates approximately $35 billion (FY 2013) in NAFTA trade which is carried by 1.5 million northbound and southbound trucks.

The northbound connector project, in conjunction with the proposed SR 11/Otay Mesa East POE project, will lead to opportunities for increased throughput and crossborder trade. Investment potential in the San Diego-Baja California region already has been curbed due to current transportation conditions. Improvements in velocity and reliability coupled with congestion relief are anticipated to result in increased crossborder economic opportunities, including overall growth in economic output and jobs. 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. The SR 905 northbound connectors will serve both the Otay Mesa and Otay Mesa East POEs.

### Project Status

Construction of the freeway-to-freeway northbound connectors with SR 125 is expected to begin in summer 2015.

### Project Funding

Senate Bill 1266 exempts from the 1:1 funding match requirement those border access improvements that enhance goods movement between California and Mexico and maximize the state’s ability to access federal Coordinated Border Infrastructure (CBI) Program funds. SR 905 meets both legislative requirements. This project will leverage $3.4 million of SAFETEA-LU CBI funds to improve border access. These funds will be used for the right-of-way phase and supplement the construction phase. TransNet, the local transportation sales tax administered by SANDAG, was used to fund the design of the project. The CBI funds for the right-of-way phase have already been programmed.