

### **Purpose and Need**

- · Region critical to state, national and international economies
- Freight is economic engine but produces greenhouse gas emissions
- State prioritized transition of freight sector to sustainable technologies
- · Lessen the disproportionate environmental health burdens on disadvantaged communities and tribal governments
- State and regional plans have highlighted need for sustainable regional freight vision
- · Implement actionable multimodal projects and policies



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### **Goal & Expected Outcomes**

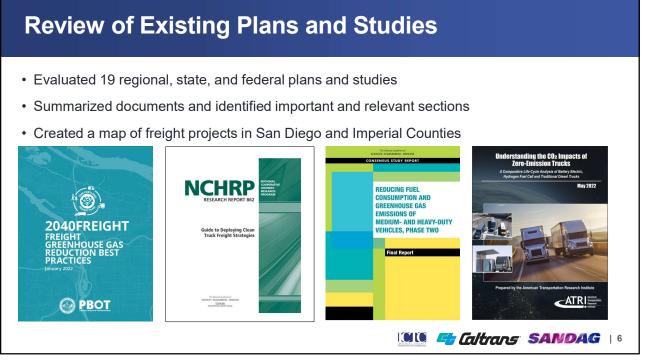
**GOAL:** Create a more sustainable supply chain network through regional freight projects and policies that reduce emissions while fostering trade

- Develop partnerships with public and private sectors
- · Address environmental justice concerns from freight impacts
- · Pilot innovative technologies
- · Identify funding opportunities for implementation
- · Address workforce gaps in implementing new technologies



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## **Fleet Management and Operations Strategies**

- Off-Hour Deliveries
- Truck Parking Management
- Urban Consolidation and Mobility Hubs
- · Cargo Bikes
- Delivery Lockers
- Delivery Drones and Robots



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# Infrastructure Improvement Strategies

- Sustainable Congestion Relief
- · Multimodal Connectivity and Efficiencies
- Dedicated Truck Lanes
- Expansion of Truck Parking Facilities
- Intelligent Transportation Systems





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# Sustainability – SANDAG 2021 Regional Plan

Meeting current economic, environmental, and community needs without jeopardizing the ability of future generations to meet their needs





#### Implementation Strategy Scoring of Benefits

Areas	Criteria	Scoring	Weighting
Environment	Impact on reducing emissions of GHGs	1 - 10	50%
	Impact on reducing emissions of criteria pollutants (PM, NOx, VOC, etc.)	1 - 10	
Equity	Degree to which benefits accrue to disadvantaged communities (AB 805, Top 25%)	1 - 10	25%
	Degree to which benefits accrue to Community Based Organization (CBO) network communities (Top 50%)	1 - 5	
Economy	Improves efficiency (speeds and reliability) of freight transportation system	1 - 10	25%
	Improves capacity of freight system to accommodate expected increases in freight	1 - 10	
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#### Implementation Strategy Scoring of Costs and Impediments

Areas	Criteria	Scoring	Weighting
Costs	Approximate implementation costs	1 - 10	40%
Funding	Lack of alignment with existing funding programs	1 - 10	10%
Stakeholder Support	Does implementation require seeking support of many competing stakeholders?	1 - 10	15%
Technological Complexity	Does implementation require testing/development of new technologies?	1 - 10	15%
Planning Continuity	Not considered in local or regional plans or programs	1 - 10	15%
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