Sustainable Communities and Freight

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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

- Reliability
- System Preservation & Safety
- Social Equity
- Mobility
- Prosperous Economy
- Healthy Environment
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

- Central Valley Region
- Bay Area Region
- Los Angeles / Inland Empire Region
- San Diego / Border Region
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

- Density
- Capacity
- Congestion
- Safety
- Travel Reliability
- Environment/Air Quality
- Externalities
- Equity
Conclusion

Sustainable Communities and Freight Must be a Partnership Effort
Sustainable Communities and Freight

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