

San Diego Border Region's SR 905 TIGER Grant : Leveraging Funds for Freight System Development

Dec 21, 2016

Let's Talk Freight

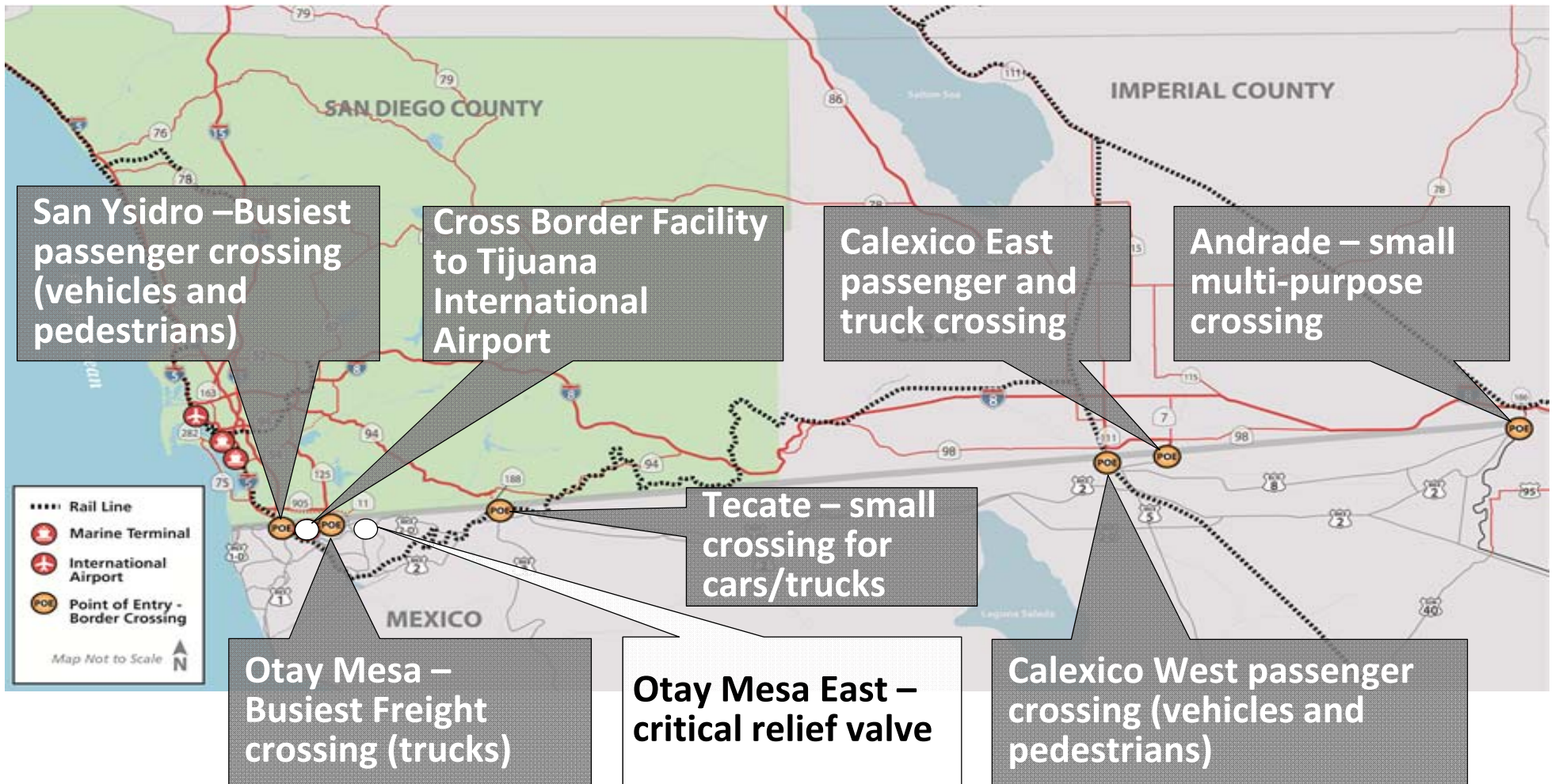
Tiger I – State Route 905, Phase 2



San Diego Area



California-Baja California Ports of Entry (POEs) Existing and Proposed

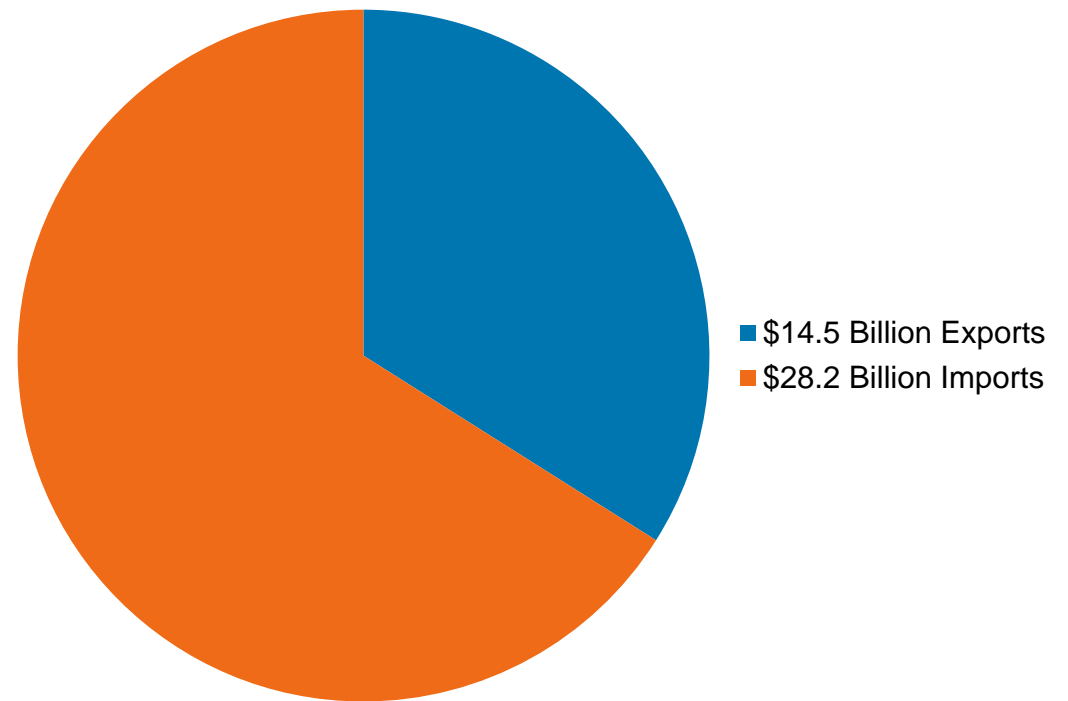


Otay Mesa 2015 Trade Value

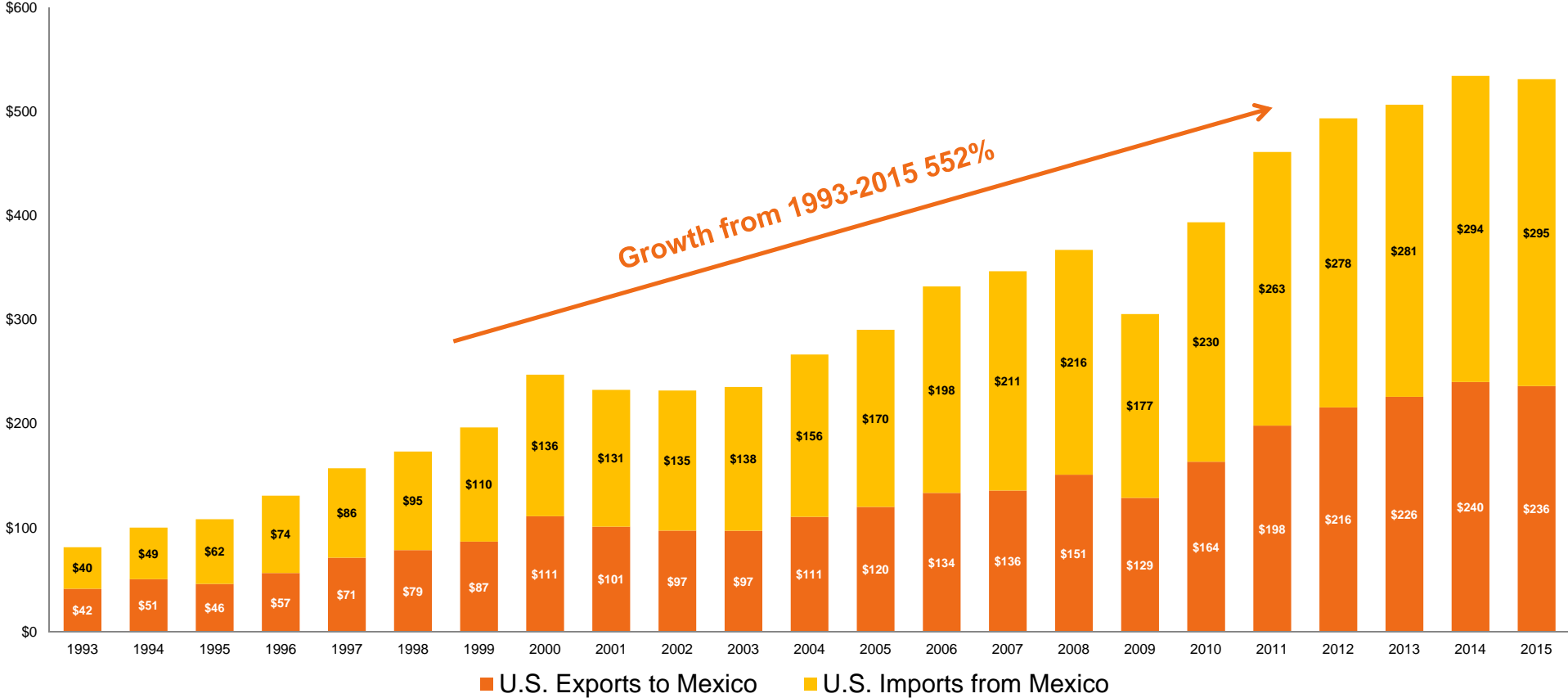
\$42.7 Billion Total Trade Value

- Otay Mesa, largest POE crossing between CA and MX
- > 1.6 million northbound and southbound truck crossings/year
- Key two-way trade commodities
 - + Electronics
 - + Agricultural goods
 - + Vehicles
 - + Medical devices

Import/Export Values



U.S. – Mexico Trade Value Growth (Billions of dollars)



San Diego Tijuana Mega Region

San Diego is a binational region that includes San Diego and Imperial Counties, and the northern cities of Baja, CA.

This region also features intensive cross border trade with truck traffic serving over 570 Maquiladora (twin plant) operations.

- About 6.4 M people live in this binational region
- Population is expected to grow to 10.6 M by 2040
- Our region is diverse yet it is also linked by:
 - + Economic issues
 - + Language
 - + Cultural Issues
 - + Social interests

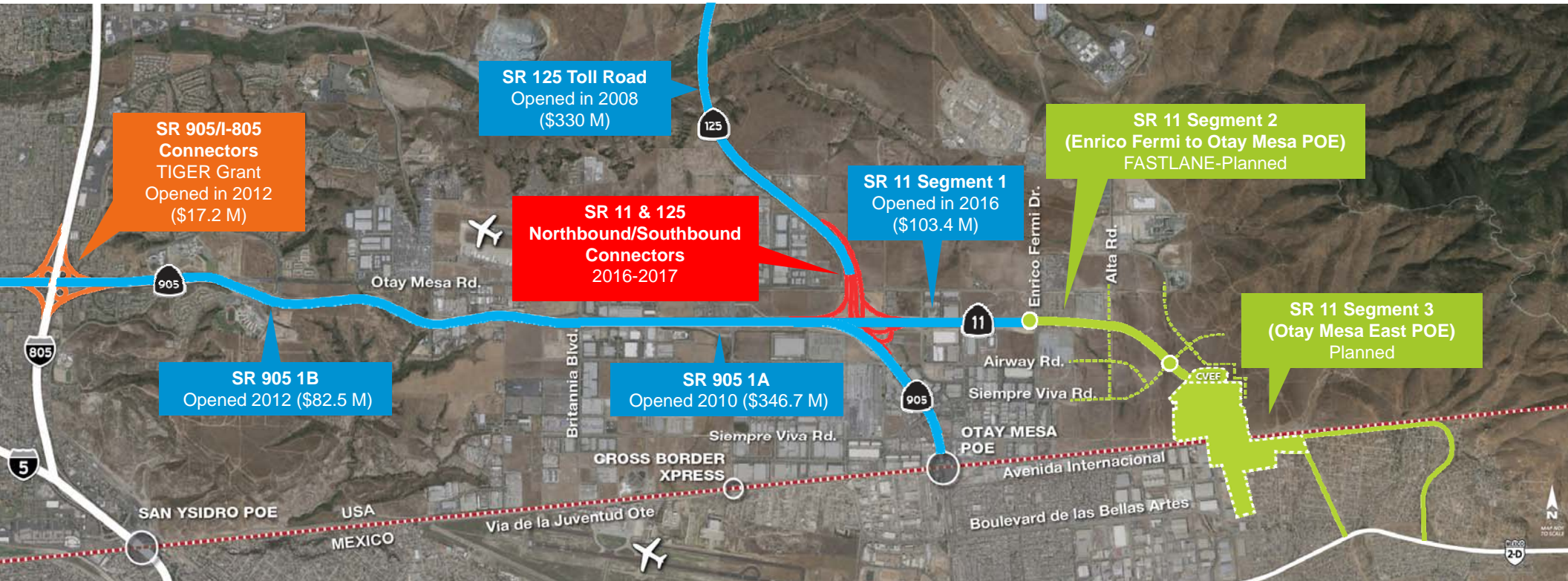


Innovative New POE: Otay Mesa East – State Route 11 and Freight Distribution Network

- SANDAG studies indicate sufficient demand for new POE
- CA State Bill 1486 allows the SR-11 approach road to the POE to be tolled with variable pricing
- Toll revenues can underwrite bond sales and leverage other funding sources
- TIGER 1 Funding critical part of financial package
- New revenues provide opportunity for quicker implementation
- Possible prototype for new POE financing



Implementation Plan San Diego Border System (2007-2019)



COMPLETED



UNDER CONSTRUCTION



PLANNED



TIGER 1 Application Attributes



- Project developed in partnership with Caltrans (the constructor of the ramp)
- All facets of project highly leveraged.
 - + \$17.2 M in TIGER funds leveraged by \$449 in federal, state and local funds
 - + Leveraged by over \$600M in overall border region (this includes the future POE)
 - + Positioned as “system of improvements”
 - + Positive for economic development in growing region of County
 - + Contributed to seamless connectivity
- Significant Level of Service (LOS) improvements associated with Project
- Many letters of support from political to commercial to binational

TIGER 1 Application Attributes

- Project on both RTP and on Local Community Plan
- Strong safety benefits documented for Commercial Vehicles
- Use the CAL Benefit Cost Model- which was favorably received by USDOT for Round 1 of TIGER
 - + Travel time savings
 - + Vehicle operating cost savings
 - + Accident cost savings
 - + Emission cost Savings
- “Shovel ready” upon award – submitted application in 2010 and construction completed by 2012
- Already environmental permitted at time of application
- Project has local, regional and national significance



Thank You & Questions

Contact Information

Christina.Casgar@sandag.org

