



Sustainable Communities and Freight

Christina Casgar, SANDAG



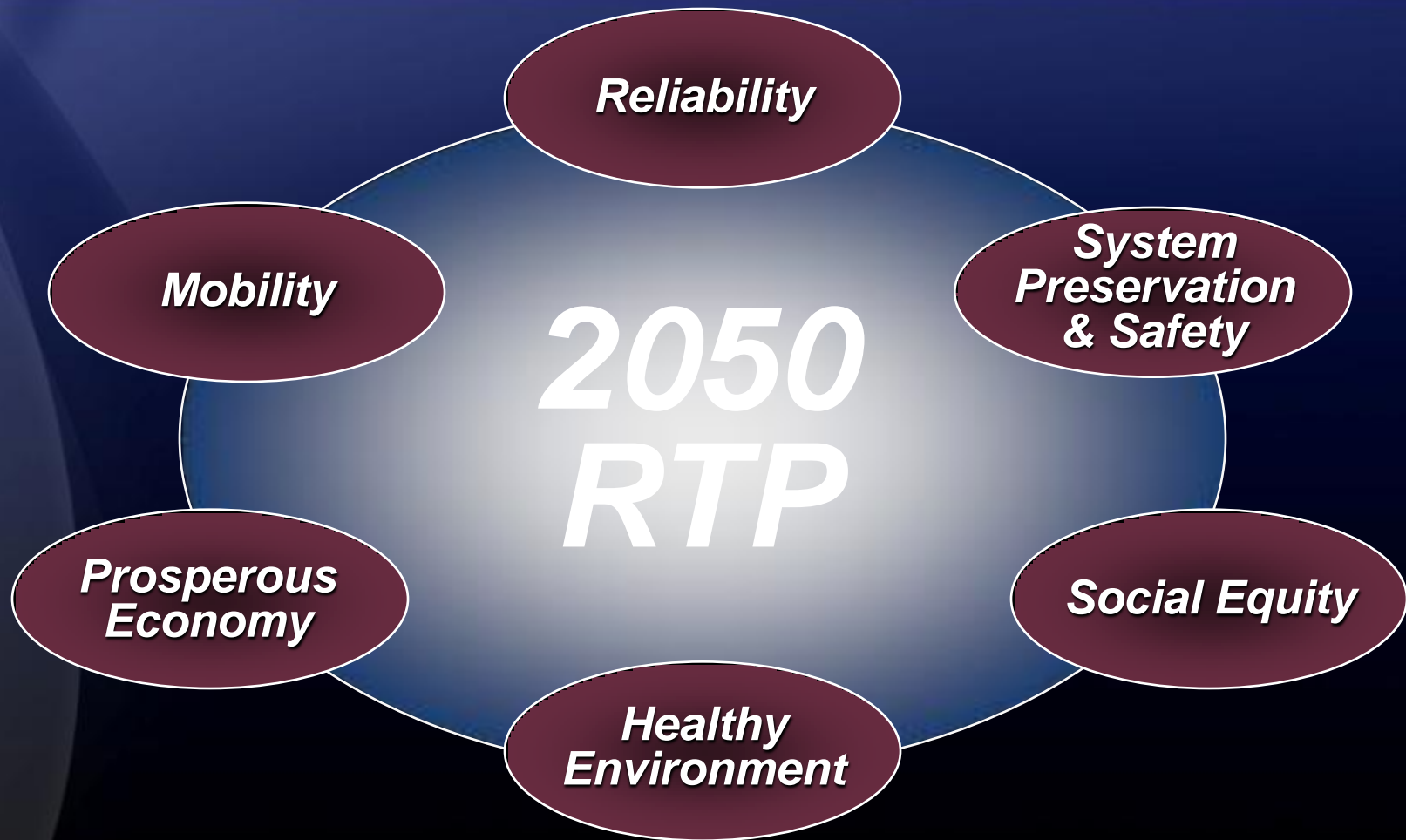
SANDAG Context

- MPO for San Diego Region
- Public Forum for Regional Decision-Making
- \$993.2 Million Annual Program Budget,
Capital Program \$676.7 million

One Public Agency with Many Hats

- Designated Authority to Plan and Build:
 - San Diego Region Consolidated Agency (State)
 - Council of Governments (COG) and MPO (Federal)
 - Regional Transportation Planning and Funding Allocation Agency (State)
 - San Diego County Regional Transportation Commission (State and Voter Approval)
 - **Freight Planning**
 - Co-Lead Agency for Air Quality Planning (Federal and State)
 - Integrated Waste Management Task Force (State and Local)
 - Housing (State)
 - Area wide Clearinghouse (Federal and State)
 - Manages and Administers the North County Multiple Habitat Conservation Program (Local)

2050 Regional Transportation Planning Metrics: All Modes



California/SANDAG Planning for Goods Movement: Equity and Modal Balance Considerations

- Statewide Bond Program to Fund Freight Infrastructure
- Statewide Coordination on Goods Movement Action Plan (GMAP)
- Multi-County GMAP
- SANDAG - Regional GMAP



CA 2007 Trade Corridors Improvement Program (TCIF): Balancing Infrastructure Investment with Environmental Benefits

- \$2 Billion for Infrastructure Paired with \$1 Billion for Goods Movement Emissions Reduction Program
- SANDAG awarded \$400 million:
 - Port Access, Rail Yard, Rail line double tracking
 - \$75 million for new land port of entry “green field” project
 - All projects awarded TCIF were legally mandated to also address emissions
 - All projects had public and private benefits



Port of San Diego – Truck Routing Concept



LEGEND:

- PRIMARY ROUTING
- SECONDARY ROUTING



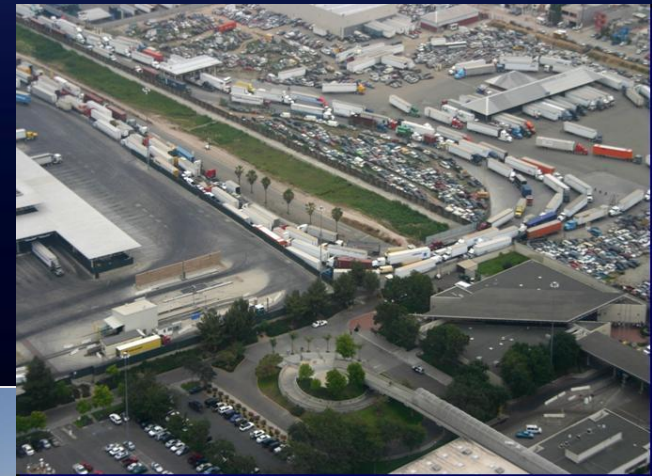
Port Access Improvements Rationale

- EJ Project: buffer Barrio Logan from truck traffic
 - Land use challenges for Port
- Air quality: channel trucks via improved highway access
- Economic prosperity: protect vital working waterfront/jobs
 - NASSCO shipyard & Navy Base San Diego
 - Tenth Ave. & National City terminals
 - 33,500 jobs



Otay Mesa East POE

- 100+ Acres “Greenfield”
- Removes/Alleviates a Community Bottleneck
- Reduces Idle Time
- Toll-Financed
- Dynamically Priced = Manages Queue

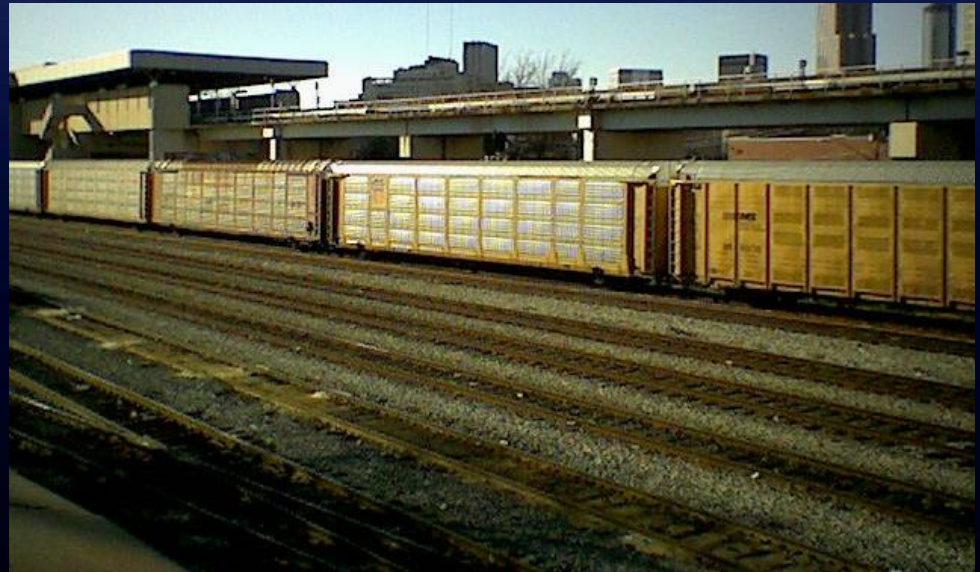


TCIF – Lessons

- Identify Regions/Gateways that host trade volumes
- Define partners including community stakeholders
- Recognize freight system needs
- Set system evaluation and performance criteria
- Sustainability: address freight externalities and community issues along with infrastructure investments
- 1:1 Match to leverage public-private benefits

Overall Freight Challenge

- **Intermodal** Surface Transportation Efficiency Act of 1991
- Freight Projects “Implied”
- Freight Investment Program Needed with Performance Indicators with All Modes
- Who Pays?: Include Externalities and Sustainability
- Focused Funding = Focused Results



National Issue #1: Reauthorization

Include National Freight Policy



Globalization



Free Trade Pacts



***Economic Recovery Fueled by
Trade Facilitation***

National Issue #2: Improve Approach to Bridging Goods Movement Issues to Sustainability Issues

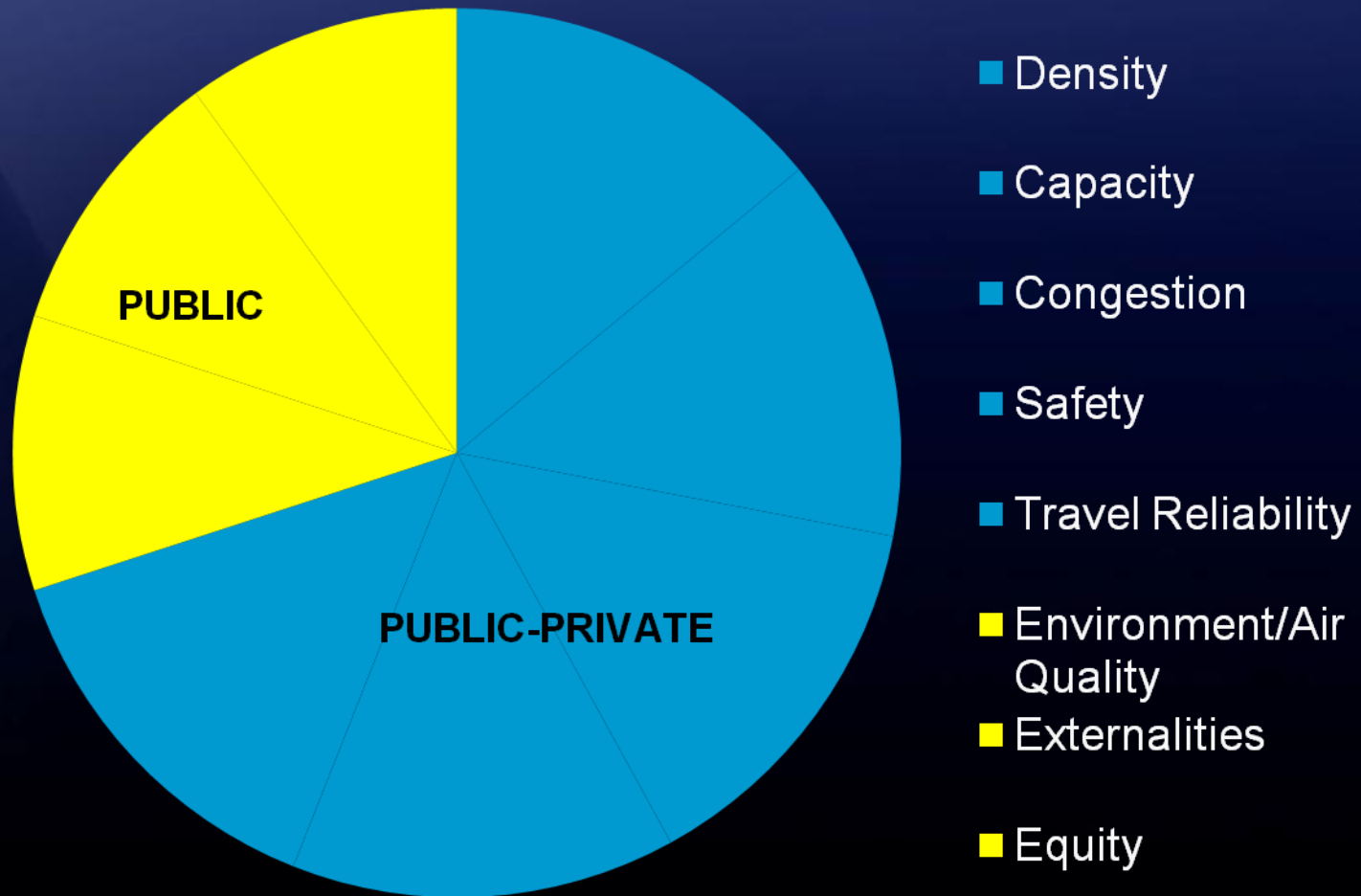
- Focused Funding for Air Quality, Community Education, and Remediation
- ↑ Understanding of Costs/Benefits
- ↑ Understanding of Inherent Land Use Conflicts with Urban Goods Movement

Sustainable Performance Indicators To Consider



- Equity Issues
- Environment/Air Quality
- Sustainability/Livability
- Land use challenges
 - No land use protections for freight operations
 - Costly legal challenges
 - Causes freight “sprawl”

Public Private Transportation Investing: 360° Observations



Conclusion

*Sustainable Communities and
Freight Must be a Partnership
Effort*



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