



## ***Borders Committee Agenda***

**Friday, January 26, 2024**

**1 p.m.**

Welcome to SANDAG. The Borders Committee meeting scheduled for Friday, January 26, 2024, will be held in person in the SANDAG The Board Room. While Borders Committee members will attend in person, members of the public will have the option of participating either in person or virtually.

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Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at [clerkoftheboard@sandag.org](mailto:clerkoftheboard@sandag.org) (please reference Borders Committee meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. the business day before the meeting will be provided to members prior to the meeting. All comments received prior to the close of the meeting will be made part of the meeting record.

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**Vision Statement:** *Pursuing a brighter future for all*

**Mission Statement:** *We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.*

**Our Commitment to Equity:** *We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.*

*We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. The SANDAG equity action plan will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.*

*We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.*

# Borders Committee

Friday, January 26, 2024

## Comments and Communications

### 1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Borders Committee on any issue within the jurisdiction of SANDAG that is not on this agenda. Public speakers are limited to three minutes or less per person. Public comments under this agenda item will be limited to five public speakers. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Borders Committee members and SANDAG staff also may present brief updates and announcements under this agenda item.

## Consent

### +2. Approval of Meeting Minutes

Approve

*Tessa Lero, Francesca Webb; SANDAG*

The Borders Committee is asked to approve the minutes from its September 22, 2023, and its November 15, 2023, meetings.

[September 22, 2023 Meeting Minutes](#)

[November 15, 2023 Meeting Minutes](#)

### +3. 2025 Regional Plan Tribal and Binational Outreach Summary

Information

*Hector Vanegas; SANDAG*

This report provides a summary of tribal and binational outreach SANDAG conducted in support of 2025 Regional Plan development.

[2025 Regional Plan Tribal and Binational Outreach](#)

[Att. 1 - 11.15.23 SANDAG Tribal Program Update](#)

[Att. 1.2 - Tribal Lands in The SD Region](#)

[Att. 2 -10.04.23 Workshop Agenda - Bilingual](#)

## Reports

### +4. San Diego and Imperial Counties Sustainable Freight Implementation Strategy

Information

*Antoinette Meier, Mariela Rodriguez, Tim Garrett; SANDAG*

Staff will present an update on the San Diego and Imperial Counties Sustainable Freight Implementation Strategy.

[Sustainable Freight Strategy](#)

[Att. 1 - Summary Fact Sheets for Key Strategies](#)

[Supporting Materials](#)

### 5. 2024 World Design Capital

Information

*Mai Nguyen; 2024 World Design Capital*

Every two years, the World Design Organization elects a “World Design Capital” – a year long designation that involves an array of public events and legacy projects and shines an international spotlight on one successful city. Mai Nguyen will

present updates of the San Diego-Tijuana 2024 World Design Capital, the first binational designation.

**+6. SANDAG's Approach to 2024 World Design Capital**

Information

*Antoinette Meier, Hector Vanegas, Marisa Mangan, Zach Hernandez; SANDAG*

Staff will present an update on the designation of San Diego-Tijuana binational region as the 2024 World Design Capital and how SANDAG aims to participate.

[SANDAG Approach to 2024 World Design Capital](#)

[Att 1 - SANDAG Resolution No. 2024-13](#)

[Supporting Materials](#)

**7. Adjournment**

The next Borders Committee meeting is scheduled for Friday, February 23, 2024, at 1 p.m.

+ next to an agenda item indicates an attachment



October 27, 2023

## **September 22, 2023, Meeting Minutes**

### [View Meeting Video](#)

Vice Chair Jesus Escobar (Imperial County) called the Borders Committee to order at 1:04 p.m.

#### **1. Public Comments/Communications/Member Comments**

Truth, member of the public, spoke regarding regional Borders issues.

Mark, member of the public, spoke regarding construction along the U.S./Mexico Border.

Consuelo, member of the public, spoke regarding tribal lands and community participation.

Jimena Villasenor, San Diego Chamber of Commerce, spoke in support of collaborative efforts to enhance quality of life along the Border.

The Original Dra, member of the public, spoke regarding relations with Mexico.

Mike, member of the public, spoke regarding public participation at SANDAG meetings.

Deputy Director Ann Fox, Caltrans, spoke regarding upcoming freeway closures for construction projects.

#### **Consent**

#### **2. Approval of Meeting Minutes**

There were no public comments on this item.

Action: Upon a motion by Councilmember Vivian Moreno (City of San Diego) and a second by Supervisor Joel Anderson (County of San Diego), the Borders Committee voted to approve the minutes from its July 28, 2023, meeting.

The motion passed.

Yes: Vice Chair Escobar, Supervisor Anderson, Councilmember Moreno, Councilmember David Druker (North County Coastal), and Councilmember Patricia Dillard (East County).

No: None.

Abstain: None.

Absent: North County Inland and South County.

#### **3. 2023 Bike Anywhere and Tijuaneando en Bici Crossborder Celebration Update**

This report provided a summary of this year's Bike Anywhere and Tijuaneando en Bici, held on Thursday, May 18, 2023, which included innovative activities to encourage biking across the border as a viable, fun, and healthy transportation choice to reduce vehicle mileage traveled and Greenhouse Gas emissions at border crossings.

The Original Dra spoke regarding sewage issues in the Tijuana River Valley.

Action: Information only.

## **Reports**

### **4. San Diego and Imperial Counties Sustainable Freight Implementation Strategy**

Regional Planner Tim Garrett presented an overview of the San Diego and Imperial Counties Sustainable Freight Implementation Strategy.

The Original Dra spoke in opposition to the item.

Action: Information only.

### **5. Zero Emission Freight Transition at the California-Baja California Border Study**

Senior Regional Planner Andrea Hoff presented an overview of the Zero-Emission Freight Transition at the California-Baja California Border Study that explores the benefits and challenges for our border region.

The Original Dra spoke in opposition to the item.

Action: Information only.

### **6. Reimagining Tijuana**

Jose Galicot, Tijuana Innovadora, presented an overview of Tijuana Innovadora, a community organization in Tijuana, which began a citizen consultation exercise about the city they want and seeks to generate changes by showing what citizens want from their city. This effort brings together stakeholders from the public and private sectors and is planned to be concluded in July 2024.

There were no public comments on this item.

Action: Information only.

### **7. Tijuana – San Diego 2024 World Design Capital**

This item was removed from the agenda.

### **8. Upcoming Meetings**

The next Borders Committee meeting is scheduled for Friday, October 27, 2023, at 1 p.m.

### **9. Adjournment**

Vice Chair Escobar adjourned the meeting at 2:32 p.m.

## Confirmed Attendance at Borders Committee Meeting

Jurisdiction	Name	Member/ Alternate	Attended
South County	Matthew Leyba-Gonzalez, Chair	Member	No
	Carolina Chavez	Alternate	No
East County	Laura Koval	Member	Yes
	Patricia Dillard	Alternate	Yes
City of San Diego	Vivian Moreno	Member	Yes
	Sean Elo-Rivera	Alternate	No
County of San Diego	Joel Anderson	Member	Yes
	Nora Vargas	Alternate	No
Imperial County	Jesus Eduardo Escobar, Vice Chair	Member	No
	Luis Plancarte	Alternate	No
North County Coastal	Dave Druker	Member	Yes
	Peter Weiss	Alternate	No
North County Inland	Dane White	Member	No
	Mike Morasco	Alternate	No
<b>Advisory Members</b>			
Riverside County	Crystal Ruiz	Member	No
	Yxstian Gutierrez	Alternate	No
Republic of Mexico	Carlos González Gutiérrez	Member	No
	Gilberto Luna	Alternate	No
	Natalia Figueroa	Alternate	Yes
Southern California Tribal Chairmen's Association	Raymond Welch	Member	No
	Cody Martinez	Alternate	No
Caltrans	Gustavo Dallarda	Member	No
	Ann Fox	Alternate	Yes
	Mario Orso	Alternate	No
San Diego County Water Authority	Valentine Macedo, Jr.	Member	No
	Steve Casteneda	Alternate	No
Southern California Association of Governments	Naresh Amatya	Member	No
	David C. Salgado	Alternate	No
Orange County	Vacant	Member	No
	Vacant	Alternate	No

January 26, 2024

## **November 15, 2023, Meeting Minutes**

### [View Meeting Video](#)

Councilmember Vivian Moreno (City of San Diego) called the Borders Committee to order at 1:04 p.m.

#### **1. Public Comments/Communications/Member Comments**

Truth, member of the public, commented regarding her family ancestry.

The OriginalDra, member of the public, commented regarding border security and respect for tribal lands.

Jamul Indian Village Chairwoman Erica Pinto (SCTCA) invited Barona Band of Mission Indians Chairman Raymond Welch to share a blessing for the Tribal Symposium and requested each of the tribal representatives to introduce themselves and share updates from their tribal governments.

#### **2. Welcome Remarks**

Deputy Evelyn Sánchez, Baja California State Legislature's Commission of Indigenous and Social Welfare Commission, Linda Sacks, California Native American Legislative Caucus, and Loretta Miranda, Office of Governor Gavin Newsom, welcomed members to the Borders Committee meeting and Tribal Symposium.

#### **Consent**

#### **3. SANDAG Tribal Program Update**

This report provided a summary of the SANDAG Tribal Program.

Truth commented regarding aspects of the Tribal Program.

Consuelo, member of the public, commented in opposition to the Tribal Program.

Blair Beekman, member of the public, commented regarding the Tribal Program.

The OriginalDra commented in opposition to the Tribal Program.

Action: Information only.

#### **Reports**

#### **4. Sovereignty and Tribal Nations in the Region**

Michael Connolly, Southern California Tribal Chairmen's Association presented an overview of the United States Constitution and treaties that recognize Native American communities as sovereign nations within the territorial boundaries of the United States.

Truth commented regarding sovereignty of tribal nations.

Consuelo commented regarding sovereignty of tribal nations.

The OriginalDra commented regarding sovereignty of tribal nations.

Action: Information only.

## **5. Native American Cultural Monitoring**

Ray Teran, Viejas Band of Kumeyaay Indians; Rafael Reyes and Sarah Allred, Caltrans; and Regional Planning Program Manager Keith Greer presented information on preserving and protecting tribal cultural resources through cultural monitoring and updates on cultural monitoring efforts.

Truth commented regarding tribal cultural resources and monitoring efforts.

Consuelo commented regarding protection of tribal culture.

Action: Information only.

## **6. Preliminary Employment Center Data on Tribal Nations in San Diego County**

Naomi Young presented an update regarding the preliminary insights on SANDAG's employment centers within tribal nations in San Diego County and led a discussion on economic development opportunities for tribal nations.

Truth commented regarding the insights into the tribal nation data.

Consuelo commented regarding data presented on tribal nations.

Action: Discussion only.

## **7. Funding Opportunities for Tribal Nations**

Senior Director of Planning Antoinette Meier; Steve Lockett and Kaitlyn Elliot-Norgrove, County of San Diego; and Robin Owen, Caltrans presented information on grant funding opportunities available for tribal nations and lead a discussion on tribal funding needs.

Truth commented regarding funding opportunities for tribal nations.

Paul the Bold, member of the public, commented regarding grant funding for tribal nations.

Action: Discussion only.

## **8. Upcoming Meetings**

The Borders Committee meeting scheduled for Friday, December 22, 2023, has been canceled. The next Borders Committee meeting is Friday, January 26, 2024, at 1 p.m.

## **9. Adjournment**

Chairwoman Pinto adjourned the meeting at 3:11 p.m.

## Confirmed Attendance at Borders Committee Meeting

Jurisdiction	Name	Member/ Alternate	Attended
South County	Matthew Leyba-Gonzalez, Chair	Member	No
	Carolina Chavez	Alternate	No
East County	Laura Koval	Member	Yes
	Patricia Dillard	Alternate	No
City of San Diego	Vivian Moreno	Member	Yes
	Sean Elo-Rivera	Alternate	No
County of San Diego	Joel Anderson	Member	Yes
	Nora Vargas	Alternate	No
Imperial County	Jesus Eduardo Escobar, Vice Chair	Member	No
	Luis Plancarte	Alternate	No
North County Coastal	Dave Druker	Member	Yes
	Peter Weiss	Alternate	No
North County Inland	Dane White	Member	No
	Mike Morasco	Alternate	No
<b>Advisory Members</b>			
Riverside County	Crystal Ruiz	Member	Yes
	Yxstian Gutierrez	Alternate	No
Republic of Mexico	Carlos González Gutiérrez	Member	No
	Gilberto Luna	Alternate	No
	Natalia Figueroa	Alternate	No
Southern California Tribal Chairmen's Association	Raymond Welch	Member	Yes
	Cody Martinez	Alternate	No
Caltrans	Gustavo Dallarda	Member	No
	Ann Fox	Alternate	No
	Mario Orso	Alternate	No
San Diego County Water Authority	Valentine Macedo, Jr.	Member	No
	Steve Casteneda	Alternate	No
Southern California Association of Governments	Naresh Amatya	Member	No
	David C. Salgado	Alternate	Yes
Orange County	Vacant	Member	No
	Vacant	Alternate	No

January 26, 2024

## 2025 Regional Plan Tribal and Binational Outreach Summary

### Overview

As part of the process to develop the 2025 Regional Plan staff convened workshops to share ideas around regional planning, mobility, and discuss opportunities for collaboration with our partner agencies and stakeholders. Recent workshops focused on generating a dialogue to highlight the unique aspects and potential solutions from the perspective of the region's borders with tribal nations and Mexico.

#### Action: Information

This report provides a summary of tribal and binational outreach SANDAG conducted in support of 2025 Regional Plan development.

#### Fiscal Impact:

None.

#### Schedule/Scope Impact:

None.

### Key Considerations

Under this lens and building from the existing framework for institutional collaboration, SANDAG staff provided presentations and led discussion with tribal partners as part of recurring meetings of the Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG) on March 8, June 7, and August 30, 2023. SANDAG staff and Working Group members discussed the 2025 Regional Planning goals and strategies as well as how to align transportation solutions developed as part of the [Interregional Tribal Transportation Strategy](#) (ITTS).

Some of the common themes and outcomes heard during Tribal TWG meetings include:

- Discussion and updates to the existing Tribal Consultation Plan in support of the 2025 Regional Plan and further efforts to identify funding opportunities for ITTS projects.
- Emphasis on climate change adaptation and ensuring electric vehicle conversions have an energy grid to support it.
- The continued importance of safety, roadway improvements, economic vitality, and regional connectivity for tribal nations.

On November 15, 2023, the Borders Committee, together with the Tribal TWG, hosted a Tribal Symposium. The symposium highlighted preliminary insights into SANDAG's employment centers within tribal nations in San Diego County and related economic development opportunities, as well as a presentation on preserving tribal cultural resources through cultural monitoring. Additionally, staff and tribal representatives engaged in an open dialogue about funding opportunities.

On October 4, 2023, SANDAG, in partnership with the City of Tijuana, held the Border Transportation Planning Workshop at Centro Cultural Tijuana (CECUT) in Tijuana. The program included presentations from SANDAG, IMPLAN Tijuana, and Tijuana Innovadora, each of which discussed current approaches to mobility planning and key projects relevant to crossborder mobility through the region's land ports of entry and throughout the border region. The presentations were followed by a moderated discussion among attendees which included representatives from U.S. and Mexican government, chambers of commerce, universities, non-governmental organizations, and community members.

Some of the common themes and outcomes heard during the border workshop include:

- Existing mechanisms for collaboration are effective and should continue through subsequent discussions with SANDAG, the crossborder community, and stakeholder agencies.



- Integrating mobility systems on both sides of the border will improve quality of life, economic competitiveness, the environment, public health, etc.
- Both U.S. and Mexican partners are eager to find opportunities to align planning efforts and apply complementary and coordinated solutions to make border travel more efficient

### **Next Steps**

Follow-up discussions with our partners will be scheduled to build on the momentum from the workshops while generating productive engagement during the development of the 2025 Regional Plan.

### ***Antoinette Meier, Senior Director of Regional Planning***

Attachments:

1. November 15, 2023 SANDAG Tribal Program Update
2. October 4, 2023 Border Transportation Workshop Agenda

November 15, 2023

## SANDAG Tribal Program Update

### Overview

The San Diego region is home to 18 Native American reservations represented by 17 Tribal Governments, the most in any county in the United States. Native American reservations are comprised of more than 127,000 acres in the San Diego region, making up approximately four percent of the region's land base. All the reservations are located within the unincorporated eastern portion of the county.

Executive Order 13175 requires consultation and coordination with Indian tribal governments. SANDAG has a significant history working with tribal governments in the region. The first San Diego

Regional Tribal Summit was hosted by SANDAG in 2002 and brought together elected leaders from the 19 local governments who make up the Board of Directors and the 18 federally recognized tribal governments in the San Diego region. In 2007, the Board and the Southern California Tribal Chairmen's Association (SCTCA) signed an agreement that gave tribes an advisory role on the Board and committees, solidifying a unique local government-to-government framework.

### Action: Information

This report provides a summary of the SANDAG Tribal Program.

### Fiscal Impact:

\$60,000 allocation from FY 2024 Overall Work Program Project No. 3100404 for tribal consultation with Southern California Chairman's Association.

### Schedule/Scope Impact:

None.

### Key Considerations

Going back more than two decades, SANDAG, tribes, and the SCTCA have continued to partner on policy areas of mutual interest. The SANDAG tribal program consists of the following primary efforts:

#### *Tribal Consultation Plan*

The government-to-government framework established between tribal governments and SANDAG assures meaningful engagement in complex regional planning and policy decisions. This type of arrangement is uncommon at the local or regional level as it has been most commonly applied at the state and federal levels. As part of the Regional Plan update, SANDAG and the SCTCA establish a Memo Of Understanding and work plan that details priorities and how we will collaborate. The tribal consultation process for the 2025 Regional Plan kicked off early this year and will be ongoing throughout the plan development process.

#### *Ongoing Collaboration*

Tribal leaders as well as representatives from the Bureau of Indian Affairs (BIA), County of San Diego, Caltrans, Metropolitan Transit System (MTS), and North County Transit District (NCTD) meet with SANDAG quarterly through the [Interagency Technical Working Group on Tribal Transportation Issues](#). This working group has been meeting regularly since 2006. A Tribal Taskforce was more recently established and is comprised of tribal members and staff who work in planning, as well as representatives from the BIA, County of San Diego, Caltrans, MTS, and NCTD. The technical group meets monthly to establish priorities and projects for regional collaboration with tribal leaders, agenda settings for the working group, and coordinate other opportunities and efforts of mutual interest.

Since 2023, a joint Regional Tribal Summit has traditionally been convened by SANDAG and tribal leaders every four years to bring leaders together to discuss policy issues of mutual interest related to transportation and regional planning. First held in 2019, Tribal Symposiums have taken place between tribal leaders and the SANDAG Borders Committee, also to discuss policy areas of mutual interest.

### *Regional Planning Projects and Programs*

In 2018, the [Intraregional Tribal Transportation Strategy](#) (ITTS) was completed to address the tribal transportation needs in the San Diego region. The ITTS identifies tribal transportation needs and improvements that support mobility, emergency evacuation, and safety to advance the transportation goals of tribal reservations now and into the future. An update was published in March 2022, and is being used to inform ongoing planning efforts, including the Regional Plan and Comprehensive Multimodal Corridor Plans.

Work is ongoing on two ITTS projects identified as early action tribal capital projects - improvements to State Route 76 from Rice Canyon Road to Pala Reservation and interchange improvements at Interstate 8 and West Willows Road. SANDAG allocated \$5 million to advance the two ITTS projects to complete advanced planning and engineering work needed to take the projects from planning to implementation.

Staff partnered with the La Jolla Band of Luiseño Indians on their Safe Streets and Roads for All Action Plan in tandem with the agency's Vision Zero Action Plan to create a tribal safety action plan on the same timeline as SANDAG's Regional Plan. The regional Vision Zero Action Plan will allow tribes to be eligible to apply for implementation funds.

SANDAG will distribute \$1.5 million of the funding received through the state's Regional Early Action Planning Grants of 2021 to the SCTCA. The funds will accelerate plans for housing development on or near tribal reservations.

The SCTCA and SANDAG also applied jointly and were awarded nearly \$500,000 for a Local Agency Technical Assistance grant to improve internet connectivity for Tribal Digital Village, a tribal-led internet network that serves 105 tribal buildings and up to 500 households. The project will include an internet connectivity plan and implementation strategy for high-quality internet service to tribal lands.

### **Next Steps**

Staff will bring an update on priority projects as they are advanced. As the tribal program evolves, staff will bring additional updates to the Transportation Committee. Plans are underway to convene a Tribal Summit in the spring of 2024.

### ***Antoinette Meier, Senior Director of Regional Planning***

Attachment: 1. Tribal Lands in the San Diego Region



# Border Transportation Planning Workshop Agenda

October 4, 2023 | 10 a.m. – 12 p.m.

Centro Cultural Tijuana (CECUT) – Sala Federico Campbell  
Paseo de los Héroes No. 9350 Zona Urbana Río, Tijuana, Baja California, México

*~ English and Spanish interpretation will be available. ~*

## Introductions and Welcoming Remarks

10 min

Amb. Carlos González-Gutiérrez, Consul General of México in San Diego

## SANDAG: Preparing Our 2025 Regional Plan

20 min

Learn how our agency plans transportation improvements and about upcoming projects that will benefit the border region.

## IMPLAN Tijuana: Metropolitan Program

20 min

Hear about our diverse efforts to address transportation needs in our jurisdiction while exploring opportunities to bring about a shared vision of the Metropolitan Zone of Tijuana, Tecate, and Playas de Rosarito.

## Tijuana Innovadora: Reimagining Tijuana

20 min

Reflect on how government policy can transform through ongoing public engagement, including diverse socioeconomic groups, age ranges, and cultural backgrounds.

## Discussion: Working Together to Get People Across Our Border

30 min

Moderator: Flavio Olivieri, CETYS University, Center for Competitiveness and Entrepreneurship. Group discusses the following questions:

1. How can our governments work together to support the projects and priorities discussed today?
2. In general, how can we be more effective working together on crossborder transportation improvements?
3. What are some mobility challenges along the border that you want to see addressed that you haven't heard plans about yet?

## Closing Remarks and Small Group Activity

15 min

Brígida Fernández, State of Baja California Development Planning Committee (COPLADE in Spanish)

*Note: To participate in this meeting, you must attend in person.*

*To listen to the meeting only, join online via Zoom webinar:*

<https://us06web.zoom.us/j/87367075006?pwd=q4EAmraoeQhmbPMYoybzDgQGyXOtAk.1>



**MÉXICO**  
CONSULADO GENERAL EN SAN DIEGO



XXIV AYUNTAMIENTO  
**TIJUANA**  
2021 - 2024

**IMPAC**  
Instituto Municipal de  
Participación Ciudadana



**IMPLAN**  
Instituto Metropolitano  
de Planeación de Tijuana





# Taller de Planificación en la Frontera

4 de octubre de 2023 | 10 a.m. – 12 p.m.

Centro Cultural Tijuana (CECUT) – Sala Federico Campbell  
Paseo de los Héroes No. 9350 Zona Urbana Río  
Tijuana, Baja California, México

~ Habrá interpretación simultánea inglés-español. ~

## Presentación y Comentarios de Bienvenida

10 min

Emb. Carlos González-Gutiérrez, Cónsul General de México en San Diego

## SANDAG: Preparando Nuestro Plan Regional 2025

20 min

Conozca cómo nuestra agenda planea las mejoras al transporte y acerca de proyectos futuros que beneficiarán a la región fronteriza.

## IMPLAN Tijuana: Programa Metropolitano

20 min

IMPLAN realiza esfuerzos diversos que identifican asuntos con alcance metropolitano, que representan una oportunidad para construir una visión compartida de la Zona Metropolitana de Tijuana, Tecate y Playas de Rosarito.

## Tijuana Innovadora: Reimaginando Tijuana

20 min

Una reflexión sobre cómo la política gubernamental puede transformarse a través de la pública continua, incluyendo diversos grupos socioeconómicos, rangos de edad y orígenes culturales.

## Discusión: Trabajando juntos para que la gente cruce nuestra frontera

30 min

Moderador: Flavio Olivieri, CETYS Universidad, Centro para la Competitividad y Emprendimiento. Participantes discutirán en grupo las siguientes preguntas:

1. ¿Cómo podríamos trabajar juntos con nuestros gobiernos para apoyar los proyectos y prioridades discutidos hoy?
2. En general, ¿cómo podemos ser más exitosos trabajando juntos mientras llevamos a cabo las mejoras del transporte transfronterizo?
3. ¿Cuáles son algunos de los retos de movilidad en la frontera que usted quiere ver abordados en que todavía no ha oído de planes para resolverlos?

## Comentarios Finales

15 min

Brígida Fernández, Comité de Planeación para el Desarrollo del Estado (COPLADE), Gobierno de Baja California.

Nota: Para participar en esta reunión se requiere estar en persona.

Para escuchar por internet, ingrese al enlace de Zoom: <https://us06web.zoom.us/j/87367075006>



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January 26, 2024

## San Diego and Imperial Counties Sustainable Freight Implementation Strategy

### Overview

SANDAG, in partnership with the Imperial County Transportation Commission (ICTC), was awarded a Caltrans Sustainable Transportation Planning Grant to conduct the San Diego and Imperial Counties Sustainable Freight Implementation Strategy (Sustainable Freight Strategy). This study developed freight-related strategies, projects, policies, and programs that leverage innovative and multimodal technologies to meet climate, air quality, and public health goals.

### Key Considerations

San Diego and Imperial Counties (collectively the Gateway Region) play a critical role in global supply chains by facilitating international trade. The freight industry transports billions of dollars' worth of goods annually through the Gateway Region's ports, highways, railroads, airports, and land ports of entry. The demand for goods movement through the region is driven by local consumption, crossborder trade, manufacturing, the Ports of Los Angeles and Long Beach, logistics facilities, and intermodal railyards in the Inland Empire. With all this freight activity, communities near major hubs are subject to public health, air quality, noise, congestion, and safety impacts. California's ambitious climate, air quality, and public health goals will require the freight sector to transition towards more sustainable technologies, operations, and infrastructure.

The Sustainable Freight Strategy kicked off by developing the project goal that guided the development of the strategy: to create a more sustainable supply chain network through regional freight projects and policies that reduce emissions while fostering trade. As part of the research and evaluation of sustainable freight best practices around the world, the project development team (made up of representatives from SANDAG, Caltrans, ICTC, and the consulting team) reviewed projects, programs, and policies for San Diego and Imperial Counties that were included in adopted regional transportation plans and leveraged the best practice research to develop new and innovative ideas.

The development of the Sustainable Freight Strategy employed numerous forms of outreach to engage stakeholders throughout the region, focusing on communities near major freight hubs. Stakeholder engagement included one-on-one interviews, focus groups, public surveys, working group discussions, and outreach events. The study evaluated nearly two hundred sustainable freight strategies using environmental, equity, and economic criteria and stakeholder feedback. Summary Fact Sheets for a subset of Key Strategies (Attachment 1) have been developed with additional information regarding benefits, implementation considerations, timelines, high-level cost estimates, and applicable funding programs. These resources will help SANDAG apply for funding to implement strategies over the coming years.

The project development team is preparing a Workforce Development Toolkit to support sustainable freight strategies in the Gateway Region. The toolkit will identify occupational needs and opportunities along with an inventory of available training, degree, and certification programs in the region. The

### Action: Information

Staff will present an update on the San Diego and Imperial Counties Sustainable Freight Implementation Strategy.

### Fiscal Impact:

The project is funded by a \$500,000 Caltrans Sustainable Transportation Planning Grant.

### Schedule/Scope Impact:

The project is expected to be completed by February 2024.



research identified additional training needs to ensure job quality, safety, and proper management as the freight industry adopts emerging technology.

### **Next Steps**

The draft Workforce Development Toolkit is expected to be available in late January 2024, and the team will seek input through February 16, 2024. Upon incorporating additional feedback, the toolkit and previously completed deliverables will be consolidated into a final report by the end of February 2024. Previously completed deliverables are currently available on the project [website](#).

### ***Antoinette Meier, Senior Director of Regional Planning***

Attachment(s):           1. Summary Fact Sheets for Key Strategies



# **SAN DIEGO AND IMPERIAL COUNTIES SUSTAINABLE FREIGHT IMPLEMENTATION STRATEGY**

## **SUMMARY FACT SHEETS FOR KEY STRATEGIES**

December 19, 2023

The enclosed fact sheets summarize 11 key projects, programs, and policies recommended by the San Diego and Imperial Counties Sustainable Freight Implementation Strategy. They cover a broad range of potential improvements to the regional freight system, including multimodal infrastructure, the adoption of new technology, and incentives to reduce impacts and improve efficiency. The highlighted projects are representative examples of improvements recommended in several locations across the study area. The entire project list and evaluation results are available in the Final Benefits and Feasibility Scoring Memorandum.

## PROJECT FACT SHEET

# ZERO-EMISSION TRUCK CHARGING AND PARKING/ STAGING AREA: OTAY MESA PORT OF ENTRY

Adding zero-emission (ZE) truck charging and parking/staging facilities in strategic locations across the region, including around the Otay Mesa Port of Entry, will help modernize our goods movement system and create equitable benefits for the environment, our communities, and the economy.

## Benefits

- ZE charging provides cleaner power than diesel fuel to trucks and further incentivizes the adoption of ZE technology, reducing the emission of greenhouse gases and air pollutants, such as diesel particulate matter.
- New truck parking/staging areas serve a major unmet need by providing resting and waiting areas for truck drivers. Locating these facilities in industrial areas avoids attracting additional truck traffic toward the most vulnerable communities.



While the Otay Mesa Port of Entry area is a top candidate for this type of facility, the *San Diego and Imperial Counties Sustainable Freight Implementation Strategy* recommends that similar facilities be constructed strategically to support a regionwide network. To maximize benefits, this strategy should be deployed near all U.S./Mexico land ports of entry, near the Port of San Diego marine terminals, and along major goods movement corridors, including Interstates 5, 8, and 15 (I-5, I-8, and I-15), and State Routes 11, 78, 86, 111, and 905 (SR 11, SR 78, SR 86, SR 111, and SR 905).

## ESTIMATED COST & FUNDING

The estimated project cost is approximately \$5 to \$9 million, including design, construction, and permitting. The cost of ZE truck charging stations will vary depending on the number of chargers, the power level for the chargers, the power available at the site, and any service upgrades needed. This estimate

The ***San Diego and Imperial Counties Sustainable Freight Implementation Strategy*** is reviewing and evaluating a wide range of projects, programs, policies, and workplace development strategies to help improve San Diego's regional goods movement system. For more details, please visit: <https://www.sandag.org/projects-and-programs/goods-movement-planning/>.

does not include right-of-way acquisition and assumes a charging station facility consisting of four chargers at either 150 kilowatts or 350 kilowatts depending on the location of the chargers and the duty cycle/requirements of the vehicles. The project team evaluated potential funding opportunities and identified several discretionary funding programs for which this strategy may be eligible. The most promising funding opportunities include:

- California SBI: Trade Corridor Enhancement Program
- Innovative Charging Solutions for Medium- and Heavy-duty Electric Vehicles
- Rebuilding American Infrastructure with Sustainability and Equity
- California Energy Commission: Charging and Refueling Infrastructure for Transport in California Provided Along Targeted Highway Segments (CRITICAL PATHS)
- Federal Highway Administration (FHWA): Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program)
- Environmental Protection Agency: Clean Ports Program

## SAMPLE DEVELOPMENT SCHEDULE

The project will require three to five years for full implementation, including all required planning, design, permitting, and construction. The sample schedule below summarizes the major milestones in the project development process. For projects where power network updates are required, the implementation time will increase depending on the degree of upgrades needed.

Milestone	Estimated Schedule
<b>Identification of Project Funding</b>	Ongoing
<b>Planning &amp; Preliminary Design</b>	
<i>Community &amp; Stakeholder Outreach</i>	Ongoing throughout planning and design activities
<i>Caltrans Project Study Report (PSR) or similar Conceptual Planning Study</i>	12-18 months following identification of project funding
<i>Preliminary Design</i>	12-18 months following the conceptual planning study
<b>Environmental &amp; Regulatory Review</b>	
<i>CEQA/NEPA Review</i>	12-18 months, concurrent with preliminary design activities. NEPA required for federal funding/facilities
<i>Regulatory Approval of Draft Design, including Federal CBP/GSA, Caltrans, City of San Diego, Energy Utilities</i>	12-18 months, concurrent with preliminary design activities. Includes maintenance and liability agreements
<b>Final Design</b>	6-12 months following all planning, preliminary design, environmental and regulatory reviews
<b>Permit Issuance</b>	3-6 months following final design
<b>Construction</b>	12-24 months following permit issuance

## IMPLEMENTATION CONSIDERATIONS & CHALLENGES

In the planning of this project, it is essential to consider the incorporation of complementary satellite initiatives that can complement the core strategy, such as truck parking management systems and port of entry appointment systems. Additional strategies could be implemented focused on technology interfaces to communicate the availability of truck charging stations and parking spaces, notifying Customs and Border Protection of truck locations in advance of border crossing appointments. The integration of these auxiliary strategies holds the potential to enhance the overall efficiency and effectiveness of the transportation network.

The potential challenges of project implementation include:

- Initial capital cost
- Technical complexities of ZE power supply and integration, including upgrades to utility infrastructure to support vehicle charging
- Requirements for multi-stakeholder coordination, including federal agencies and energy utilities
- Identifying a viable model for ongoing operations and maintenance responsibilities in coordination with public agencies and potential private sector partners

The project's lead agencies can mitigate these challenges through early coordination with stakeholders and regulatory agencies, to help lead all parties through the complexities of planning and design. This includes special focus with local utilities to ensure the project site has sufficient power generation and/or delivery capacity.

## PROJECT FACT SHEET

# TRUCK REST AREA PARKING, AMENITIES, & ZERO-EMISSION CHARGING: SUNBEAM REST AREA

Revitalizing regional rest areas and adding amenities and ZE truck charging and parking facilities in strategic locations across the region, including the Sunbeam rest area, will help modernize our goods movement system and create benefits for the environment, safety, equity, and the economy.

## Benefits

- ZE charging provides cleaner power than diesel fuel to trucks. Further, it incentivizes the adoption of ZE technology, reducing the emission of greenhouse gases and air pollutants, such as diesel particulate matter.
- Truck parking areas serve a major need by providing resting areas for truck drivers. Locating these facilities in existing rest areas avoids attracting additional truck traffic toward the most vulnerable communities.
- New rest area amenities provide valuable health, safety, and wellbeing benefits to the freight vehicle operators that can improve safety, productivity, and enhance network efficiency.



While the Sunbeam rest area is a top candidate for this type of facility, the *San Diego and Imperial Counties Sustainable Freight Implementation Strategy* recommends that similar facilities be constructed strategically to support a regionwide network. To maximize benefits, this strategy should be deployed at existing rest areas that could feasibly accommodate ZE charging infrastructure, especially those located along major goods movement corridors, including I-5, I-8, and I-15, and SR 11, SR 78, SR 86, SR 111, and SR 905.

## ESTIMATED COST & FUNDING

The estimated project cost is approximately \$5 to \$15 million, including design, construction, and permitting. The cost of ZE truck charging stations will vary depending on the number of chargers, the power level for the chargers, the power available at the site, and any service upgrades

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needed. This estimate does not include right-of-way acquisition. The project team evaluated potential funding opportunities and identified several discretionary funding programs for which this strategy may be eligible. The most promising funding opportunities include:

- Department of Energy: Low Greenhouse Gas Vehicle Technologies
- EPA: Clean Heavy-duty Vehicle Program
- FHWA: CFI Program

## SAMPLE DEVELOPMENT SCHEDULE

The project will require three to five years for full implementation, including all the necessary planning, design, permitting, and construction. The sample schedule below summarizes the major milestones in the project development process. For projects requiring power network updates, the implementation time will increase depending on the degree of upgrades needed.

Milestone	Estimated Schedule
<b>Identification of Project Funding</b>	Ongoing
<b>Planning &amp; Preliminary Design</b>	
<i>Community &amp; Stakeholder Outreach</i>	Ongoing throughout planning and design activities
<i>Caltrans Project Study Report (PSR) or similar Conceptual Planning Study</i>	12-18 months following identification of project funding
<i>Preliminary Design and Caltrans Project Report, Design Engineering Evaluation Report, or similar Preliminary Engineering and Project Approval document</i>	12-18 months following the conceptual planning study
<b>Environmental &amp; Regulatory Review</b>	
<i>CEQA/NEPA Review and Document</i>	12-18 months, concurrent with preliminary design activities. NEPA required for federal funding/facilities
<i>Regulatory Approval of Draft Design, including Federal FHWA, Caltrans, City of San Diego, Imperial County, Energy Utilities</i>	12-18 months, concurrent with preliminary design activities. Includes maintenance and liability agreements
<b>Final Design</b>	9-18 months following all planning, preliminary design, environmental and regulatory reviews
<b>Permit Issuance</b>	3-6 months following final design
<b>Construction</b>	12-24 months following permit issuance



## IMPLEMENTATION CONSIDERATIONS & CHALLENGES

In the planning of this project, it is essential to consider incorporating complementary satellite initiatives that can complement the core strategy, such as advance signage and outreach to inform drivers of available charging infrastructure and amenities, deceleration and acceleration lanes to and from the rest area to enhance safe merge and diverge movements on the highway. The integration of these auxiliary strategies holds the potential to enhance the overall efficiency and effectiveness of the transportation network.

The potential challenges of project implementation include:

- Initial capital cost
- Technical complexities of ZE power supply and integration
- Identifying anticipated usage of the site to determine if additional paving and parking is needed
- Requirements for multi-stakeholder coordination, including federal agencies, California Department of Transportation (Caltrans), local service providers, such as for janitorial services, and energy utilities
- Identifying a viable model for ongoing operations and maintenance responsibilities in coordination with public agencies and potential private sector partners

The project's lead agencies can mitigate these challenges through early coordination with stakeholders and regulatory agencies, to help lead all parties through the complexities of planning and design. This includes special focus with local utilities to ensure the project site has sufficient power generation and/or delivery capacity.

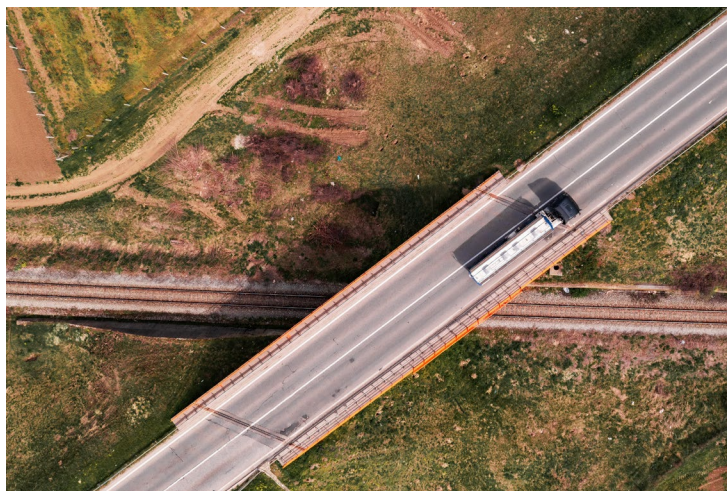
## PROJECT FACT SHEET

# RAILROAD-ROADWAY GRADE SEPARATION: STATE ROUTE 98 IN CALEXICO

The strategic implementation of railroad-roadway grade separations in critical freight locations across the region, including at the SR 98 intersection in Calexico, will help modernize and advance the efficiency of our goods movement system and create benefits for the environment, safety, equity, and economy.

## Benefits

- Improves traffic flow and reduce congestion near the railroad-roadway intersection, which will increase transportation efficiency
- Reduces and mitigates the environmental impacts of railroad and roadway transportation modes through a reduction of emissions
- Enhances the safety for all railroad and roadway users by preventing any potential collisions
- Contributes to a higher quality of life for nearby residents through a reduction in noise and traffic pollution
- Improves efficiency of goods movement and supports the economy, in areas of high truck traffic



While the SR 98 railroad-roadway intersection is a top candidate for this type of facility, the *San Diego and Imperial Counties Sustainable Freight Implementation Strategy* recommends that similar facilities be constructed strategically to support a regionwide network. To maximize benefits, this strategy should be deployed at all railroad-roadway intersections along and adjacent to major goods movement corridors, including I-5, I-8, and I-15, and SR 11, SR 78, SR 86, SR 111, and SR 905.

## ESTIMATED COST & FUNDING

The estimated project cost is approximately \$150 to \$200 million, including design, construction, and permitting.

The cost for railroad-roadway grade separations will vary depending on the roadway size and alignment, number of tracks, topography, and any service or safety upgrades needed. This estimate

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does not include right-of-way acquisition. The project team evaluated potential funding opportunities and identified several discretionary funding programs for which this strategy may be eligible. The most promising funding opportunities include:

- Federal Railroad Administration (FRA): Consolidated Rail Infrastructure and Safety Improvements
- Section 190 Grade Separation Program
- FRA: Railroad Crossing Elimination Program

## SAMPLE DEVELOPMENT SCHEDULE

The project will require 7 to 10 years for full implementation, including all required planning, design, permitting, and construction. The sample schedule below summarizes the major milestones in the project development process. Rail grade crossing project will require coordination with the railroad throughout design and construction, which is reflected in the durations, below, and further detailed in implementation considerations section.

Milestone	Estimated Schedule
<b>Identification of Project Funding</b>	Ongoing
<b>Planning &amp; Preliminary Design</b>	
<i>Community &amp; Stakeholder Outreach</i>	Ongoing throughout planning and design activities
<i>Caltrans Project Study Report PSR or similar Conceptual Planning Study</i>	12-18 months following identification of project funding
<i>Preliminary Design and Caltrans Project Report or similar Preliminary Engineering and Project Approval document</i>	18-24 months following the conceptual planning study, including time to enter into a review agreement with Union Pacific Railroad (UPRR) and review of 30% design
<b>Environmental &amp; Regulatory Review</b>	
<i>CEQA/NEPA Review and Document</i>	24-30 months, concurrent with preliminary design activities. NEPA required for federal funding/facilities
<i>Regulatory Approval of Draft Design, including FRA, Caltrans, City of San Diego, California Public Utilities Commission</i>	12-18 months, concurrent with preliminary design activities. Includes maintenance and liability agreements
<b>Final Design</b>	18-24 months following all planning, preliminary design, environmental and regulatory reviews, including 2-3 months for UPRR review after each of 60, 90, and 100% design and entry into a construction and maintenance agreement after 100% design plans are approved
<b>Permit Issuance</b>	6-9 months following final design
<b>Construction</b>	18-36 months following permit issuance, depending on construction windows allowed by railroad

## IMPLEMENTATION CONSIDERATIONS & CHALLENGES

In the planning of this project, it is essential to consider the incorporation of complementary satellite initiatives that can complement the core strategy, such as corridor plans with a significant focus on freight, clean freight corridors, truck only lanes, and freight signal prioritization. The integration of these auxiliary strategies holds the potential to enhance the overall efficiency and effectiveness of the transportation network.

The potential challenges of project implementation include:

- Initial capital cost
- Technical complexities of engineering design and construction, including achieving consensus on the grade separation alignment
- Impacts to adjacent properties and local roads, particularly with a roadway realignment strategy
- Long lead-time coordination for permanent and temporary utility relocations (e.g., overhead electrical lines)
- Potential disruptions of railroad and roadway traffic and/or complex construction staging and temporary facilities to minimize disruptions
- Potential increase to the project environmental study and impact area due to temporary facilities (e.g., temporary track or roadway alignment)
- Requirements for multi-stakeholder coordination, including federal agencies, Caltrans, energy utilities, and particularly railroads. In this case, the highway crosses the UPRR. Coordination with UPRR should start at conceptual design.
- The identification of a viable model for ongoing operations and maintenance responsibilities in coordination with public agencies and potential private sector partners

The project's lead agencies can mitigate these challenges through early coordination with stakeholders and regulatory agencies, to help guide all parties through the complexities of planning and design.



## PROJECT FACT SHEET

# WIRELESS INDUCTIVE CHARGING FOR TRUCKS IN QUEUE: OTAY MESA EAST PORT OF ENTRY

Adding wireless inductive or in-road charging for trucks in queue at locations across the region, including at the Otay Mesa Port East of Entry, will help modernize the goods movement system and create benefits for the environment, equity, and the economy.

## Benefits

- Wireless inductive charging improves operational efficiency by reducing the total time electric vehicles need to stop at charging locations, offers potential economic savings, and enhances the reliability of electric fleet vehicles.
- Wireless inductive charging has the potential to provide benefits beyond standard electric charging (reduction in emissions, noise pollution, reliance on traditional fueling methods) such as extended range, reduced battery size, adaptability to traffic conditions, and ease of use. Locating these facilities in industrial areas and along already highly congested roadways avoids attracting additional truck traffic toward the most vulnerable communities.



While the Otay Mesa Port of Entry area is a top candidate for this type of facility, the *San Diego and Imperial Counties Sustainable Freight Implementation Strategy* recommends that similar facilities be constructed strategically in areas of high truck traffic. To maximize benefits, this strategy should be deployed near all U.S./Mexico land ports of entry and near the Port of San Diego marine terminals.

## ESTIMATED COST & FUNDING

The estimated project cost is approximately \$5 to \$9 million, including design, construction, and permitting. The cost of wireless inductive charging facilities will vary depending on the number of chargers, the power level for the chargers, the power grid capacity, and any service upgrades needed. This estimate does not include right-of-way acquisition and assumes a charging station facility consisting of four chargers at either 150-kilowatt or 350-kilowatt depending on the location of the chargers and the duty cycle/requirements of the vehicles. The project team evaluated

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potential funding opportunities and identified several discretionary funding programs for which this strategy may be eligible. The most promising funding opportunities include:

- Advanced Vehicle Technologies
- Vehicle Technologies Office
- Advanced Technology Demonstration and Pilot Projects
- FHWA: Advanced Transportation Technologies and Innovative Mobility Deployment
- FHWA: Strengthening Mobility and Revolutionizing Transportation Grants Program
- FHWA: CRI Program
- Maritime Administration: Port Infrastructure Development Program

## SAMPLE DEVELOPMENT SCHEDULE

The project will require three to five years for full implementation, including all required planning, design, permitting, and construction. The sample schedule below summarizes the major milestones in the project development process. For projects where power network updates are required, the implementation time will increase depending on the degree of upgrades needed.

Milestone	Estimated Schedule
<b>Identification of Project Funding</b>	Ongoing
<b>Planning &amp; Preliminary Design</b>	
<i>Community &amp; Stakeholder Outreach</i>	Ongoing throughout planning and design activities
<i>Caltrans Project Study Report (PSR) or similar Conceptual Planning Study</i>	12-18 months following identification of project funding
<i>Preliminary Design</i>	12-18 months following the conceptual planning study
<b>Environmental &amp; Regulatory Review</b>	
<i>CEQA/NEPA Review</i>	12-18 months, concurrent with preliminary design activities. NEPA required for federal funding/facilities
<i>Regulatory Approval of Draft Design, including Federal CBP/GSA, Caltrans, City of San Diego, Energy Utilities</i>	12-18 months, concurrent with preliminary design activities. Includes maintenance and liability agreements
<b>Final Design</b>	6-12 months following all planning, preliminary design, environmental and regulatory reviews
<b>Permit Issuance</b>	6-12 months following final design
<b>Construction</b>	12-24 months following permit issuance

## IMPLEMENTATION CONSIDERATIONS & CHALLENGES

In the planning of this project, it is essential to consider the incorporation of complementary satellite initiatives that can complement the core strategy, such as reservation systems, truck parking, truck-only lanes, and freight signal prioritization. The integration of these auxiliary strategies holds the potential to enhance the overall efficiency and effectiveness of the transportation network.

The potential challenges of project implementation include:

- Initial capital cost
- Technical complexities of wireless inductive power supply and integration, as well as standardization and compatibility issues
- Requirements for multi-stakeholder coordination, including federal agencies and energy utility providers
- Identifying a viable model for ongoing operations and maintenance responsibilities in coordination with public agencies and potential private sector partners

The project's lead agencies can mitigate these challenges through early coordination with stakeholders and regulatory agencies, to help lead all parties through the complexities of planning and design. This includes special focus with local utilities to ensure the project site has sufficient power-generation and/or delivery capacity.



## PROJECT FACT SHEET

# TRUCK-ONLY LANES: I-5 & SR 905 BETWEEN PORT OF SAN DIEGO & OTAY MESA EAST PORT OF ENTRY

Incorporating truck-only lanes in strategic locations across the region, including on I-5 and SR 905 between the port of San Diego and Otay Mesa East Port of Entry, will benefit freight operations and advance the efficiency of our goods movement system and create benefits for the environment, safety, equity, and economy.



## Benefits

- Designated truck-only lanes can enhance freight network efficiency and safety by separating heavy cargo from regular passenger vehicles, helping to alleviate congestion, and improve traffic flow, facilitating a better supply chain by decreasing the total time to deliver goods
- Reduced wear and tear on General-Purpose lane roadway infrastructure by concentrating stress and strain to specific areas, leading to cost savings and roadway longevity
- Enhanced safety for roadway users by minimizing weaving movements between trucks and passenger vehicles, reducing the potential for conflicts
- Reduced emissions and fuel consumption through streamlined freight movement and a reduction stop-and-go travel

## ESTIMATED COST & FUNDING

The estimated project cost is approximately \$80 to \$100 million, including design, construction, and permitting. The cost for truck-only lanes will vary depending on the total length of the lane, topography, specific infrastructure requirements, and any service upgrades needed. This estimate does not include right-of-way acquisition. While these lanes are anticipated to be conversions of existing General-Purpose lanes, some right-of-way additions may be needed to accommodate safe merging and transitions. The project team evaluated potential funding opportunities and identified several discretionary funding programs for which this strategy may be eligible. The most promising funding opportunities include:

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- California SBI: Solutions for Congested Corridors
- FHWA: Local Highway Safety Improvement Program
- California SBI: Trade Corridor Enhancement Program
- FHWA: Multimodal Project Discretionary Grant Program

## SAMPLE DEVELOPMENT SCHEDULE

The project will require 5 to 10 years for full implementation, including all required planning, design, permitting, and construction. The sample schedule below summarizes the major milestones in the project development process. For projects where power network updates are required, the implementation time will increase depending on the degree of upgrades needed.

Milestone	Estimated Schedule
<b>Identification of Project Funding</b>	Ongoing
<b>Planning &amp; Preliminary Design</b>	
<i>Community &amp; Stakeholder Outreach</i>	Ongoing throughout planning and design activities
<i>Caltrans Project Study Report (PSR) or similar Conceptual Planning Study</i>	12-18 months following identification of project funding
<i>Preliminary Design and Caltrans Project Report or similar Preliminary Engineering and Project Approval document</i>	18-24 months following the conceptual planning study
<b>Environmental &amp; Regulatory Review</b>	
<i>CEQA/NEPA Review and Document</i>	36+ months, concurrent with preliminary design activities. NEPA required for federal funding/facilities
<i>Regulatory Approval of Draft Design Including Federal CBP/GSA, Caltrans, City of San Diego, Energy Utilities, and Federal Highway Administration if change to freeway access is required or if federal funding is involved</i>	36+ months, concurrent with preliminary design activities. Includes maintenance and liability agreements
<b>Final Design</b>	24-30 months following all planning, preliminary design, environmental and regulatory reviews
Right-of-Way & Utilities	12-24 months
<b>Permit Issuance</b>	3-6 months following final design
<b>Construction</b>	12-36 months following permit issuance

## IMPLEMENTATION CONSIDERATIONS & CHALLENGES

In the planning of this project, it is essential to consider the incorporation of complementary satellite initiatives that can complement the core strategy, such as Port of Entry efforts that address freight movement, such as truck information and reservation systems, truck-only lanes, clean freight corridors, and truck parking projects. The integration of these auxiliary strategies holds the potential to enhance the overall efficiency and effectiveness of the transportation network.

The potential challenges of project implementation include:

- Caltrans requires Vehicle Miles Traveled (VMT) analysis and mitigation for any capacity-enhancing projects on state facilities. A Statement of Overriding Considerations would require approval through the Caltrans Director to allow public circulation of a draft environmental document that includes alternatives that do not fully mitigate for added VMT. Although the truck-only lanes are proposed to be conversions of existing General-Purpose lanes, the project is still expected to complete the VMT analysis, as well as a freeway operations analysis, to evaluate the resulting impacts to operations from the lane conversion. If the freeway operations are projected to fail or cause significant impacts, those will be considered carefully in the context of other regional improvements planned to alleviate congestion or minimize VMT, and the project might have difficulty obtaining approval to move forward
- Public comment period during circulation of the environmental document may be challenging due to the proposal to convert existing lanes to truck-only lanes
- Initial capital cost
- Technical complexities of engineering design and construction, including identifying logical begin and end points of truck-only lanes, providing truck passing lanes if determined to be needed, safely accommodating interchange entrance and exit ramp movements, developing advanced signage to safely transition passenger vehicles and trucks into and out of their dedicated lanes, and transitioning to port of entry infrastructure and technology
- Right-of-way acquisition and potential disruptions of roadway traffic
- Long-term enforcement of truck-only lanes to prevent passenger vehicles from impeding truck traffic throughput and safe maneuverability
- Requirements for multi-stakeholder coordination, including federal agencies, Caltrans, local agencies, and energy utilities

The project's lead agencies can mitigate these challenges through early coordination with stakeholders and regulatory agencies, to help lead all parties through the complexities of planning and design.

## PROGRAM FACT SHEET

# INCENTIVES FOR BUSINESSES TO PURCHASE CARGO BIKES

Encouraging businesses to adopt eco-friendly cargo bikes for delivery and transportation needs can provide many benefits to urban and high-density areas. A study to explore incentives and address regulatory barriers for using cargo and electric cargo bikes in denser urban areas for the first-/last-mile delivery, as well as supportive infrastructure, can advance the sustainability and efficiency of delivery and transportation services and promote local development.



## Benefits

- Mitigate freight network effects on the environment by reducing the emission of greenhouse gases and air pollutants, such as diesel particulate matter. It is estimated that a single cargo bike can save 13 tons of CO2 emissions per year.
- Alleviate urban traffic congestion. Cargo bikes can offer increased route flexibility compared to large delivery trucks by using vehicle and bicycle infrastructure.
- Decrease operating costs for businesses.

The study for this program will address elements required for implementation, including incentives, infrastructure needs, emissions and congestion evaluation, program guidelines, and local stakeholder outreach to encourage program adoption.

## ESTIMATED COST & FUNDING

The cost for a regional study to implement incentives for businesses to purchase cargo bikes is estimated to be between \$300,00 to \$400,000 and will vary depending on the size of the study and types of incentives considered (Transportation Demand Management Plan, providing loading/curb space, curb management tools, on-street charging, and secured parking etc.). Similar pilots include:

- Boston Transportation Department: 18-month program subsidizing delivery costs for eight businesses and providing e-bikes for \$345,000

The **San Diego and Imperial Counties Sustainable Freight Implementation Strategy** is reviewing and evaluating a wide range of projects, programs, policies, and workplace development strategies to help improve San Diego's regional goods movement system. For more details, please visit: <https://www.sandag.org/projects-and-programs/goods-movement-planning/>.



- Colorado Energy Office: soliciting proposals to develop and implement eCargo bike deployment projects that replace commercial delivery vehicles for \$240,000

The project team evaluated potential funding opportunities and identified several discretionary funding programs for which this strategy may be eligible. The most promising funding opportunities include:

- Caltrans: Active Transportation Program
- FHWA: Active Transportation Infrastructure Investment Program
- FHWA: Carbon Reduction Program

## SAMPLE DEVELOPMENT SCHEDULE

The study will require two to three years for full implementation, including all required procurement, planning, and stakeholder coordination. The sample schedule below summarizes the major milestones in the planning process.

Milestone	Estimated Schedule
<b>Identification of Study Funding</b>	Ongoing
<b>Study Development</b>	
<i>Define program guidelines (Vehicle Specifications, Safe operation, Data Sharing, Loading/Unloading, Education and Enforcement)</i>	3-6 months
<i>Community &amp; Stakeholder Outreach</i>	Ongoing throughout study activities
<i>Evaluation Report/Findings</i>	6-12 months following pilot program implementation
<b>Environmental &amp; Regulatory Review</b>	
<i>CEQA/NEPA Review</i>	Exempt

## IMPLEMENTATION CONSIDERATIONS & CHALLENGES

To move forward and implement recommendations from the study, it is essential to consider incorporating satellite initiatives to complement the core strategy, such as the expansion of bike-ped infrastructure and low-emission zone policies.

Considerations for the implementation of a cargo bike program include:

- Working with the private sector to identify barriers to the wider adoption of cargo bikes and work to lower infrastructure or regulatory barriers
- Working with the private sector to disseminate information on cargo bikes and establish peer knowledge exchanges

The potential challenges of program implementation include:

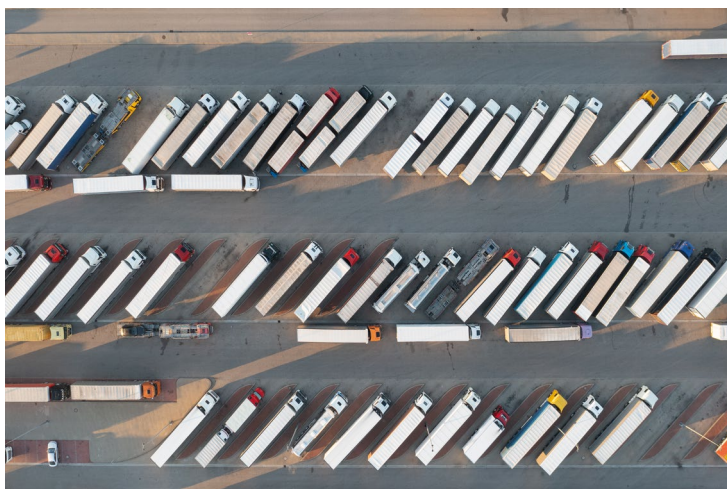
- Initial capital cost of acquiring cargo bikes and necessary infrastructure for storage, charging, cargo bike parking, maintenance
- Business hesitation and concerns about delivery efficiency and capacity limitations
- Legal context and local regulations for cargo bikes
- Program monitoring and reporting
- Staff time to manage cargo bike pilot and operator permit program for businesses
- Potential policy hurdles. For example, updating e-bike definition to adjust maximum width limits and needing to create “Cargo Bike Loading Only” curb regulation



## PROGRAM FACT SHEET

# SUPPORT FOR PRIVATE TRUCK PARKING SITE DEVELOPMENT

The development of additional truck parking facilities is an essential aspect of the framework that improves overall freight network efficiency. Designated truck parking sites help to facilitate the electrification of truck fleets, improve fluidity and operations, reduce impacts from vulnerable communities, and increase economic competitiveness and opportunities. M parking locations would also reduce driver fatigue and provide drivers with a place to wait in advance of completing their trip.



Private truck parking facilities provide 92 percent of all parking spaces in the state of California. While the private sector will continue to play an integral role in developing parking facilities, there are actions the public sector can take to facilitate and leverage more private investment. Building on initial studies carried out by Caltrans 2022 California Statewide Truck Parking Study (including the Appendix F: Public-Private Partnership Action Plan: Partnership Screening Tool and Scenario Analysis) and Washington State Department of Transportation 2021 Washington State Truck Parking Action Plan, a regional program would consist of a study to look at opportunities for encouraging private truck parking site development. A few potential private partnership incentive ideas that can be considered under this program include:

- Potential commercial tax incentives and/or permitting and zoning incentives for property owners to provide truck parking
- Agreement and tax incentive structures with businesses and facilities that have large existing parking facilities used only on a periodic or seasonal basis, such as a stadium, to be used for truck parking when not in use for its intended purposes
- Collaboration with private developers and investors of electric vehicle charging facilities and private truck parking facilities
- Usage of federal and other state grants to expand truck parking as a way to partner and incentivize with private investors and developers
- Usage and promotion of mobile applications to allow property owners to market their available space and truck drivers and companies to identify, reserve, and pay for parking at available locations, expanding the pool of inventory and providing a financial incentive for participating property owners

## Benefits

- A decrease in unauthorized truck parking in non-designated areas can provide benefits to vulnerable communities near industrial areas. When parked in designated parking sites, trucks do not have to idle, meaning there is a reduction in emissions.
- The development of truck parking areas may have an environmental benefit if there is existing hazardous waste. It will be properly processed and treated during the site development process.
- Truck parking sites provide enhanced driver health through on-site amenities and driver safety by removing on-street parking incidents.
- Developed and modernized truck parking sites offer a base to apply EV and ZE technology.
- An improvement in freight network facilities has the potential to attract additional economic and financial opportunities.

Recent studies in California and numerous states around the country, as well as the FHWA Truck Parking Development describe the difficulties that truck drivers have finding parking, particularly in and near urban areas. This program is aimed at addressing the critical need for secure and accessible parking facilities for these freight drivers. Under this program, a study would be conducted to provide insight into the demand, logistics, incentives, and regulatory factors that can determine best practices to support the development of truck parking sites and in turn, improve the efficiency of the freight network.

The ***San Diego and Imperial Counties Sustainable Freight Implementation Strategy*** is reviewing and evaluating a wide range of projects, programs, policies, and workplace development strategies to help improve San Diego's regional goods movement system. For more details, please visit: <https://www.sandag.org/projects-and-programs/goods-movement-planning/>.

## ESTIMATED COST & FUNDING

The cost for this study is estimated to be between \$400,000 to \$600,000.

The project team evaluated potential funding opportunities and identified discretionary funding programs for which this strategy may be eligible. The most promising funding opportunities include:

- FHWA: CFI Program

## SAMPLE DEVELOPMENT SCHEDULE

The study will require two to three years for completion, including all required data gathering, analysis, planning, and stakeholder engagement. The sample schedule below summarizes the major milestones in the program development process.

Milestone	Estimated Schedule
<b>Identification of Plan Funding</b>	Ongoing
<b>Planning and Policy Study</b>	
<i>Community &amp; Stakeholder Outreach</i>	Ongoing throughout planning activities
<i>Data Gathering and Analysis</i>	6-8 months following identification of study funding
<i>Technical Study and Recommendations</i>	18-24 months following data gathering and analysis
<b>Program Development</b>	6-12 months following completion of the study, including jurisdictional reviews and approvals.
<b>Environmental &amp; Regulatory Review</b>	
<i>CEQA/NEPA Review</i>	Exempt

## IMPLEMENTATION CONSIDERATIONS & CHALLENGES

In the planning of this project, it is essential to consider the incorporation of complementary initiatives that can supplement the core strategy, such as electric vehicle truck corridors and truck-only lanes. These additional strategies would provide compound benefits to the freight network and have multiplier effects for sustainability benefits.

The potential challenges of program implementation include:

- Identifying appropriate funding sources and obtaining approvals for incentives that will fund development on private sites
- Obtaining the necessary data from private companies to understand current parking dynamics
- Obtaining local jurisdictional support for a program that sites truck parking facilities
- Addressing regulatory and zoning requirements, such as maintaining long-term viability and safety
- Coordinating efforts among private entities, government agencies, and logistics companies

The program's lead agencies can mitigate these challenges through early coordination with stakeholders and regulatory agencies to help lead all parties through the complexities of planning and design. Key stakeholders include local jurisdictions, private trucking companies, and parking operators.

## PROGRAM FACT SHEET

# DYNAMIC CURB REGULATION

Analyzing curb space management practices through dynamic or real-time management systems in urban areas can help to alleviate issues along heavily congested corridors. This approach uses technology and data to dynamically allocate curb space for various purposes based on current needs and demand.

### Benefits

- Optimized parking: Dynamic curb regulation allows for real-time monitoring and adjustment of parking and freight loading availability
- Increased accessibility to delivery points and improved freight movement efficiency
- Reduced traffic congestion: Efficient curb management can enhance curb space utilization and reduce overall congestion by preventing unnecessary circling for parking. When drivers have real-time information about parking and loading availability, they can more quickly make deliveries and avoid double parking
- Streamlined truck operations can minimize environmental impacts by reducing emissions during first- and last-mile deliveries.



A study on dynamic curb regulation should identify congested, dense urban locations for a pilot program. The study should seek pilot locations and analyze the potential impacts of dynamic curb regulation on increased revenue generation, enhanced accessibility, improved freight and delivery operations, reduced traffic congestion, flexible use of curb space, and using data to make decisions.

In the planning of this project, it is essential to consider the incorporation of complementary initiatives that can complement the core strategy, such as Smart Loading Zones, which allow delivery operators to enroll for Smart Loading permits that can share vehicle location data to seamlessly pay for their use of curbsides on a per-minute basis. Smart Zones can also allow authorized drivers to reserve a space for a limited amount of time through a smartphone app or other mechanism, which can encourage more orderly curbs.

The ***San Diego and Imperial Counties Sustainable Freight Implementation Strategy*** is reviewing and evaluating a wide range of projects, programs, policies, and workplace development strategies to help improve San Diego's regional goods movement system. For more details, please visit: <https://www.sandag.org/projects-and-programs/goods-movement-planning/>



## ESTIMATED COST & FUNDING

The cost for this study is estimated to be between \$500,000 to \$750,000 and will vary depending on the size and whether it recommends a pilot or broader implementation.

The project team evaluated potential funding opportunities and identified several discretionary funding programs for which this strategy may be eligible. The most promising funding opportunities include:

- Caltrans: Sustainable Transportation Planning Grants
- FHWA: Carbon Reduction Program

## SAMPLE DEVELOPMENT SCHEDULE

The program will require three to five years for full implementation, including all required study, program, and policy development and pilot design. The sample schedule below summarizes the major milestones in the program development process.

Milestone	Estimated Schedule
<b>Identification of Project Funding</b>	Ongoing
<b>Planning &amp; Program Development</b>	
<i>Project initiation: Regulatory Policy Framework and Compliance, Technology Assessment, Pilot program design</i>	6-12 months
<i>Community &amp; Stakeholder Outreach and engagement</i>	Ongoing throughout planning and program development activities
<i>Planning and Policy Development</i>	18-24 months following identification of study funding
<i>Program or Pilot implementation, including infrastructure preparation, data collection and analysis, evaluation, and adjustment</i>	18-36 months following the planning study
<b>Environmental &amp; Regulatory Review</b>	
<i>CEQA/NEPA review</i>	Exempt

## IMPLEMENTATION CONSIDERATIONS & CHALLENGES

In the planning of this project, it is essential to consider the incorporation of complementary initiatives that can complement the core strategy, such as Smart Loading Zones, which allow delivery operators to enroll for Smart Loading permits that can share vehicle location data to seamlessly pay for their use of curbsides on a per-minute basis. Smart Zones can also allow authorized drivers to reserve a space for a limited amount of time through a smartphone app or other mechanism, which can encourage more orderly curbs.

The potential challenges of program implementation include:

- Jurisdictional coordination
- Creating responsive regulations that adapt to changing conditions and ensure equitable access for various users like vehicles, pedestrians, and cyclists
- Lack of availability of real-time data inputs collected from sensors, cameras, and other technologies.
- Cities have encountered implementation challenges, including local business pushback, technical challenges, and regulatory barriers.

The program's lead agencies can mitigate these challenges through early coordination with stakeholders and regulatory agencies, to help lead all parties through the complexities of planning and design.



## POLICY FACT SHEET

# OVERWEIGHT TRUCK ROUTE PLANNING

Increasing weight limits along corridors is a strategic way to improve the efficiency of the goods movement system and has the potential to advance the electrification of the freight transportation network.

### Benefits

- Allows for heavier electric freight vehicles to travel along corridors that previously had weight restrictions
- Removing weight restrictions has potential to advance planning and development of electrification projects along transportation corridors



Study the potential for increasing weight limits for battery electric medium- and heavy-duty vehicles on Clean Freight Corridors and other truck routes, and policy support for legislative changes. Potential corridors include I-5, I-15, I-8, I-805, SR 905, and SR 11. The result of this study could include recommendations for policy and infrastructure changes to support electric truck operations on these and other routes.

### ESTIMATED COST & FUNDING

A study to develop the policy and evaluate its potential implementation is estimated to cost \$400,000 to \$800,000 depending on the number and degree of detail of corridors studied. It is envisioned that this study would detail the potential policy and regulatory changes needed to enable battery electric vehicles to operate on San Diego and Imperial County highways, including an assessment of the vehicles available in the market that would be deployed in this area. That assessment would enable policymakers to understand what type of wear and tear would be expected on the roadway system and what, if any, infrastructure improvements should be anticipated based on the anticipated reduced lifecycle of roads and bridges.

The project team evaluated potential funding opportunities and identified several discretionary funding programs for which this strategy may be eligible. The most promising funding opportunities include:

The **San Diego and Imperial Counties Sustainable Freight Implementation Strategy** is reviewing and evaluating a wide range of projects, programs, policies, and workplace development strategies to help improve San Diego's regional goods movement system. For more details, please visit: <https://www.sandag.org/projects-and-programs/goods-movement-planning/>.

- Caltrans: Sustainable Transportation Planning Grants
- FHWA: Carbon Reduction Program
- FHWA: Multimodal Project Discretionary Grant Program

## SAMPLE DEVELOPMENT SCHEDULE

The study to develop and evaluate the policy will require two to three years to complete, including all required planning, evaluation, and stakeholder engagement. The sample schedule below summarizes the major milestones in the policy development process.

Milestone	Estimated Schedule
<b>Identification of Project Funding</b>	Ongoing
<b>Planning and Policy Study</b>	
<i>Community &amp; Stakeholder Outreach</i>	Ongoing throughout planning and policy development activities
<i>Data Gathering and Analysis</i>	6-8 months following identification of study funding
<i>Technical Study and Recommendations</i>	18-24 months following data gathering and analysis
<b>Policy Development</b>	6-12 months following completion of study, including jurisdictional reviews and approvals
<b>Environmental &amp; Regulatory Review</b>	
<i>CEQA/NEPA review</i>	Exempt

## IMPLEMENTATION CONSIDERATIONS & CHALLENGES

In the planning of this project, it is essential to consider the incorporation of complementary satellite initiatives that can enhance the core strategy, such as truck parking, electric truck charging, and truck-only lanes. These additional strategies would provide compound benefits to the freight network and have multiplier effects for sustainability benefits.

The potential challenges of policy implementation include:

- The definition and enforcement of appropriate weight limits
- The additional impacts to infrastructure and a potential increase in wear on routes with increased weight limits, including possible preventive maintenance
- Economic impacts from an increase or decrease in truck volume along roadways
- Public acceptance both at the community and jurisdictional level

The program's lead agencies can mitigate these challenges through early coordination with stakeholders and regulatory agencies, to help lead all parties through the complexities of planning, policy development, and potential implementation.

## POLICY FACT SHEET

# LOW-EMISSIONS ZONES

Creating defined areas where the use of emitting freight vehicles is regulated can directly influence the vehicle fleet composition on public roadways to help advance the sustainability of our goods movement system and create benefits for the environment and equity. Identifying strategic locations across the region to pilot Low-Emission Zones (LEZs) with location-specific regulations will benefit the health of these communities and provide a framework for region-wide implementation.



## Benefits

- Reduction of air pollution, improvement of public health, lowering of greenhouse gas emissions, and enhancement of quality of life for residents
- Reduction of congestion from freight traffic and increased efficiency
- Stimulus for the adoption of cleaner transportation technologies

Establishing an LEZ in dense urban areas will enhance quality of life for residents and improve equity and health for disadvantaged communities. An LEZ could also catalyze investments in adoption of cleaner transportation technologies by signaling a demand for ZE freight vehicles.

LEZ initiatives can be introduced through regulations and sustainability directives or financial incentives. This study would examine examples nationally and internationally to identify the type of program and incentives that would be most appropriate for Southern California. The study would also consider locations within the region that would be most appropriate to implement a pilot LEZ program.

Similar studies include:

- London LEZ: The zone, which includes most of Greater London, enforces an emissions standard based charge to non-compliant commercial vehicles. With implementation of the LEZ, the zone observed a 44 percent reduction of NO<sub>2</sub> emissions between 2017 and 2020
- City of Santa Monica, Zero Emission Delivery Zone Pilot: In partnership with the Los Angeles Cleantech Incubator, the City deployed a pilot voluntary Zero Emission Delivery Zone. The zone encompasses a 1-square-mile area in the commercial activity core of Santa Monica and prioritizes ZE last-mile delivery. Among the City's goals for the pilot is to provide a blueprint for cities to adopt ZE delivery zones and provide best practices for other ZE zones.

## ESTIMATED COST & FUNDING

The study to evaluate the potential implementation of this policy is estimated to cost \$250,000 to \$500,000 depending on the range of locations and regulations considered.

The project team evaluated potential funding opportunities and identified several discretionary funding programs for which this strategy may be eligible. The most promising funding opportunities include:

- FHWA: Strengthening Mobility and Revolutionizing Transportation Program
- Caltrans: Sustainable Transportation Planning Grants
- FHWA: Carbon Reduction Program

The **San Diego and Imperial Counties Sustainable Freight Implementation Strategy** is reviewing and evaluating a wide range of projects, programs, policies, and workplace development strategies to help improve San Diego's regional goods movement system. For more details, please visit: <https://www.sandag.org/projects-and-programs/goods-movement-planning/>.

## SAMPLE DEVELOPMENT SCHEDULE

The policy will require two to four years for completion, including all required planning and public engagement. The sample schedule below summarizes the major milestones in the policy development process.

Milestone	Estimated Schedule
<b>Identification of Project Funding</b>	Ongoing
<b>Planning &amp; Policy Study</b>	
<i>Community &amp; Stakeholder Outreach</i>	Ongoing throughout planning activities
<i>Data Gathering and Analysis</i>	6-8 months following identification of study funding
<i>Pilot or Program Development and Recommendations</i>	12-18 months following data gathering and analysis
<b>Pilot or Program Implementation</b>	12-24 months following completion of pilot or program development, including jurisdictional reviews
<b>Environmental &amp; Regulatory Review</b>	
<i>CEQA/NEPA review</i>	Exempt

## IMPLEMENTATION CONSIDERATIONS & CHALLENGES

In the planning of this project, it is essential to consider the incorporation of complementary satellite initiatives that can complement the core strategy, such as cargo bikes, ZE truck charging, and curb regulations.

The potential challenges of policy implementation include:

- Identifying appropriate incentive funding sources

- Ensuring that freight delivery companies have access to clean fuel technology vehicles and charging infrastructure
- Establishing clear and enforceable emission standards and restrictions, along with defining the boundaries of LEZs
- Ensuring widespread compliance and enforcement mechanisms to identify and penalize high-emission vehicles, if regulatory approach is taken
- Obtaining appropriate approvals, if regulatory approach is taken

Impacting businesses and considering alternative transportation options for affected businesses and individuals The program's lead agencies can mitigate these challenges through early coordination with stakeholders and regulatory agencies, to help lead all parties through the complexities of planning and design.



## POLICY FACT SHEET

# RECOMMENDATIONS ON LAND USE COMPATIBILITY

Land use strategies related to freight can support freight operations while minimizing adverse impacts on local residents and the environment. A study to identify recommendations on land use compatibility will support the creation of benefits for the environment, safety, and equity, while meeting freight operational needs.

## Benefits

- More efficient land utilization and decreased land-use disputes
- Increased community cohesion, improved quality of life for residents, and enhanced safety
- Minimized noise and visual impacts on local residents
- Improved freight capacity while reducing congestion
- Improved accessibility to the freight transportation network for communities and businesses

Freight generating land uses can bring benefits to a region by providing jobs, tax dollars, and proximity of goods to growing populations and businesses. However, negative impacts associated with freight and industrial land uses include congestion, air quality and greenhouse gas emissions, noise, and safety. Vulnerable communities often receive significant environmental impacts from freight generating land uses. Developing recommendations on land use compatibility for freight will allow freight operations to provide benefits to the region while identifying opportunities to minimize adverse impacts.

Recommendations on land use compatibility will consider truck parking, warehouses, and industrial uses, as well as increasing buffer zones near residential, schools, and other sensitive uses. Adequate and strategically located authorized truck parking can increase efficiency, safety, and environmental benefits by reducing the need for driver circulation and conflicts with sensitive land uses by parking in unauthorized locations. Recommendations will consider appropriate areas to maintain or add truck parking and industrial land use availability.



The ***San Diego and Imperial Counties Sustainable Freight Implementation Strategy*** is reviewing and evaluating a wide range of projects, programs, policies, and workplace development strategies to help improve San Diego's regional goods movement system. For more details, please visit: <https://www.sandag.org/projects-and-programs/goods-movement-planning/>.



## ESTIMATED COST & FUNDING

The study to evaluate recommendations on land use compatibility is estimated to cost \$400,000 to \$600,000 depending on the scope of stakeholder and community engagement and if design guidelines are included.

The project team evaluated potential funding opportunities and identified several discretionary funding programs for which this strategy may be eligible. The most promising funding opportunities include:

- Caltrans: Sustainable Transportation Planning Grants
- FHWA: Carbon Reduction Program

## SAMPLE DEVELOPMENT SCHEDULE

The policy will require one to two years for completion, including all required planning and public engagement. The sample schedule below summarizes the major milestones in the policy development process.

Milestone	Estimated Schedule
<b>Identification of Project Funding</b>	Ongoing
<b>Planning &amp; Policy Study</b>	
<i>Community &amp; Stakeholder Outreach</i>	Ongoing throughout planning activities
<i>Data Gathering and Analysis</i>	2 months following identification of study funding
<i>Recommendations</i>	10-22 months following data gathering and analysis
<b>Environmental &amp; Regulatory Review</b>	
<i>CEQA/NEPA review</i>	Exempt

## IMPLEMENTATION CONSIDERATIONS & CHALLENGES

In the planning of this study, it is essential to consider the incorporation of complementary satellite initiatives that can enhance the core strategy, including LEZs, truck charging and staging areas, and truck parking site development. The integration of these auxiliary strategies holds the potential to enhance the overall efficiency and effectiveness of the transportation network.

The potential challenges of policy implementation include:

- Extensive research and analysis to ensure that land use recommendations align with community needs, environmental considerations, and economic development goals
- Gaining buy-in and cooperation from various stakeholders, including property owners, local governments, and developers

- Navigating zoning regulations, land use planning, and community input while striving for optimal land use compatibility demands effective communication, collaboration, and a fine-tuned policy framework

The program's lead agencies can mitigate these challenges through early coordination with stakeholders and regulatory agencies, to help lead all parties through the complexities implementing this planning policy.



## San Diego and Imperial Counties Sustainable Freight Implementation Strategy



Borders Committee | January 26, 2024

1

### Project Overview

Create a more sustainable supply chain network through regional freight projects and policies that reduce emissions while fostering trade



- Partnerships
- Environmental justice
- Innovative technology
- Funding for implementation
- Workforce gaps

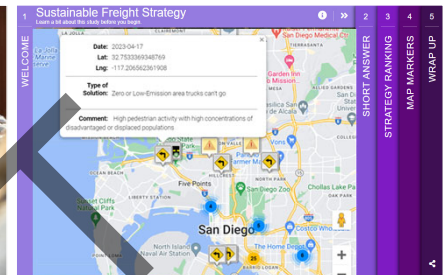


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## Outreach Efforts

- Stakeholder Interviews
- Focus Groups
- Public Survey
- Committee and Working Group Presentations
- Community Events



3

3

## Key Strategies



Truck Only Lanes



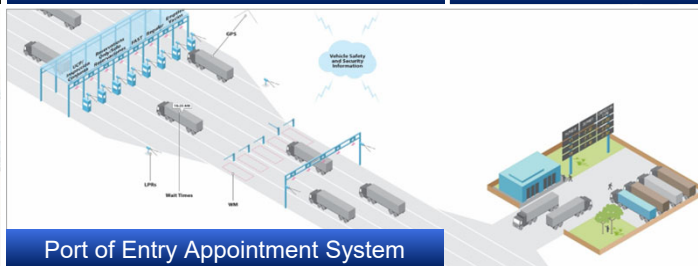
Grade Separations



Idling Reduction Equipment



Zero-emissions Trucks



Port of Entry Appointment System



4

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## Zero-Emission Truck Charging and Parking/Staging Area

### Benefits

- Reduced greenhouse gas and air pollutants
- Incentivize technology adoption
- Resting and waiting areas
- Reduced truck traffic in vulnerable communities

### Considerations & Challenges

- Complex power needs
- Initial capital cost
- Forecasting demand
- Operations and maintenance
- Multi-stakeholder coordination



5

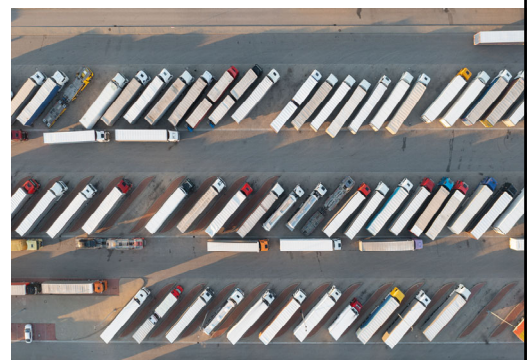
## Support for Private Truck Parking Site Development

### Benefits

- Economic development
- Modern truck parking areas with amenities
- Driver health and safety
- Reduced unauthorized truck parking in vulnerable communities

### Considerations & Challenges

- Funding and approvals
- Local jurisdictional support
- Assessing current parking dynamics
- Long-term viability and safety



6



## Overweight Truck Route Planning

### Benefits

- Supportive of heavier, zero-emission trucks
- Limited growth in truck vehicle miles traveled
- Enhanced freight efficiency

### Considerations & Challenges

- Definition and enforcement
- Infrastructure and pavement wear
- Public acceptance
- Safety concerns



| 7

7

## Draft Workforce Development Toolkit

### Labor Market Analysis

- Job postings vs. applicant profiles
- Trends over time

### Training Programs

- Inventory of certification and degree programs

### Recommendations

- Modular instruction
- Employer outreach
- Establish a committee



| 8

8



## Final Report

- Existing Conditions and Best Practices
- Innovative Strategies Screening
- Public Outreach
- Strategy Evaluation
- Summary Fact Sheets for Key Strategies
- Workforce Development Toolkit



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## Thank you!

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January 26, 2024

## **SANDAG Approach to 2024 World Design Capital**

### **Overview**

A World Design Capital (WDC) designation is awarded every two years by the World Design Organization (WDO) to recognize cities for their effective use of design to drive economic, social, cultural, and environmental development. The WDO designated the San Diego-Tijuana region as the WDC for 2024, the first-ever binational designation.

#### **Action: Information**

Staff will present an update on the designation of San Diego-Tijuana binational region as the 2024 World Design Capital and how SANDAG aims to participate.

#### **Fiscal Impact:**

Existing project budgets would be used for all three proposed community events.

#### **Schedule/Scope Impacts: None.**

### **Key Considerations**

On December 8, 2023, SANDAG Board of Directors approved Resolution 2024-13 (Attachment 1) to celebrate this designation; convene a regional summit of binational leaders; and to showcase key initiatives led by SANDAG in close collaboration with agency partners and the binational community to improve connections both across the border and throughout the San Diego-Tijuana region. SANDAG submitted three proposals in response to the WDC 2024 Call for Community Events, all of which have been endorsed for inclusion in the WDC 2024 calendar of events:

#### **Cross-Border Connections: A Summit of San Diego and Tijuana Leaders**

In coordination with a regularly scheduled joint meeting of SANDAG Borders Committee, COBRO, the Consul General of Mexico and the State and Municipalities of Baja California, held annually since 2008, a summit of all 18 mayors in the San Diego region, SANDAG Board Chair, and mayors from Baja California would be convened in fall 2024 in conjunction with Mexican independence festivities to address crossborder connections.

#### **Imaginando el Futuro: Envisioning the San Ysidro Mobility Hub through Design**

This initiative would call design-thinkers and the binational community together to collaborate on vision and inspiration for an inviting, dynamic, and purposeful public space imagined as the future San Ysidro Mobility Hub. An objective of this initiative would be to anchor art and design as a central component of the project. Programming could include a variety of activities including Design Pop-ups, *Talleres* (workshops) and panel discussions among binational and international designers, developers, and leaders.

#### **Urban Core + Connections Design Showcase**

Ideally in coordination with the WDC Experience Week slated for September 2024, SANDAG would publicly showcase initial conceptual designs for one or more regional corridors being studied as part of the Urban Core + Connections project. The WDC Experience Week will promote exhibitions and activities occurring all over San Diego providing SANDAG a unique opportunity to share progress on initiatives related to improving connections and quality of life within the urban core.

## **Next Steps**

Staff will collaborate with WDC in preparation of potential activities for the 2024 calendar year and provide the Borders Committee with occasional updates.

### ***Antoinette Meier, Senior Director of Regional Planning***

Attachment: 1. SANDAG Resolution 2024-13: Resolution to Celebrate the Designation of San Diego-Tijuana as the 2024 World Design Capital

**Resolution No. 2024-13****Resolution to Celebrate the Designation of San Diego-Tijuana as the 2024 World Design Capital**

WHEREAS, the San Diego metropolitan region is comprised of 18 cities, one county, and 18 tribes;

WHEREAS the metropolitan zone of Tijuana includes its neighbors, the cities of Tecate and Playas de Rosarito;

WHEREAS both metropolises are located in two states - California and Baja California - and in two nations - the United States, and Mexico;

WHEREAS we share deep historical and cultural ties, which include an ancient heritage of our native tribes; more than 300 years of history with the Spanish crown; and a resulting binational status of more than 200 years;

WHEREAS our combined population is close to six million inhabitants;

WHEREAS our combined economy exceeds \$300 billion

WHEREAS our border region is home to crossborder industries that continue to drive innovations in electronics, biomedical, automotive, and other key sectors;

WHEREAS our megaregion is connected through three land border crossings as well as a unique crossborder facility connecting air passengers across the two countries;

WHEREAS San Ysidro – Puerta México is the busiest international land crossing in the world; Otay Mesa is the primary gateway for California's international trade with Mexico; and Tecate is a historically significant land port serving rural communities in the eastern part of the region; Cross Border Xpress is the only international border crossing dedicated exclusively for passengers flying by air to and from destinations around the world;

**Resolución que celebra la designación de San Diego-Tijuana como la Capital Mundial del Diseño 2024**

*CONSIDERANDO que la zona metropolitana de San Diego se compone de 18 ciudades, un condado y 18 tribus;*

*CONSIDERANDO que la zona metropolitana de Tijuana incluye a sus vecinos, las ciudades de Tecate y Playas de Rosarito;*

*CONSIDERANDO que ambas metrópolis se asientan en dos estados - California y Baja California - y en dos naciones - Estados Unidos y México;*

*CONSIDERANDO que compartimos profundos lazos históricos y culturales, que incluyen una herencia milenaria de nuestras tribus nativas; más de 300 años de historia con la corona española; y una condición binacional resultante de más de 200 años;*

*CONSIDERANDO que nuestra población conjunta se acerca a los 6 millones de habitantes;*

*CONSIDERANDO que nuestra economía conjunta excede los \$300 mil millones de dólares;*

*CONSIDERANDO que nuestra región fronteriza alberga industrias transfronterizas que continúan impulsando innovaciones en los sectores electrónico, biomédico, automotriz, y otros sectores clave;*

*CONSIDERANDO que nuestra megaregión está conectada a través de tres cruces fronterizos terrestres, así como una instalación única transfronteriza que conecta a pasajeros aéreos a través de los dos países.*

*CONSIDERANDO que San Ysidro – Puerta México es el cruce terrestre internacional más transitado del mundo. Otay Mesa – Mesa de Otay es el principal cruce fronterizo para el comercio internacional de California con México, y Tecate es el cruce fronterizo de importancia histórica que sirve a las áreas rurales al este de la región; el Cross Border Xpress es el único cruce fronterizo internacional dedicado exclusivamente para pasajeros volando vía aérea a y de destinos de todo el mundo;*

WHEREAS we share the same location, the same environment, the same sea, mountains, valleys, and deserts;

WHEREAS the San Diego-Tijuana region has a unique history, rich and diverse design community, commitment to cross-border collaboration, and all the unique opportunities that exist in our shared community;

WHEREAS it is acknowledged that design can bring transformative change that strengthens our commitments to equity, sustainability, and community;

NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF DIRECTORS OF SANDAG

- 1) Celebrates the designation of San Diego-Tijuana as the 2024 World Design Capital, and
- 2) Proposes convening a Regional Summit of mayors, Supervisors, and other leaders as part of the celebrations during 2024, and
- 3) Uplifts the vision and legacy of this once in a generation event by showcasing many initiatives led by SANDAG in close collaboration with agency partners and the binational community to improve connections both across the border and throughout the San Diego-Tijuana region.

PASSED AND ADOPTED this 8th of December 2023.

*CONSIDERANDO que compartimos una misma ubicación, un mismo medio ambiente, un mismo mar, montañas, valles y desiertos;*

*CONSIDERANDO que la región de San Diego-Tijuana tiene una historia única, una comunidad de diseño rica y diversa, un compromiso con la colaboración transfronteriza y todas las oportunidades únicas que existen en nuestra comunidad compartida;*

*CONSIDERANDO que se reconoce que el diseño puede traer un cambio transformador que fortalece nuestros compromisos con la equidad, la sostenibilidad y con la comunidad;*

*AHORA, POR LO TANTO, SE RESUELVE QUE LA MESA DIRECTIVA DE SANDAG*

- 1) Celebre la designación de San Diego y Tijuana como la Capital Mundial del Diseño 2024, y*
- 2) Propone la realización de una Cumbre Regional de alcaldes y Supervisores, como parte de las celebraciones durante 2024, y*
- 3) Realza la visión y el legado de este evento único al mostrar muchas iniciativas lideradas por SANDAG en estrecha colaboración con agencias asociadas y la comunidad binacional para mejorar las conexiones tanto a través de la frontera como en toda la región de San Diego-Tijuana.*

*PASA Y SE APRUEBA este 8 de diciembre de 2023.*

  
Chair / Presidente

Attest /  
Atestigua:

  
Secretary / Secretario

**Member Agencies:** Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

**Advisory Members:** California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.



## SANDAG Approach to the 2024 World Design Capital

Borders Committee Item 6  
Hector Vanegas, Borders Program Manager  
Zachary Hernandez, Associate Regional Planner  
Marisa Mangan, Senior Regional Planner  
January 26, 2024

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### World Design Capital 2024 Resolution

- Celebrates San Diego and Tijuana as the 2024 World Design Capital
- Emphasizes our shared history, geography, and economy
- Proposes a regional summit of mayors and design leaders in 2024
- Promotes initiatives SANDAG and regional partners are undertaking to improve crossborder connections



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## Cross-Border Connections Summit

- Opportunity to convene design leaders and public officials on quality-of-life improvements in the border region
- Key themes:
  - Cultural Celebration
  - Cross-Border Collaboration
  - Binational Alignment



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## Imaginando el Futuro



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## Urban Core + Connections Design Showcase

- Inspire the region to think creatively on designing more adaptable cities
- Publicly discuss early conceptual designs for key corridor connections to Downtown
- Showcase activities could include a design charrette and speaker panel



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## Stay connected with SANDAG



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