



# PROJECTS and PAYCHECKS

# STATE EXAMPLES

## On the Road to Recovery 2009

(As of December 31, 2009)

**Number of Recovery  
Projects:**  
**756**

**Total State  
Expenditures:**  
**\$203,831,000**

**State Web Site for  
More Information:**  
<http://www.caltrans.ca.gov/Recovery/>

**AASHTO Recovery  
Web Site:**  
[recovery.transportation.org](http://recovery.transportation.org)

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*A one-year report on **state transportation successes** under the American Recovery and Reinvestment Act*

February 2010



"Since Day One, our focus has been and continues to be ensuring the \$2.54 billion Recovery Act dollars are pumped into California quickly and responsibly to stimulate the economy and invest in the future of the state's transportation system," said California Department of Transportation Director Randy Iwasaki. "California leads the nation in obligating Recovery Act funds on highway and local street projects. From one end of the state to the other, Recovery Act funded transportation projects are providing jobs and improving mobility for people and businesses." — Randell Iwasaki, DOT Director

### State Route 905 Project – Phase 1B San Diego, California Value: \$57.1 million

The State Route 905 1B Project began construction in 2009 by providing the needed transportation infrastructure to keep pace with international trade and accommodate future growth in regional mobility. This project was able to move forward in large part through the dollars provided from the American Reinvestment and Recovery Act of 2009 (ARRA).

SR-905 1B consists of building three miles of new six-lane freeway from Britannia Boulevard to just east of Interstate 805 in the border community of Otay Mesa, in the southern portion of San Diego County. It was among the first transportation projects in California to receive Recovery Act funds to stimulate the state's economy when it was needed most. Construction began last July and is expected to be completed in the summer of 2012.

The Project was developed through a partnership between the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA) and the San Diego Association of Governments (SANDAG). The total cost for this next project through the corridor is set at \$77 million, including \$74 million from the Recovery Act, \$2.1 million in Federal Demonstration and \$900,000 from the SANDAG TransNet local half-cent sales tax.

SR-905 1B is one of several projects to extend the freeway from the Otay Mesa International Port of Entry (POE) at the California/Baja California, Mexico Border west to I-805. The SR-905 1A Project from the Siempre Viva Road to Britannia Boulevard is also under construction and the three remaining projects are interchanges are not yet funded.



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## State Route 905 Project – Phase 1B

### San Diego, California

#### *(continued)*

The Otay Mesa POE is the second busiest commercial port of entry on the U.S./Mexico Border and the busiest in California. It handles more than 1.4 million trucks and \$22.2 billion worth of goods in both directions. Delays often exceed four hours per truck.

The SR-905 1B Project is critical to the flow of goods and services between California and Baja California, Mexico. Nearly all of our nation's imports and exports with its top trade partner Mexico are transported by truck, with a growing amount of that traffic using the SR-905 corridor. California/Baja California POEs processed more than two million trucks in 2005 and that figure is expected to double by 2020.

In addition to this project creating jobs now, the economic benefit will reach far beyond the end of construction – for both nations. The total imports and exports in 2005 were nearly \$36 billion when compared to \$15 billion just a decade earlier.

Alternatively, the importance of this border transportation infrastructure improvement is noted when we read that traffic congestion and delays from cross-border personal trips and goods movement cost the U. S. and Mexican economies an estimated \$7 billion in gross output and more than 62,000 jobs in 2007.

The construction and completion of SR-905 1B will accommodate future increases in traffic congestion, provide more efficient cross-border access and help keep California and the United States competitive in the world market. Recovery Act funding played a major role in securing economic stability now and into the future.

## How This Project Affected the Jobs' Picture in My State

The following jobs are being generated by the SR-905 1B Project:

- Asphalt concrete and related subcontractor and supplier
- Landscape and irrigation subcontractor and supplier
- Hydroseeding subcontractor and supplier
- Storm water subcontractor and supplier
- Cold Plane AC subcontractor
- Construction area/roadside signs subcontractor and supplier
- Joint seal subcontractor and supplier
- Minor concrete subcontractor and supplier
- Iron and steel subcontractor and supplier
- Paint subcontractor and supplier
- Striping subcontractor and supplier



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## How This Project Affected the Jobs' Picture in My State

*(continued)*

- Steel piling subcontractor and supplier
- Fence subcontractor and supplier

Some ripple effects in the community are:

- Fuel stations: increased fuel revenues for construction vehicles such as trucks hauling dirt or materials and for construction equipment such as cranes, bulldozers, etc. Also, increased food and beverage sales to the labor force;
- Local material suppliers: increased revenues for supplies such as concrete, asphalt, etc.;
- Local food establishments: increased revenues from worker patronage; and
- Hotels, Motels, local housing: temporary housing for out of town labor.