

State Route 905 From I-805 to the Otay Mesa Port of Entry

OVERALL GOALS

- Provide for efficient transportation of goods and services;
- Improve mobility for local, regional and international traffic;
- Improve motorist safety.

THE PROJECT

The project will consist of constructing a transportation facility from I-805 to the Otay Mesa Port Entry (POE) at the International Border. The SR-905 Project will provide a six lane freeway to serve the POE and the border-related businesses in the Otay Mesa Area. It connects with other vital state routes such as I-805, I-5 and future South Bay Expressway (State Route 125 south).

The project will include grade separated local access interchanges, and the freeway to freeway interchange with the South Bay Expressway.

TRAFFIC

SR-905 projects are critical to the flow of goods and services between California and Baja California, as well as to the nation. Since the implementation of the North American Free Trade Agreement (NAFTA) in 1994, trade and travel between California and Baja California has greatly increased in both dollar value, and truck crossings. Seventy-eight percent of the goods transported through the California/Baja California POEs have origins or destinations outside of San Diego and Imperial counties to/from other California counties, states or international markets.

In 1995, total imports and exports between California and Baja California were nearly \$15 billion, and in 2003 were nearly \$30 billion, representing an increase of 100 percent. Ninety-eight percent of the imports and exports are transported by truck. The California/Baja California POEs processed more than two million trucks in 2003, and this figure is projected to double by 2020. More than 70 percent of this trade is through the Otay Mesa POE. The benefits of this trade are very important to the California and Baja California economies. Continued growth in trade through this Port has already brought congested traffic that will only worsen if the SR-905 project is not completed.

PROJECT STATUS

The Project Final Environmental Impact Statement/Report was approved in July 2004. Siempre Viva Interchange was completed Fall 2005. Caltrans is in the process of acquiring right-of-way from Siempre Viva Road to just east of I-805 to construct Phase 1 of the project. Plans specifications and estimates have been completed and are currently under review.

POTENTIAL ENVIRONMENTAL IMPACTS

Within the limits of the study corridor, various environmental resources and issues are known to exist including archaeological sites and historic resources; biological resources (including wetlands/vernal pools, coastal sage scrub, wildlife corridors and endangered species); water quality; impacts to agriculture, transportation systems and business/industry; impacts to existing and planned development and residential areas; potential growth and cumulative impacts; hazardous waste; and visual impacts. These impacts have been addressed in the approved environmental document and the design includes the mitigation of those impacts.

FUNDING

The estimated cost of the proposed project is \$486 million. To date, a total of \$341 million has been identified, which covers environmental, design, right-of-way and construction of Phase 1. The remaining portion of the project is unfunded at this time.

SCHEDULE

The first portion of the SR-905 extension, from the Otay Mesa POE to Airway Road, began construction January 2003. Construction of this portion was completed in September 2005. Construction of the next phase of the extension (Phase 1), from just east of I-805 to Airway Road, is scheduled to begin Spring 2007 and take four years to complete, based on funding availability. Start of construction for the remaining portions is contingent upon securing necessary funding.



