MEETING NOTICE
AND AGENDA

CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)
The CTAC may take action on any item appearing on this agenda.

Thursday, May 4, 2006

9:30 a.m. to 11:30 a.m.

SANDAG, Conference Room 8A
401 B Street, Suite 800
San Diego, CA 92101-4231

Chair: Vacant
Vice Chair: Greg Humora, City of La Mesa

Staff Contact: Richard Chavez
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AGENDA HIGHLIGHTS

• REGIONAL FREIGHT STRATEGY
• FORM 700 SUBMITTALS

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# CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)

Thursday, May 4, 2006

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<td>1. INTRODUCTIONS</td>
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<td>MEETING SUMMARY (Greg Humora)</td>
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<td>2. MEETING SUMMARY (Greg Humora)</td>
<td>APPROVE</td>
<td>The meeting summary for the April 6, 2006, meeting is attached. CTAC is asked to review and approve the meeting summary.</td>
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<td>3. PUBLIC COMMENTS</td>
<td>ELECT</td>
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<td>4. ELECTIONS</td>
<td>ELECT</td>
<td>Alex Al-Agha has resigned from the City of Chula Vista in order to start his own firm, Zenith Consultants. CTAC is asked to elect a new Chair for the 2006-2008 term.</td>
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<td>5. 2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Sookyung Kim)</td>
<td>DISCUSSION</td>
<td>SANDAG staff will present the draft 2006 Regional Transportation Improvement Program (RTIP) project submittals from the Cities/County and the staff recommendation in regards to compliance with the TransNet Local Street and Road Guidelines. A summary table will be distributed at the meeting.</td>
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<td>6. REGIONAL FREIGHT STRATEGY (John Duve)</td>
<td>COMMENT</td>
<td>SANDAG staff will present the draft Regional Freight Strategy for review and comment. The strategy will be incorporated into the 2007 Regional Transportation Plan. Attached is the draft strategy.</td>
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<td>7. TRANSPORTATION PROJECT EVALUATION CRITERIA (Rachel Kennedy)</td>
<td>INFORMATION</td>
<td>Staff and members of the Transportation Project Evaluation Criteria Ad Hoc Working Group will report on the status of the group's work to date.</td>
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<tr>
<td>8. FORM 700 SUBMITTALS (Richard Chavez)</td>
<td>INFORMATION</td>
<td>Attached is a list of CTAC members who have not submitted a Form 700 Statement of Economic Interests. Fines can be imposed on those who fail to report. The form can be found at the Fair Political Practices Commission Web site <a href="http://www.fppc.ca.gov">www.fppc.ca.gov</a>. Completed forms should be submitted to Deborah Gunn at SANDAG.</td>
</tr>
<tr>
<td>9. ANNOUNCEMENTS</td>
<td>INFORMATION</td>
<td>The TransNet Local Street and Road Guidelines will be presented to the Transportation Committee on May 19, 2006. CTAC members are encouraged to share other items of interest.</td>
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<tr>
<td>10. UPCOMING MEETING</td>
<td>INFORMATION</td>
<td>The next CTAC meeting will be Thursday, May 4, 2006, from 9:30 to 11:30 a.m.</td>
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+ next to an agenda item indicates an attachment
MARCH 2, 2006 MEETING SUMMARY

Introductions

With the absence of Alex Al-Agha (Chair) and Greg Humora (Vice Chair), Chandra Collure (Solana Beach) agreed to chair the meeting.

Approval of Meeting Summary

The meeting summary for the February 2, 2006, meeting was approved as presented.

Public Comments

There were no comments from the public.

Proposed Transit Service Changes

Mark Thomsen (MTS) presented the Comprehensive Operations Analysis (COA) that recommends changes to the MTS transit service network. The changes would increase annual ridership by 3.6 million and save $2.4 million in annual operating expenses. Richard Leja (City of San Diego) asked if any dial-a-ride service was being added. Mr. Thomsen responded no. A transit subsidy of $3.40 per trip is considered cost-effective. Dial-a-ride service can require a subsidy of $60 per trip, in cases.

TransNet Ordinance: RTCIP

Marney Cox (SANDAG) summarized the status of the nexus study being completed for the Regional Transportation Congestion Improvement Program (RTCIP). Mr. Cox stated that the preliminary draft nexus study had been received by staff but that additional work needed to be completed before a draft would be available for CTAC members to review and comment. Chandra Collure (Solana Beach) asked if the nexus study would cover the needs of the Cities/County or if each City/County would need to complete its own nexus study. Mr. Cox stated that the SANDAG nexus study would cover the needs of the Cities/County. Richard Leja (City of San Diego) asked if there would be subregional requirements for the $2,000 per new residential unit extraction. Mr. Cox stated no. Fred Luedtke (Escondido) asked if there would be issues in cases where agencies had already completed a nexus study. Mr. Cox stated there would not be, as long as the agency is contributing
minimum funding levels to the Regional Arterial System. Gena Franco (San Marcos) asked how SANDAG would confirm that the minimum funding levels were met. Mr. Cox stated that this would be accomplished by the annual audits process.

2006 Regional Transportation improvements Program

Sookyung Kim (SANDAG) stated that the submittal deadline for project submittals for inclusion in the 2006 RTIP remained April 7, 2006. Draft guidelines for TransNet Local Street and Road Program expenditures should be available shortly. Richard Leja (City of San Diego) summarized discussions with ITOC and SANDAG regarding the draft guidelines. Additional discussions would be held on March 9, 2006. Fred Luedtke (Escondido) asked what would happen if a City/County was very aggressive with its bonding program and then failed to meet the TransNet Maintenance of Effort, developer impact fee, or 70/30 requirements? Craig Scott (SANDAG) stated that the SANDAG legal staff was looking into this issue.

Federal Rulemaking: Fund Obligations

Gary Vettese (Caltrans) was not available to present this item.

Use-It-or-Lose-It Policy

Jose Nuncio (SANDAG) presented the existing Use-It-or-Lose-It policy for the Regional Arterial System program and distributed a list of existing Regional Arterial System program projects. The list summarized current project status. Mr. Nuncio stated that the SANDAG Board discussed the effectiveness of the Use-It-or-Lose-It policy at its February 24, 2006, meeting. Mr. Nuncio recommended that CTAC form an Ad Hoc Working Group to discuss revisions to the policy. After discussion, CTAC agreed to assign members from the Project Review Subcommittee to this Ad Hoc Working Group.

Announcements

Richard Chavez (SANDAG) stated that the 2006 Regional Transportation Plan had been completed and was available on the SANDAG Web site.

Upcoming Meeting

It was announced that the next CTAC meeting would be held on April 6, 2006, from 9:30 to 11:30 a.m. at SANDAG.
2007 REGIONAL TRANSPORTATION PLAN (RTP) ISSUE PAPER: REGIONAL FREIGHT STRATEGY

File Number 3000900

Introduction

SANDAG has identified several key components to be developed for the 2007 Comprehensive Regional Transportation Plan (RTP). For each of these areas, staff is preparing an issue paper to stimulate discussion and gather input from SANDAG’s technical committees and working groups. The issue paper highlights several of the unique inputs and analysis that will enhance the development of the RTP.

Attached is the issue paper for the Goods Movement/Freight Intermodal Strategy. Staff has been working with SANDAG’s Regional Freight Working Group (FWG) to develop a Regional Goods Movement/Freight Intermodal Strategy since the passage of the federal Transportation Reauthorization Bill (SAFETEA-LU). The strategy will be incorporated into the 2007 Comprehensive RTP.

CTAC should discuss the following issues:

- The FWG has identified several fundamental policy issues concerning the development of a regional freight strategy. The primary issue concerns determining the region’s desired role as a gateway for binational and international trade. The FWG believes this issue requires further analyses before the ultimate regional freight strategy can be completed. Are the recommended approach and analyses sufficient to enable decision-makers to determine the region’s role in trade and goods movement? Are there other issues, studies, or analyses that should be included?

- Absent direction to expand the region’s role as a trade gateway, the FWG has prepared a Goods Movement Improvement Concept Plan based upon a potential “most likely” scenario that assumes an annual growth rate of 5 percent for all freight. The Concept Plan provides a baseline growth scenario and conceptual infrastructure improvements over the next 40 years to meet a reasonable expansion of the region’s goods movement and supply capacity, but not an expanded role in trade. Does the proposed Goods Movement Concept Plan provide a reasonable guide for a regional freight strategy? Are there other important elements that should be addressed or included in the Concept Plan?

Key Staff Contact: John Duve, (619) 699-1968, jdu@sandag.org

Introduction

In 2005, new federal freight planning initiatives were established by the Congress through passage of the federal transportation reauthorization bill (SAFETEA-LU). The new planning initiatives require that SANDAG, as a federally designated Metropolitan Planning Organization (MPO), develop a more comprehensive regional freight strategy for the 2007 Comprehensive RTP.

In the past, SANDAG has incorporated into the RTP each of the modal freight plans as prepared by the region’s freight agencies. These individual plans usually go only one to three years into the future. The new federal guidelines require that SANDAG extend the planning horizon for freight to be compatible with the RTP. SANDAG must use a “systems approach” to identify current and future needs for the region’s freight systems (including air cargo, border crossings, maritime, pipelines, railways, and roadways), and show how these systems can “work together as one system.” The federal initiatives also place emphasis on planning for interregional and international trade corridors, identifying infrastructure requirements necessary to support both the regional and national supply chains, and preparation of a plan of finance for freight infrastructure separate from other transportation.

At the state level, the Administration has established among its highest priorities improving California’s goods movement industry and infrastructure to generate jobs, increase mobility, and improve California’s quality of life. The state, in collaboration with the logistics industry, local and regional governments, and other stakeholders, recently developed a draft Goods Movement Action Plan (GMAP) and proposed legislation to provide important new funding for goods movement infrastructure. While the San Diego region’s freight strategy remains a local/regional decision, the region’s role in trade and eligibility for infrastructure funding will likely be highly influenced by its contribution as part of Southern California’s goods movement network and the national supply chain.

Objective for the 2007 RTP

The objective for the 2007 Comprehensive RTP is to prepare the Regional Freight/Intermodal Strategy component. The freight strategy is intended to meet the new federal freight planning requirements and provide important input to California’s Goods Movement Action Plan (GMAP) and potential infrastructure funding programs. The strategy will identify overall freight system and infrastructure improvements necessary to provide intermodal connectivity and coordination of the region’s modal freight systems so they “work together as one system.” It will identify a list of goods movement improvement projects and plan of finance alternatives, and include interregional actions necessary to ensure the integration and compatibility of our freight system with that of adjacent regions, the state and national supply chains, and with Mexico.
Background

In June 2005, SANDAG’s Transportation Committee appointed a Regional Freight Working Group (FWG) comprised of local freight agency planning staff to work with SANDAG on the creation of a Regional Freight/Intermodal Strategy. The FWG includes staff members from the following agencies and organizations: California Department of Transportation, Kinder Morgan Pipelines (private), Metropolitan Transit System, North County Transit District, San Diego & Arizona Eastern Railway, San Diego County Regional Airport Authority, Port of San Diego – Maritime Division, and the U.S. Department of Homeland Security. Input from freight operators such as trucking associations, rail operators, port tenants, and shippers has been included in the study by working with freight agency committees and advisory groups that already exist.

The FWG has worked to document existing conditions and plans for the region’s various freight modal systems; and identify and evaluate system gaps, system-to-system integration requirements, and intermodal opportunities necessary to prepare the region’s Freight Intermodal Strategy. To date, the FWG has developed a draft goods movement improvement concept and identified several fundamental policy issues for discussion by the region’s decision-makers concerning the development of a regional freight strategy. The FWG is scheduled to receive input on the initial draft concept and issues paper from SANDAG’s technical committees and working groups, then incorporate comments into the draft freight strategy. Many of the issues concerning development of the region’s freight strategy have resulted from the recent trend toward a global economy, as discussed below.

Shift toward a Global Economy. Over the past 25 years, the manufacture of goods has moved overseas, driven by rising demand for inexpensive products and a desire to take advantage of lower production costs. As a result, California and the United States have assumed expanded roles in global trade, particularly as importers. Global trade, although increasingly dependent upon “just in time” delivery, inventory management, and customs and security procedures, cannot function without the network of intermodal freight infrastructure and services which permit products from far-away places to fill an ever-increasing demand in California and the nation.

Emergence of New Trade Gateways. The trend toward a global economy shifts the flow of goods from a traditional regional distribution network to a worldwide system of international trade gateways and corridors. The more global the supply chain becomes, the greater the challenges become of matching the existing goods movement infrastructure consisting of airports, border crossings, maritime, pipelines, railways, and roadways with the emerging flows of international trade.

Unprecedented Growth in International Trade. The rapid growth in goods movement and the emergence of Southern California as the nation’s largest gateway to international trade is the result of the unprecedented shift toward a global economy and in the way the world conducts business today. Of the nation’s incoming goods today, 43 percent all container goods and 12 percent of all goods coming in from Mexico arrive through Southern California’s gateway land and sea ports destined for cities across the nation. Both the Los Angeles and San Diego Customs Districts report that goods movement has more than doubled since the emergence of Asia and the Pacific Rim in international trade and the passage of the North American Free Trade Agreement (NAFTA) with Canada and Mexico in 1995. The U.S. Department of Transportation forecasts the volume of global trade shipped through Southern California will more than triple by 2030.
Impact of Global Trade on the Region. The San Diego region is located on the “fault line” of the emerging global economy. Blessed by its location on the U.S.-Mexico border and its natural seaport, the region faces an extraordinary economic opportunity and policy choice concerning whether to accept an expanded role in international trade. The influences of the global economy are almost unavoidable for the region as it lies adjacent to California’s largest trading partner, Mexico, and to the nation’s busiest maritime complex and international trade gateway, the Ports of Los Angeles and Long Beach. In 2005, the San Diego Customs District reported more than $33 billion in international trade goods passed through the San Diego gateway—$24 billion through the U.S.-Mexico POE (approximately 2 million trucks), and $9 billion through the Port of San Diego’s two marine terminals (nearly 3 million tons in maritime cargo). The growth rate of trade at the San Diego Customs District is expected to parallel that of the larger Los Angeles District (12 percent in 2005); however, since San Diego has not yet become part of mainstream international trade, the region’s trade volumes may fluctuate until the region determines its role and level of participation in international trade.

While the region has the potential as an important hub in the global goods movement network, the region’s large population and market size (2nd in California) also creates a major demand for domestic goods movement infrastructure. Separate from international trade, domestic goods movement in the region also is on the rise and requires a complex and sophisticated infrastructure to serve its residents. The region’s growth rate for domestic goods movement closely parallels the growth rate for population and is generally tied to the demand for food stuffs, consumer goods, construction materials, and transportation.

**Current Conditions**

Region’s Response to the Change in Trade. Over the past decade, few improvements have been made to the region’s freight infrastructure to accommodate the increasing volume of trade and domestic goods shipped. Overall, the region’s freight system presently exhibits substantial congestion and delay as well as some loss of existing and potential business because of existing capacity constraints. Our worst bottlenecks—including the U.S.-Mexico POE, both marine terminals, and the coastal/south line railways—require immediate attention.

There has been a lack of needed improvements in response to the dramatic growth in freight volumes. As mentioned earlier, this is largely due to the surprising and unprecedented shift in trade flows during the past decade. The San Diego region, like others worldwide, was caught unprepared by this shift. As a result, the region’s vision and role in goods movement and trade has become increasingly blurred as trade flows change from domestic to global. Subsequently, the lack of a comprehensive freight plan to guide our response through these unprecedented challenges has led our goods movement infrastructure to become incrementally inadequate for handling today’s freight flows and volumes. Thus, this discussion of the issues concerning the region’s goals and objectives for goods movement and trade is of critical importance in preparing the freight component for the 2007 Comprehensive RTP.

**Identification of Issues**

The FWG has identified several fundamental policy issues concerning development of the region’s freight strategy. The primary issue concerns determining the region’s desired role as a gateway for binational and international trade. The FWG believes this issue, along with the other related items
below, requires further analyses before the ultimate regional freight strategy can be completed. The FWG proposes these issues be studied and the results incorporated into the next RTP update following adoption of the 2007 Comprehensive RTP.

In the meantime, the FWG has prepared a Goods Movement Improvement Concept Plan based upon a potential “most likely” scenario that assumes an annual growth rate of 5 percent for all freight. The Concept Plan provides a baseline growth scenario and conceptual infrastructure improvements over the next 40 years to meet a reasonable expansion of the region’s goods movement and supply capacity, but not an expanded role in trade. The Concept Plan would serve as a planning baseline only and would need to be further refined, but assisted the FWG in further identifying potential issues associated with the long-term growth of the freight system. These issues concern the process and actions the region should take to accommodate baseline trade and increase its trade opportunities.

The issues concerning the region’s trade role and the Concept Plan are discussed below:

1. **Trade Role.** What is the San Diego region’s desired role in trade? The San Diego region, by virtue of its location on the U.S.-Mexico border and its natural seaport, faces an extraordinary economic opportunity and policy choice concerning whether to accept an expanded role in the emerging global economy and international trade. What is the region’s desired role in trade? Should the region’s role be limited to domestic supply, include moderate gateway trade, or be more aggressive and pursue a major role in trade as a component of the region’s economic prosperity and jobs creation strategy? What information and analyses would be needed to enable the region’s decision-makers to determine its role in trade?

Other issues regarding Trade Role include:

   a. **Trade Relationship with Baja California.** What should the San Diego region’s role and relationship with Baja California Norte be with respect to trade? In the San Diego-Tijuana basin today, new industry and manufacturing businesses tend to locate their plants south of the U.S.-Mexico border, attracted by lower infrastructure and labor costs. These businesses, however, are positioned to do business with the United States and are dependent on the shipment of their products through the San Diego gateway and to their final destination via the U.S. supply chain. In order to strengthen business opportunities in the San Diego-Tijuana basin, should the region pursue the establishment of a more unified and coordinated industrial/manufacturing complex and goods movement infrastructure to serve businesses south of the U.S.-Mexico border? Should the region pursue the establishment of binational institutions and policies to enable the mutual development of an integrated freight system linking California and Mexico? Should the region develop a freight strategy and plan of finance to include efforts to partner with Mexican companies and other private sector entities to build necessary freight systems and infrastructure? Should the region be willing to consider potential investment in Mexican freight infrastructure to make our freight system “whole” and provide efficient service and connectivity for businesses located in Mexico? Or, should the region consider policy limiting support of businesses located in Mexico and focus on developing incentives, including necessary freight infrastructure, to attract businesses north of the U.S.-Mexico border?
b. Trade Relationship with Southern California Seaports. What should the San Diego region’s role and relationship with adjacent Southern California seaports be with respect to trade? In 2005, the Ports of Los Angeles and Long Beach were forced to divert ships to other seaports due to lack of adequate capacity during the winter months and the holiday gift shipping season. As global trade continues to increase, diversions such as these are expected to become more frequent, even if the Ports of Los Angeles and Long Beach are able to increase capacity over time. When ships are diverted to other seaports outside California, both the impacted seaport and the State of California lose important revenues and potential jobs. Should the San Diego region consider development of its seaport infrastructure to capture potential lost business from other Southern California ports? Should the region pursue a role to become an integral part of the Southern California seaport network and to provide additional long-term capacity for the Southern California seaport network so that California would always have adequate capacity for incoming vessels and trade? Or, should the region consider limiting the use of its seaport to regional shipping needs?

2. Local Trade. What are the local needs for the regional freight system and trade infrastructure? Local commercial and industrial operations represent a primary source for the region’s domestic and international freight flows. The establishment of successful commercial/industrial land uses is important to local economies and jobs creation. Such land uses must be appropriately designed to support the efficient movement of goods and connection to the regional freight network so businesses can thrive and new businesses are attracted. What are the local plans for commercial/industrial land uses? What freight infrastructure is necessary to support these land uses in their general plans and to link these sites to the regional freight network? What infrastructure improvements are required on the regional freight network to accommodate the freight activities?

3. Freight Agencies’ Trade. What are the Freight Agencies’ needs as part of the regional freight system and infrastructure? The region’s freight agencies are charged with the responsibility of managing the region’s freight infrastructure and providing services to both domestic and international shippers. The Individual freight agencies also serve as generators of trade and goods movement for the region. What are the freight agencies’ long-range business plans for trade/freight? What freight infrastructure is necessary to support the freight agencies’ business plans and to link their infrastructure to the regional freight network? What infrastructure improvements are required on the regional freight network to accommodate the freight agencies’ business activities? How should the region’s freight agencies be organized in order to manage and carry out the region’s comprehensive freight intermodal strategy and provide a fully integrated service that “works together as one system”? Should the region continue governmental ownership and operation of the various freight systems or would other models for ownership better serve the region?

4. Freight System and Infrastructure Funding. How would goods movement and freight system infrastructure improvements be financed in accordance with the federal freight initiative to extend funding across modes in a manner to establish a unified freight intermodal system? How would the region provide for a plan of finance to fund a regional freight infrastructure improvements program separate from other transportation? Should the region consider the re-allocation of existing funds for important goods movement projects? How would the region go about combining transportation funding sources to address shared use projects
5. Accommodating Baseline Goods Movement. If the San Diego region wants to increase its trade opportunities, what actions should it take? As mentioned earlier, the FWG has prepared a Goods Movement Improvement Concept Plan based upon a potential “most likely” scenario that assumes an annual growth rate of 5 percent for all freight. The Concept Plan provides a baseline growth scenario and conceptual infrastructure improvements over the next 40 years to meet a reasonable expansion of the region’s goods movement and supply capacity, but not an expanded role in trade. The Concept map (Attachment A) shows conceptually what an incremental increase in freight system capacity might look like, and the Concept table (Attachment B) summarizes the assumptions and potential actions for the individual freight systems shown on the map. The Concept plan would serve only as a planning baseline and would need to be further refined. The development of draft Concept plan assisted the FWG in further identifying potential issues associated with the long-term growth of the freight system. These issues concern - “If the region wants to increase its trade opportunities, how should it proceed and what actions should it take?” These issues involve questions of “priority and timing” —which systems, markets, or bottlenecks should be developed or improved first? And, “scale” —how large should freight systems become and at what point should alternate capacity or alternate routes be considered? The issue of how to increase trade capacity is discussed for each individual freight system below.

a. Air Cargo. How would the region accommodate increasing air cargo demand beyond the current capacity of the San Diego International Airport (SDIA)? Air cargo capacity at SDIA is constrained by limited infrastructure. The region’s major air cargo shipments are currently trucked to LAX and Ontario airports. The San Diego air cargo market is forecasted to remain severely constrained until a new airport is sited by the San Diego County Regional Airport Authority (SDCRAA). A proposed new site is scheduled to appear on the November 2006 ballot. If a new airport site is selected, it would probably not be available for service until after 2030. If the region wants to increase its air cargo capacity before a new airport site is available, should the region consider realignment of the existing SDIA air cargo facilities and ground access to improve throughput and efficiency until a new airport is built? Should an alternative airport be used to supplement the region’s air cargo capacity at SDIA until a new airport is sited? Or, should the region wait for a new airport to be sited and built by the SDCRAA before attempting to increase air cargo capacity?

b. Border Crossing. How should the region increase border crossing capacity at the U.S.-Mexico border? Trucks crossing at the U.S.-Mexico border at Otay Mesa reportedly experience delays ranging between 3-11 hours. Also, the lack of adequate rail infrastructure supporting the border crossing at San Ysidro leaves many businesses unable to link their industrial and manufacturing facilities to the regional rail network. This leaves businesses dependent upon trucks as the only means to ship their goods and raw materials. There is evidence that businesses are leaving Baja California and others are looking beyond the San Diego-Baja California Norte area to locate new businesses
due to transportation infrastructure constraints which impact U.S.-Mexico trade. To increase border crossing capacity immediately to avoid further loss of U.S.-Mexico trade, should the region consider accelerating funding for construction of the proposed Otay Mesa II border crossing? Should the region consider construction of a privatized, performance-based border crossing at Otay Mesa II to assure early project funding and ongoing performance and efficiency? Should rail alternatives be considered to help reduce (or divert) the volume of trucks at the border crossing? Should passenger rail alternatives be considered to divert commuters from cars to trolley/commuter trains to relieve pressure at the border and provide more resources to support truck crossings? Should the region seek additional longer-term border crossing capacity route to meet future demand?

c. Maritime. How should the region increase its maritime capacity beyond the current TAMT and NCMT capacity? The Port of San Diego maritime capacity is severely constrained by limited space, infrastructure, and channel depth. While the potential for maritime growth is substantial, the expansion of existing and new businesses is being turned away due to the lack of infrastructure. Should the region built new on-dock and inland port facilities as needed to meet demand? Is the region willing to convert other tidelands to on-dock or inland port terminal use to gain needed seaport capacity? Is the region willing to construct additional truck and rail access as needed to support increased maritime capacity? Should the region consider construction of specialized truck and rail ground access to provide increased safety and environmental mitigation? Should the region build additional marine terminal capacity to help the Southern California seaport network avoid the diversion of ships to other ports and maintain adequate seaport capacity in California?

d. Pipeline. How should the region increase pipeline capacity to meet future demand? The region’s volume of petroleum products shipped by pipeline is projected to increase 5 percent annually. New pipeline capacity would be required beginning in 2015. Should the region consider the use of current excess pipeline capacity available at the Mission Valley Terminal to help reduce the number of tankers coming from Orange County via I-5? Should the region construct improved truck access to its pipeline terminals to reduce freeway hazards and improve the efficient delivery of petroleum products? Should the region assist in constructing increased pipeline capacity (size and/or pipeline extensions) to increase the pipeline capacity and provide direct delivery to consumers or Mexico? Should the region consider building reverse pipeline flow capability to accommodate alternative petroleum sources or potential disaster response?

e. Freight Rail. How should the region increase freight rail capacity to meet current and future demand? Freight rail capacity along the coastal/south line corridor is currently constrained by limited infrastructure and the sharing of track with passenger operations including Amtrak, the Coaster, and Trolley. Immediate capacity improvements are needed along the coastal/south line (including the SD-Tecate line in Mexico) to support existing customer demand including businesses that have not yet been connected to the freight rail system. Should the region accelerate the construction of proposed NCTD and MTS/SD&AE track capacity improvements to reduce current passenger/freight rail bottlenecks and increase capacity for existing port/border
freight? Should the region include track capacity improvements for the SD-Tecate line to increase trade volumes with Mexico and help trucks to rail where possible? Should SD-Tecate line improvements include passenger rail serving South Bay and Mexico? Should the region consider a potential Inland passenger/freight rail corridor (associated with the state’s proposed High-Speed Rail Project in the I-15 Corridor and SR 125 Tollway) in order to provide an alternative north-south corridor as the coastal rail corridor reaches capacity and potential passenger/freight rail service to Tijuana? Should track capacity improvements to the Desert Line be made as demand for east-west freight rail justifies or should the region consider development of the Desert Line to establish future trade flows?

f. Roadways/Truckways. How should the region increase roadway capacity to meet current and future demand for truck travel? The majority of the region’s freight travels by truck. The region’s freeways and highways are currently congested with substantial delay occurring for trucks along the regional road network, at the border and marine terminals. Substantial roadway-widening and construction of “managed lanes” is planned along the region’s primary truck routes. Will proposed concepts for including trucks on the managed lanes provide enough capacity to meet demand? If so, how will the managed lanes operate? If not, where will trucks operate instead? Would an outer loop roadway for trucks be required to provide additional roadway capacity for trucks in the long-term? Would an outer loop roadway be desirable to more evenly distribute truck traffic throughout the region? If managed lanes or truck lanes are constructed by the region, should the design include barriers to separate general traffic from trucks? Should specialized roadway access for trucks be provided at the airport, border crossing, marine terminals, pipeline terminals, and logistics centers? Should truck guidance and driver alert technology to prevent incidents be included in truckway facilities? Should the region consider truck tollways or other user fee mechanisms to finance the construction of separate facilities for trucks? Should the region consider allowing operation of “longer combination vehicles (LCV)” to allow trucks to carry more cargo there by improving goods movement efficiency and cost-effectiveness?

Recommendations from the Freight Working Group

For the 2007 RTP Update

• Evaluate the benefits and impacts of an expanded role in trade. Develop a detailed work plan for the studies and analyses listed below (see “For Future Analysis”) that would enable decision-makers to determine the region’s trade role and goods movement policies. The FWG proposes these issues be studied and the results incorporated into the next RTP update following adoption of the 2007 Comprehensive RTP.

• Incorporate the Goods Movement Improvement Concept Plan (Attachments A and B) as the baseline Regional Freight Intermodal Strategy component for the 2007 Comprehensive RTP.

For Future Analysis

• Update SANDAG’s Regional Economic Prosperity Strategy to include a comprehensive analysis of the economic opportunities available through an expanded role in trade and goods movement.
The study would identify the role, responsibility, and needs of the region, local agencies, and freight agencies in trade and goods movement.

- Update SANDAG’s Regional Comprehensive Plan (RCP) to address the integration of commercial and industrial land uses with transportation.

- Update local General Plans to include commercial and industrial land use and goods movement decisions determined as a result of SANDAG’s Update of the Regional Economic Prosperity Strategy and Regional Comprehensive Plan.

- Update the regional freight agencies’ Master Business and Development Plans to include agency trade market analysis and input from updates of the Economic Prosperity Strategy, RCP, and local General Plans.
FORM 700 SUBMITTALS

Below is a list of CTAC members who have not submitted a Form 700 Statement of Economic Interests. Fines can be imposed on those who fail to report. The form can be found at the Fair Political Practices Commission Web site www.fppc.ca.gov. Completed forms should be submitted to Deborah Gunn at SANDAG.

Frank Casteleneto
Chandra Collure
Dirk Epperson
Gena Franco
Sassan Haghgoo
David Hauser
Steve Kirkpatrick
Greg Lewis
Terry Raback
Tim Shell
Sudi Shoja
Pat Thomas
Mark Thomsen
Rob Turner