MEETING NOTICE
AND AGENDA

SAN DIEGO REGIONAL MILITARY WORKING GROUP
The San Diego Regional Military Working Group may take action on any item appearing on this agenda.

Monday, September 18, 2017
9 to 10:30 a.m.
SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101

Please take the elevator to the 8th floor to access the meeting room.

Staff Contact: Jane Clough
(619) 699-1909
jane.clough@sandag.org

AGENDA HIGHLIGHTS

• MILITARY MULTIMODAL ACCESS STRATEGY WORKSHOP
• INVENTORY OF BASE ACCESS ISSUES

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

MISSION STATEMENT
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transit; and provides information on a broad range of topics pertinent to the region’s quality of life.
Welcome to SANDAG. Members of the public may speak to the Working Group on any item at the time the Working Group is considering the item. Please complete a Request to Comment form and then present the form to the Working Group coordinator. Members of the public may address the Working Group on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person unless otherwise directed by the Chair. The Working Group may take action on any item appearing on the agenda.

Public comments regarding the agenda can be sent to SANDAG via comment@sandag.org. Please include the agenda item, your name, and your organization. Email comments should be received no later than 12 noon, two working days prior to the meeting. Any handouts, presentations, or other materials from the public intended for distribution at the meeting should be received by the Working Group coordinator no later than 12 noon, two working days prior to the meeting.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list either at the SANDAG website or by sending an email request to webmaster@sandag.org.

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints, and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to the SANDAG General Counsel, John Kirk, at (619) 699-1997 or john.kirk@sandag.org. Any person who believes himself or herself or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900 or (619) 699-1904 (TTY), or fax (619) 699-1905.

SANDAG agenda materials can be made available in alternative languages. To make a request, call (619) 699-1900 at least 72 hours in advance of the meeting.

Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

如有需要，我们可以把SANDAG议程材料翻译成其他语言。

请在会议前至少 72 小时打电话 (619) 699-1900 提出请求.

SANDAG offices are accessible by public transit.

Phone 511 or visit 511sd.com for route information. Bicycle parking is available in the parking garage of the SANDAG offices.

To access the meeting room, please arrive on the 8th floor.
The San Diego Regional Military Working Group (Working Group) is asked to review and approve the minutes from its June 19, 2017, meeting.

Members of the public shall have the opportunity to address the Working Group on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a Request to Comment form and giving it to the meeting coordinator prior to speaking. Public speakers should notify the meeting coordinator if they have a handout for distribution to the Working Group members. Public speakers are limited to three minutes or less per person. Working Group members also may provide information and announcements under this agenda item.

Members of the Working Group shall have the opportunity to share news and information regarding their jurisdiction or installation of interest.

The Chair will update the Working Group on SANDAG-related issues.

The Association of Defense Communities will be convening a conference entitled “Installation Innovation” in San Diego, California from February 12 to 14, 2018. This conference brings together over 600 of the top community, military, and industry leaders for a unique educational opportunity that will explore the key issues that define military value.

Staff will present the revised San Diego Regional Military Working Group Charter. The Regional Planning Committee approved an amendment to the charter, adding the Metropolitan Transit System and North County Transit District as members of the Working Group.
+7. MILITARY MULTIMODAL ACCESS STRATEGY WORKSHOP
(Coleen Clementson) DISCUSSION
Caltrans has awarded SANDAG a grant from the Strategic Partnership Planning Program to develop a “Military Multimodal Access Strategy.” The purpose of the project is to assemble and prioritize a list of transportation projects, operational improvements, and programs that could be implemented to address traffic congestion at key military base and port access points, providing travelers alternative options to driving alone. Staff will provide an overview of the project timeline and scope, as well as the level of effort expected from the Working Group. The Working Group is asked to discuss goals, expectations, and procedures for the project.

+8. INVENTORY OF BASE ACCESS ISSUES (Jane Clough) DISCUSSION
The Working Group is asked to review the draft San Diego Regional Base Access Issues Inventory document and discuss adding issues to the document. This document will inform the Military Multimodal Access Strategy work effort.

9. BEST PRACTICE: RELINQUISHMENT OF STATE HIGHWAY TO CITY OF IMPERIAL BEACH (Andy Hall, City of Imperial Beach) INFORMATION
Relinquishment in the City of Imperial Beach was primarily considered to allow the design elements of the Palm Avenue Master Plan to be implemented. The road cross sections that included enhanced landscaping, traffic calming, crosswalks, and multimodal amenities were not consistent with, or allowed by, Caltrans regulations. The process is a bit of a challenge, but the city is confident the outcome will be beneficial to the community and result in a better transportation facility than is allowed by Caltrans standards.

10. POSSIBLE TOPICS FOR NEXT MEETING AND ADJOURNMENT
(Garry Bonelli, San Diego Regional Military Working Group Chair) DISCUSSION/POSSIBLE ACTION
The Working Group is asked to discuss possible topics for the next quarterly meeting and to determine a date and time for that meeting.

+ next to an item indicates an attachment
The meeting of the San Diego Regional Military Working Group (Working Group) was called to order by Chair Garry Bonelli, Port of San Diego (Port), at 9:04 a.m. Chair Bonelli welcomed the group and led a round of introductions.

1. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Steve Chung (Navy — Southwest Division Naval Facilities Engineering Command) and a second by Andy Hall (City of Imperial Beach), the Working Group approved the minutes from the March 13, 2017, meeting. Yes: Chair Bonelli, Mr. Hall, Brad Raulston (City of National City), Jeff Hunt (City of Oceanside), Col. W. Bruce Pitman (Marine Corps Recruit Depot), and Mr. Chung. No: None. Abstain: None. Absent: City of Coronado, City of San Diego, Coast Guard San Diego Sector, County of San Diego, and Marine Corps Installation West.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Nicole Burgess, a member of the public, suggested the preparation of a report on iCommute and encouraged SANDAG to emphasize Pacific Highway in its planning efforts. Ms. Burgess also suggested that the Port’s planning efforts take into consideration the safe passage of pedestrians.

There were no other public comments or communications.

3. MEMBER COMMUNICATIONS (INFORMATION)

Mr. Chung informed the group that the Second Annual All California Defense Summit will occur August 29 to 30, 2017, in Sacramento, California.

CHAIR’S REPORTS

4. UPDATE ON THE STATUS OF THE 2019 REGIONAL PLAN PROCESS (INFORMATION)

Chair Bonelli provided the Working Group with an update on the status of the 2019 Regional Plan (Plan) process. He reported that SANDAG is in the process of developing the Plan, and Board adoption is anticipated in fall 2019. Chair Bonelli explained that over the next two years, the Working Group will be asked to participate in several key tasks throughout the development of the Plan, including updates on the Regional Growth Forecast, the development and evaluation of the transportation networks, and reviews of the Draft Plan and Draft Environmental Impact Report.
Mr. Hall reported to the Working Group that Caltrans and the City of Imperial Beach have reached an agreement on the relinquishment of parts of State Route 75 to the City of Imperial Beach, and the decision will be going to the California Transportation Commission.

Coleen Clementson, Principal Regional Planner, suggested Mr. Hall provide a presentation on the relinquishment process for the Working Group at a future meeting.

5. SERIES 14 REGIONAL GROWTH FORECAST (INFORMATION)

SANDAG currently is preparing the Series 14 Regional Growth Forecast. Rachel Cortes, Associate Regional Models Analyst, provided an overview of information presented to the joint meeting of the Regional Planning Technical Working Group, Active Transportation Working Group, and the Cities/County Transportation Advisory Committee, including the methodology and outcome of the expert review panel. Ms. Cortes explained that staff is currently working with the various land-use authorities to update land-use data that will be used as an input to the forecast. Ms. Cortes requested appropriate contacts for the military installations to collaborate in this effort.

The Working Group discussed the level of detail of information that they could provide, as well as who could serve as appropriate contacts. The Working Group also discussed how publicly available information is not always accurate for bases and surrounding jurisdictions, and agreed that working collaboratively with SANDAG and other agencies to provide accurate data has many benefits. Members of the Working Group expressed interest in having a representative from the Census Bureau attend a future meeting to explain how the Census Bureau interacts with the Department of Defense.

REPORTS

6. AMENDMENT OF THE SAN DIEGO REGIONAL MILITARY WORKING GROUP CHARTER (RECOMMEND)

Ms. Clementson reported that a member of the Regional Planning Committee recently suggested the addition of North County Transit District (NCTD) and the Metropolitan Transit System (MTS) as advisory agencies on the Working Group. The Working Group was asked to recommend that the Regional Planning Committee amend the Working Group Charter to include the transit agencies.

Action: Upon a motion by Mr. Hall and a second by Mr. Raulston, the Working Group voted to recommend the inclusion of NCTD and MTS in the Working Group Charter. Yes: Chair Bonelli, Blair King (City of Coronado), Mr. Hall, Mr. Raulston, Mr. Hunt, Murali Pasurmarthi (County of San Diego), Col. Pitman, and Mr. Chung. No: None. Abstain: None. Absent: City of San Diego, Coast Guard San Diego Sector, and Marine Corps Installation West.

7. SAN DIEGO REGIONAL MILITARY MULTIMODAL ACCESS STRATEGY GRANT KICKOFF (DISCUSSION)

Ms. Clementson reported that Caltrans has awarded SANDAG a grant from the Strategic Partnership Planning Program to develop a Military Multimodal Access Strategy. The purpose of the project is to assemble and prioritize a list of transportation projects, operational improvements, and programs that could be implemented to address traffic congestion at key military base and port access points, providing travelers alternatives to driving alone. Ms. Clementson explained that next steps of the process include bringing a qualified consultant on board, as well as utilizing existing conditions
information being gathered for the 2019 Regional Plan update and integrating related planning
efforts. The Working Group will serve as the Project Advisory Group. Work will begin July 2017 and
conclude June 2020.

Capt. Roy Love, Naval Base San Diego, noted that the Port was not referenced in the description of
the Project Development Team and suggested that they be included.

8. UPDATE ON PLANNING ACTIVITIES IN THE SAN DIEGO BAY REGION (DISCUSSION)

The Working Group heard several presentations and was asked to analyze the region from the
perspective of compatibility issues near bases with a focus on activities in the San Diego Bay.

8A. NATIONAL CITY DOWNTOWN SPECIFIC PLAN UPDATE

Mr. Raulston and Mike Singleton, KTU+A, informed the Working Group that the City of
National City is currently updating its Downtown Specific Plan to include better connections
between jobs, housing, transportation, and parking. The Smart Growth Incentive Program is
providing funding through a planning grant that is studying connections to Naval Base
San Diego. Mr. Raulston and Mr. Singleton provided updates on their progress and discussed
potential synergies with the Military Multimodal Access Strategy.

8B. BAYSHORE BIKEWAY UPDATE

Stephan Vance, Senior Regional Planner, discussed the status of current and future
improvements to the Bayshore Bikeway, a 24-mile bikeway planned as a continuous bike path
around San Diego Bay. Approximately 60 percent of the facility has been completed, and
SANDAG is developing the remaining portions in cooperation with the five cities on the bay and
the Port.

8C. SAN DIEGO PORT AUTHORITY MASTER PLAN UPDATE

In 2013, the Port began conducting an Integrated Planning initiative that will guide the future
of approximately 6,000 acres of land and water within the Port jurisdiction along the San Diego
Bay waterfront. Lesley Nishihira, Port, noted that the process has included extensive public
outreach, and that it will culminate in an update to the District’s Port Master Plan, which was
adopted in 1980. The Port Master Plan Update will modernize the Port’s method for land and
water planning and serve as a master blueprint for future development.

9. POSSIBLE TOPICS FOR NEXT MEETING AND ADJOURNMENT (DISCUSSION/POSSIBLE ACTION)

The meeting was adjourned by Chair Bonelli at 10:35 a.m.

The next meeting of the Working Group will be scheduled for Monday, September 18 or 25, 2017,
at 9 a.m.
### SAN DIEGO REGIONAL MILITARY WORKING GROUP
### MEETING ATTENDANCE FOR JUNE 19, 2017

<table>
<thead>
<tr>
<th>JURISDICTION/ORGANIZATION</th>
<th>NAME</th>
<th>ATTENDING</th>
<th>COMMENTS</th>
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<tbody>
<tr>
<td>Port of San Diego</td>
<td>SANDAG Board Member, Garry Bonelli, Chair</td>
<td>Yes</td>
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<td></td>
<td>Joel Valenzuela</td>
<td>No</td>
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<td></td>
<td>Aimee Heim, Alternate</td>
<td>No</td>
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<tr>
<td>City of Coronado</td>
<td>Blair King</td>
<td>Yes</td>
<td>Arrived after Item 3 vote</td>
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<td></td>
<td>Tom Ritter, Alternate</td>
<td>No</td>
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<td></td>
<td>Cliff Maurer, Alternate</td>
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<td>City of Imperial Beach</td>
<td>Andy Hall</td>
<td>Yes</td>
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<td>Steve Dush, Alternate</td>
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<td>City of National City</td>
<td>Brad Raulston</td>
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<td>Leslie Deese, Alternate</td>
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<td>City of Oceanside</td>
<td>Jeff Hunt</td>
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<td>Russ Cunningham, Alternate</td>
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<tr>
<td>City of San Diego</td>
<td>Tait Galloway</td>
<td>No</td>
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<td>Coast Guard San Diego Sector</td>
<td>CDR Michael Frawley</td>
<td>No</td>
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<td>LCDR Kevin L. Winters, Alternate</td>
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<tr>
<td>County of San Diego</td>
<td>Donald Steuer</td>
<td>Yes</td>
<td>Murali Pasumarthi, arrived after Item 3 vote</td>
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<td>Richard Crompton, Alternate</td>
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<td>Marine Corps Installation West</td>
<td>Tom Caughlan</td>
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<td>Sam Jammal, Alternate</td>
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<td>Marine Corps Recruit Depot</td>
<td>Rick Huenefeld</td>
<td>Yes</td>
<td>Col. W. Bruce Pitman</td>
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<td>Lt. Col. Michael P. Rohffs, Alternate</td>
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<td>CAPT Gloria Chiu, Alternate</td>
<td>No</td>
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<tr>
<td>Navy — Southwest Division Naval Facilities Engineering Command (Seat A)</td>
<td>Joe Stuyvesant</td>
<td>No</td>
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<td>CAPT Daniel P. Turner, Alternate</td>
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<tr>
<td>Navy — Southwest Division</td>
<td>Steve Chung</td>
<td>Yes</td>
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<td>Naval Facilities Engineering Command (Seat B)</td>
<td>Wes Bomyea, Alternate</td>
<td>No</td>
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<td>David Hulse, Alternate</td>
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<tr>
<th>OTHER ATTENDEES</th>
<th>SANDAG STAFF MEMBERS</th>
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<tbody>
<tr>
<td>Mike Donovan, City of Coronado</td>
<td>Coleen Clementson</td>
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<tr>
<td>Nicole Burgess, Member of the Public</td>
<td>Rachel Cortes</td>
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<td>Charles Main, North County Transit District</td>
<td>Stephan Vance</td>
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<td>Lesley Nishihira, San Diego Port Authority</td>
<td>Patty Talamantes</td>
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<tr>
<td>Mary Beth Dreusike, Navy Region Southwest</td>
<td>Elisa Arias</td>
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<td>CAPT Roy Love, Naval Base San Diego</td>
<td>Valerie Erze</td>
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<td>Joshua Gamez, Naval Base San Diego</td>
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<td>Mike Singleton, KTU+A</td>
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<tr>
<td>Mark Thomsen, Metropolitan Transit System</td>
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<td>Trent Clark, Caltrans</td>
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AGENDA

MON, FEB 12
8:30 a.m. – 5:30 p.m.
Registration Open
9:00 a.m. – 12:00 p.m.
Military Services Workshop
(Open to all IIF attendees)
12:00 p.m. – 1:00 p.m.
Lunch On Your Own
1:00 p.m. – 1:45 p.m.
Opening General Session
1:45 p.m. – 2:00 p.m.
Networking Break
2:00 p.m. – 2:45 p.m.
Innovation Case Studies
2:45 p.m. – 3:00 p.m.
Networking Break
3:00 p.m. – 3:45 p.m.
Innovation Case Studies
3:45 p.m. – 4:00 p.m.
Networking Break

TUES, FEB 13
8:30 a.m. – 5:30 p.m.
Registration Open
9:00 a.m. – 10:00 a.m.
Council Meetings & Concurrent Sessions
10:00 a.m. – 10:30 a.m.
Networking Break
10:30 a.m. – 11:30 a.m.
Concurrent Sessions
11:30 a.m. – 12:00 p.m.
Networking Break
12:00 p.m. – 1:00 p.m.
General Session Luncheon
1:00 p.m. – 1:30 p.m.
Networking Break

WED, FEB 14
8:30 a.m. – 10:30 a.m.
Registration Open
9:30 a.m. – 10:30 a.m.
Concurrent Sessions
10:30 a.m. – 11:00 a.m.
Networking Break
11:00 a.m. – 12:00 a.m.
Closing General Session
No matter which way the BRAC winds blow, there is one constant priority – sustaining the military value of our military installations. Supporting the defense presence unites leaders from installations, communities and industry in an ongoing journey that evolves with the needs of the military. As new challenges that threaten military value emerge, new ideas and approaches take root. This is where innovation begins. This is Installation Innovation 2018 – the leading professional development forum focused on military installation innovation.

MAXIMIZING THE MILITARY VALUE OF INSTALLATIONS

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THE KEY ISSUES THAT DEFINE THE MILITARY VALUE OF INSTALLATIONS:

Join 600 of the top community, military and industry leaders in San Diego next February 12-14 for a unique educational opportunity that will explore the key issues that define military value:

- Understanding how current and future mission capabilities impact operational readiness.
- Protecting the availability and condition of land, facilities, and associated airspace.
- Improving the ability to accommodate contingency, mobilization, surge, and future total force requirements.
- Managing the cost of operations, including cost of living and quality of life.

INNOVATORS WANTED

ADC will be featuring examples of innovation from around the country at this year's forum through a special program, The Innovators. Selected projects will be featured in a special publication and have the opportunity to present case studies during concurrent sessions. If you have a connection to a military installation and believe innovation matters, submit your ideas or project to be a part of this special program, by visiting installationinnovation.org.

INVITE YOUR INSTALLATION STAFF

IIF is designed for installation commanders and staff to attend with their community. For information on how to encourage participation from your installation staff, visit installationinnovation.org.

REGISTRATION

Discounts are available for community groups of three or more. Visit installationinnovation.org to learn more.

- Community
  - Member/Non-Member: $495/$695 (Early-Bird rate ends Oct 31)
- Industry
  - Member/Non-Member: $595/$795 (Early-Bird rate ends Oct 31)
- DOD/Federal Employee
  - (Rate does not apply to contractors)
  - $100

BOOK A ROOM

The ADC Installation Innovation Forum will be held at the Westin San Diego, located at 400 West Broadway in Downtown San Diego adjacent to the Marina district. ADC has secured a block of rooms for the discounted rate of $239. To make your reservation visit installationinnovation.org.

HOTEL

Westin San Diego
400 West Broadway,
San Diego, CA 92101

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PURPOSE

The San Diego Regional Military Working Group (Military Working Group) provides a collaborative forum for the various branches of the military and SANDAG to address areas of mutual interest, including growth management, habitat, transportation, regional growth, housing, water, energy, and other related topics that can help inform San Diego Forward: The Regional Plan.

LINE OF REPORTING

The Military Working Group reports to the Regional Planning Committee, which in turn reports to the Board of Directors.

RESPONSIBILITIES

The Military Working Group responsibilities include reviewing current activities and plans being implemented by SANDAG and the various branches of the military. The goal is to coordinate programs, address issues of concern, and determine the best ways in which the military can support regional prosperity, while the region supports the effective operations of the military.

The Military Working Group will provide input on SANDAG work efforts as they relate to the local military community. The Military Working Group also assists with the associated outreach to the military community on issues of regional significance.

MEMBERSHIP

The voting membership of the Military Working Group shall be composed of five representatives from the armed forces: Navy Region Southwest; Navy Facilities Engineering Command; Marine Corps Installation West; Marine Corps Recruitment Depot; and U.S. Coast Guard San Diego Sector. In addition, the membership will include one representative from the following jurisdictions and agencies: City of Coronado, City of Imperial Beach, City of Oceanside, City of National City, City of San Diego, County of San Diego, the Port of San Diego, the San Diego Metropolitan Transit System (MTS), and the North County Transit District (NCTD). Representatives appointed should include personnel whose responsibilities include facilities and transportation planning.

Each entity represented in the Military Working Group should make those appointments in writing and may include one or more alternate representatives to serve in the primary member’s absence. Members shall serve until a replacement is appointed by its respective agency. Should a vacancy occur in the position of a primary or alternate member, a represented entity shall be entitled to appoint a replacement representative.

MEETING TIME AND LOCATION

The Military Working Group will meet quarterly at SANDAG offices, as well as other times and locations as may be needed.
SELECTION OF THE CHAIR

The Chair of the Military Working Group shall be a member of the SANDAG Board of Directors appointed by the Board. The Chair shall oversee the meetings of the Military Working Group but shall not be a voting member.

DURATION OF EXISTENCE

The Military Working Group will continue as long as the members determine that it serves as an effective means of communication and coordination, subject to annual review pursuant to SANDAG Board Policy.
Revised SCOPE OF WORK:
San Diego Regional Military Multimodal Access Strategy

INTRODUCTION:

*Description*
The San Diego region is home to the largest concentration of military forces in the country, employing over 100,000 active-duty military personnel and approximately 25,000 civilians. The military presence generates significant positive economic impact on the region while also creating considerable vehicular traffic congestion at key base and port access points. The San Diego Regional Military Multimodal Access Strategy (Strategy) will assemble and prioritize a list of projects, operational improvements and programs that could be implemented to address traffic congestion at key military base and port access points—providing travelers options to driving alone. A primary goal is to facilitate access while reducing VMT and GHG emissions in alignment with SANDAG’s Regional Transportation Plan and Sustainable Communities Strategy (Regional Plan) and California climate legislation. In collaboration with the region’s military installations, adjacent local jurisdictions, Port of San Diego, Caltrans, the region’s transit agencies and SANDAG, the Strategy intends to build upon the extensive public input received through the development of the Regional Plan and enhance planned regional transportation investments with supporting regional and local projects, operational improvements and programs.

*Background*
As described above, San Diego remains home to the largest concentration of military forces in the country having a profound impact on the region’s economy and playing a valuable role in the National Defense Strategy as the “Pivot to the Pacific” emerges. San Diego homeports over 60 percent of the ships of the U.S. Pacific Fleet and over one-third of the combat power of the U.S. Marine Corps. There are over 100,000 active-duty Navy and Marine Corps personnel assigned to the ships and bases in the San Diego region and approximately 25,000 Department of Defense civilian employees. The presence of military facilities, personnel and equipment generates a significant economic impact on the San Diego region that far outpaces other industries in the area.1 Military installations are dispersed all around the region with personnel—both military and civilian—often living far from their employment center (see Attachment #1 – Project Map).

The Navy has a very wide complex of commands and operations in the region. The principal Navy bases are Naval Base Coronado (Naval Air Station North Island/Naval Amphibious Base Coronado), Naval Station San Diego, Naval Regional Medical Center, Naval Submarine Base, Space and Naval Warfare Systems Command, and Naval Weapons Station Fallbrook. Locally-based aircraft carriers include the USS Carl Vinson and the USS Theodore Roosevelt—all home ported at North Island Naval Air Station. In addition, the Navy relies on the Port of San Diego to receive equipment and other cargo necessary to support military operations. The Port of San Diego is

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1 San Diego Military Advisory Council, 7th Annual SDMAC Military Economic Impact Study, San Diego Region. 2015
designated as a U.S. Department of Defense Strategic Port, and supports the Navy’s activities of ship building and repair services as well as national security logistics.

The **United States Marine Corps** major bases are Marine Corps Base Camp Pendleton, Marine Corps Air Station Miramar and Marine Corps Recruit Depot. The Marine Corps Base Camp Pendleton occupies 125,000 acres of largely undeveloped land north of Oceanside. The stretch of shoreline along the base (17.1 miles) is the largest undeveloped portion of coastal area left in Southern California. More than 60,000 military and civilian personnel work daily on the base, which is the home of the 1st Marine Expeditionary Force, 1st Marine Division, 1st Force Service Support Group, and many tenant units. Camp Pendleton has 67 command groups with 40,000 service members and 4,000 civilian employees in 2014. The Marine Corps Air Station Miramar (MCAS Miramar) is a 23,065-acre installation located in the northern part of the City of San Diego.

As federal land use authorities within the San Diego region, the military installations fall within SANDAG’s Borders Framework for collaborative planning. As regional planning becomes ever more complex it is important to understand the mutual impacts of the military and local and regional planning. To provide a military perspective on regional planning, the Department of Defense has been an advisory member of the SANDAG Board of Directors for more than a decade. In 2012 the SANDAG Board of Directors formed the San Diego Regional Military Working Group (MWG) to collaborate on areas of mutual interest, including growth management, transportation, housing, habitat preservation and other related topics. The MWG is composed of representatives from each of the region’s military installations, adjacent local jurisdictions as well as SANDAG and the Port of San Diego.

After three years of extensive public outreach and engagement in lower income and minority communities, the SANDAG Board of Directors adopted San Diego Forward: The Regional Plan on October 9, 2015. The Regional Plan charts a course to lower greenhouse gas (GHG) emissions through focused land use planning and investments in transportation improvements that provide workers and residents with travel choices. Preparation of a **Regional Military Multimodal Access Strategy** (Strategy) is one of the early actions identified in the Regional Plan to enhance planned regional transportation investments with supporting regional and local projects, operational improvements and programs that facilitate access to the region’s diverse and dispersed military bases and benefit all the region’s residents.

Most commuters accessing the region’s military installations and Port of San Diego drive alone. With increasing population and the national defense "Pivot to the Pacific", congestion is projected to worsen at key base and port access points unless more sustainable transportation options are implemented. Traffic congestion at base and port access points impacts national security, goods movement, livability in adjacent communities and contributes to climate change.

Given that military installations were built in the World War II era or before, the urban community has built up and around our military installations. This land use adjacency has raised concerns by the military from a national security perspective and by local communities from a livability and climate change perspective. In a post 9/11 era, required security at gate entries has resulted in lines of idling vehicles, contributing to GHG and pollutant emissions, as roadways entering the installations were not designed for this level of activity and do not have capacity to be expanded. Additionally, some installations are adjacent to low income and minority communities. In particular,
the Naval Base San Diego is next to the Port of San Diego and entrance to the facilities run through Barrio Logan, a community identified by California EPA as "Disadvantaged".

Work has been done or is underway to evaluate and address traffic congestion at particular base and port access points. For example, Naval Base Coronado prepared a pilot Transportation Demand Management program to assist commuters with travel options, SANDAG recently completed a gate count study at base entry points and the Port of San Diego is undergoing a comprehensive Integrated Port Master Plan Update that will serve as a long-term guide to carry the Port through the next 50 years. Additionally, the Military continues to be the largest customer of the iCommute Regional Vanpool Program with 265 vans and 2000 vanpoolers destined for military installations each day. The National Renewable Energy Lab (NREL) is currently analyzing on base mobility for the Marines. This work and other studies will be brought together to inform the Strategy.

**Project Area**

The San Diego Regional Military Multimodal Access Strategy project area encompasses the entire region of San Diego, including its 18 cities, unincorporated areas of the County of San Diego, military bases, neighboring counties and 19 federally recognized tribal reservations. The focus of the project is improving the mobility of military and civilian personnel traveling to and from the military installations around the county as well as the communities surrounding the installations who would benefit from any improvements that resulted from this planning study. The western third of the County will be the focus of the study as this is the area where almost all of the military installations are located. The population of the entire region is over 3 million (see Attachment #1 Project Map).

**RESPONSIBLE PARTIES:**

San Diego Association of Government (SANDAG) with the assistance of a qualified consulting firm will be responsible for performing this work. The San Diego Regional Military Working Group (MWG) will serve as the Project Advisory Group (Attachment 2 – Working Group Roster). The Working Group consists of military personnel who handle facilities and transportation planning from each of the branches of the armed forces in the San Diego region, as well as staff from each of the adjacent cities and agencies: Coronado, Imperial Beach, Oceanside, National City, San Diego, County of San Diego, and the Port of San Diego.

**OVERALL PROJECT OBJECTIVES:**

- Build upon extensive public input received in development of SANDAG’s Regional Plan
- Identify where access improvements are necessary to achieve federal, state, regional and local community goals
- Identify transportation projects/programs that manage demand and improve base access and on-base mobility
- Identify methods to reduce single occupancy vehicle trips and vehicle miles traveled
- Estimate costs for projects/programs
• Develop a strategic plan that improves goods movement and multimodal access to the region’s installations that benefits adjacent communities
• Serve as a model for other California regions

1. Project Initiation

Task 1.1 Project Kick-off
Meeting between Caltrans and SANDAG to review grant scope of work, schedule, budget, invoicing requirements, and any other start-up grant administration activities.

Responsible Party: SANDAG

Task 1.2 Coordinate Project Development Team
A Project Development Team will be formed and meet regularly throughout the project to keep the agencies involved informed of the progress and contribute to the development of the study. Members could include: SANDAG Project Manager and other relevant SANDAG staff, Caltrans representative, staff from SW NAVFAC, the Marine Corps Installations West, the transit agencies and the consultant.

Responsible Party: SANDAG

Task 1.3 Consultant Procurement
SANDAG will select a qualified consultant firm using SANDAG’s procurement process to conduct the technical aspects of this work effort. The consultant that is selected must have prior experience working with the military. The consultant will work closely with the military installations, local jurisdictions, Caltrans and SANDAG staff.

Responsible Party: SANDAG

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2. Public/Stakeholder Outreach/Involvement

Task 2.1 Coordination with the San Diego Regional Military Working Group
The San Diego Regional Military Working Group will serve as the Project Advisory Group. The Military Working Group consists of military personnel who handle facilities and transportation planning from each of the branches of the armed forces in the San Diego region, as well as staff from each of the adjacent cities and agencies: Coronado, Imperial Beach, Oceanside, National City, San Diego, County of San Diego, and the Port of San Diego. The Working Group meets quarterly, however throughout this project meetings will be more frequent as dictated by the project schedule in order to receive input at key decision-making points in the study.
Responsible Party: SANDAG

**Task 2.2. Coordination with Other Working Groups**
SANDAG staff and the consultant will also engage with several standing Working Groups from the region throughout the study as Key Stakeholders including the Regional Planning Technical Working Group (planning directors from all of the jurisdictions), the Active Transportation Working Group, and the Cities/County Transportation Advisory Committee (CTAC) (public works directors from all of the jurisdictions) reviews and advises on the development and maintenance of the regional road system.

Responsible Party: SANDAG

**Task 2.3 Stakeholder Workshop(s)**
The consultant will use mapping overlaid on aerial photography to examine areas across the region and identify areas of concern. The consultant will coordinate a combination of site visits and interactive workshops to address these identified locations. These could include, but are not limited to: on base mobility and barriers to programs and services that reduce demand, base access to ride share services, interchanges, on and off ramps to military installations, connection points between city and County roads that are proving to be choke points for military installations, transit connections, bike infrastructure, and associated social equity considerations for adjacent communities.

Responsible Party: Consultant/SANDAG

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<td>2.3</td>
<td>Workshop(s) Agenda(s), meeting notes, and reports</td>
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3. **Existing/Planned Conditions**

**Task 3.1 Review of Existing Plans and Programs**
Consultant will conduct a literature review of relevant existing local and regional plans and programs, including costs of existing programs/services. Consultant will compile and analyze forecasted conditions and planned projects, operational improvements, programs and services, and social equity considerations included in San Diego Forward and other regional and local plans, including but not limited to the Port Master Plan, Airport Multimodal Accessibility Plan and local general/community plans. Consultant will also analyze opportunities for intelligent transportation systems investments and consider similar studies such as those being conducted by the National Renewable Energy Laboratory. Consultant will use this information to identify overarching issues and inform the Needs Assessment survey prepared in Task 3.2.

Responsible Party: Consultant
**Task 3.2. Multimodal Access Needs Assessment and Projected Needs Analysis**
Consultant will interview/survey the facilities/planning staff for each of the installations and the surrounding cities to determine existing conditions and constraints specific to the military. The survey will encompass both access conditions and on-base transportation issues. The substance of the survey will be developed in consultation with SANDAG, Caltrans, and the Working Group. The results will be presented to the Working Group and used as a basis for conducting the mobile workshops to examine specific areas of concern.

Responsible Party: Consultant

**Task 3.3 Prepare Existing Conditions/Forecasted Report**
Consultant will produce an Existing Conditions/Forecast Report. The Report should draw on at least the following: a literature review of relevant case studies from other states/other regions of California attempting to address similar issues; review of existing studies and reports; GIS and Google Earth analysis; survey results; San Diego Forward: The Regional Plan, and additional fieldwork if necessary.

Responsible Party: Consultant

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<td>Existing Conditions/Forecast Report</td>
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4. **Identify Transportation Projects/Programs**

**Task 4.1 Identify Specific Transportation Projects, Operational Improvements and Programs**
Analyze the maps developed in Task 3.3 and identify congested corridors and possible solutions to them. In collaboration with the MWG, identify the projects of concern to the military/local jurisdictions/SANDAG with co-benefits for other surrounding communities, based on input from the survey and previous outreach. This includes, but is not limited to, any multimodal and goods movement projects or programs that provide access to the region’s military installations. Analysis should identify the jurisdiction(s) and/or transportation agencies and any parallel programs that correspond to the project area.

Responsible Party: Consultant/SANDAG

**Task 4.2 Cost Estimates/Identify Funding Opportunities**
The Consultant will collaborate with associated agencies and collect cost estimates for projects, operational improvements and programs already identified in Task 4.1. Additionally, the consultant will develop high level planning capital and annual operations cost estimates for those identified projects where no information exists. In addition, Consultant will identify funding opportunities and options for each project identified and conduct a social equity analysis of the proposed improvements.
5. Develop Strategic Plan

**Task 5.1 Develop Criteria for Prioritization of Projects, Operational Improvements and Programs**

Based upon goals established in the Regional Plan and with input from the Working Group, Consultant will develop criteria to prioritize identified projects in Task 4.1.

Responsible Party: Consultant/SANDAG

**Task 5.2 Prioritize Projects, Operational Improvements, and Programs**

Based on the criteria established and accepted in Task 5.1., the Consultant will facilitate a process with the stakeholders to prioritize the projects. This could take the form of regular meetings with the Working Group or a series of specially focused workshops.

Responsible Party: Consultant/SANDAG

**Task 5.3 Develop Strategy**

Based on the data and input collected, the prioritized projects, and the funding opportunities, the Consultant will facilitate the development of a Military Multimodal Access Strategy with the Working Group. A social equity analysis will be performed and adjustments made, if necessary, to address any resulting disparate impacts.

Responsible Party: Consultant/SANDAG
6. Implementation/Next Steps

**Task 6.1** Complete the draft and final report with recommendations for implementation
The Consultant, Caltrans, and SANDAG staff will work with the Working Group to develop a set of recommendations/next steps to ensure that the study leads towards implementation. With the recommendations, the Consultant will prepare a comprehensive draft report that incorporates the findings from Tasks 3, 4, and 5. After review, the Consultant will prepare a Final Military Multimodal Access Strategy that includes the comments and feedback from the stakeholders.

Responsible party: Consultant

**Task 6.2.** Present findings
The Consultant will develop a PowerPoint presentation that summarizes the San Diego Regional Military Multimodal Access Strategy for possible presentations to SANDAG Policy Advisory Committees and Working Groups, the military commands, adjacent jurisdictions, and other interested parties as appropriate. SANDAG will also seek opportunities to share experience with statewide/national transportation forums/networks.

Responsible Party: Consultant/SANDAG

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7. Project Administration

**Task 7.1.** Invoicing
SANDAG will track consultant invoices on a monthly basis and submit invoices to Caltrans for reimbursement showing local match contributions on a quarterly basis.

Responsible Party: SANDAG

**Task 7.2.** Quarterly Reporting
SANDAG will prepare quarterly reports summarizing the progress of each task, the funds expended, list any problems that were encountered, anticipated work for the next quarter, and transmit any completed deliverables.

Responsible Party: SANDAG

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San Diego Regional Base Access Issues Inventory

Discussion document of the San Diego Regional Military Working Group

Staff contact: Jane Clough  jane.clough@sandag.org; (619) 699-1909
9/7/2017
INTRODUCTION

The San Diego region is home to the largest concentration of military forces in the country, employing more than 100,000 active-duty military personnel and approximately 25,000 civilians, generating significant economic benefit to the region. The military installations in the region are an integral component of the national defense strategy, with each installation serving a different element of a complex system. As urban growth and development increase near and around military installations, land use, transportation, and concerns regarding conflicts between base operations and civilian development have increased. Through joint, cooperative military and community planning, growth conflicts can be anticipated, identified, and prevented.

In fall 2013, the San Diego Association of Governments (SANDAG) Regional Planning Committee formed the San Diego Regional Military Working Group (MWG) to provide a collaborative forum for the various branches of the military and SANDAG to address areas of mutual interest, including regional growth, habitat preservation, transportation, housing, water, energy, and other related topics. The MWG includes representatives from all branches with installations in the region, adjacent local jurisdictions, transportation agencies, and the Port of San Diego.

The MWG members were asked to provide input regarding the opportunities and challenges to mobility related issues surrounding various installations from the military and jurisdictional perspective in spring of 2016. The purpose of this inventory is to identify military installations, the jurisdictions that border them, and any related compatibility issues from military perspective and jurisdictional perspectives. The information provided here can be used as input to future planning efforts and be updated as needed.

MARINE CORPS AIR STATION MIRAMAR

Marine Corps Air Station (MCAS) Miramar is located northeast of San Diego. It is 23,000 acres in size and accommodates 200 fighter and attack jets, helicopters, and cargo aircraft. Roughly 10,000 military personnel and 600 civilians work at MCAS Miramar.

MCAS Miramar serves many unique purposes including coordination with other nearby military installations – Marine Corps Base Camp Pendleton in particular. Because of this, MCAS Miramar is a hub for Marine air training. It is surrounded by the City of San Diego on to the north, west, and south; to the northeast it is buffered by Poway and to the southeast is Santee. In addition, portions of the base are adjacent to the County of San Diego.
As is the case with most military facilities, access and compatibility issues are focused primarily on urban growth and development. Reported issues include:

- **Airport Relocation Proposal**: Although it was voted down as a site, the concept of Miramar as a civilian airport is still being discussed.

- **High-Speed Rail**: The High-Speed Rail will not come to San Diego for some time, but the alignment will be an issue eventually. There is a proposal to tunnel under the installation as the high speed rail comes through San Diego to connect to Lindbergh Airport.

- **Trespassing**: Trespassing by pedestrians, bicyclists, and horses is a concern due to explosives that may still be there from WWII training.
MARINE CORPS BASE CAMP PENDLETON

Marine Corps Base Camp Pendleton is located in northwestern San Diego County. It serves as the Marine’s pre-eminent and only West Coast amphibious assault training base. The base contains 200 square miles of land, a 17-mile shoreline and 2,600 buildings. This large size allows for 95 live fire ranges, 38 training areas, 5 training beaches, 3 sea space areas, 9 urban training facilities, and 4 separate blocks of airspace. About 45,000 active military and civilian personnel work on the base daily, and 26,000 military reservists from all services train here each year.

“Camp Pendleton maintains and uses its natural areas to ensure the readiness of the nation’s military forces. The ability of the military to fight and win our nation’s wars is tied directly to readiness resulting from realistic training. There is no substitute. Camp Pendleton is the Marine Corps’ premier amphibious training Base, its only west coast amphibious assault training center, and the MCB Camp Pendleton, California only west coast installation capable of supporting combined and comprehensive air, sea, and ground combat training. The Base has been conducting air, sea, and ground assault training since World War II, providing a unique combination of natural and military resources for the training of Marines and other Department of Defense personnel. For over
60 years, Camp Pendleton has served as one of the nation’s most important training Bases and has contributed substantially to the success of our national security forces in conflicts and missions worldwide.” (Marine Corps, Camp Pendleton Integrated Natural Resource Management Plan, 2011)

Reported areas of access and compatibility issues include:

- **Housing Development in Orange County, Northwestern Boundary**: The housing project calls for development to extend all the way to the fence line. That portion of the base is the site of heavy-arms training, which is conducted there regularly, except on Christmas and Thanksgiving.

- **Offshore Wave Energy Generation**: There are proposals being made to conduct off-shore energy generation, which will compromise amphibious training exercises.

- **Historic Preservation of Beaches**: The Trestles Beach near San Onofre is under consideration as an historic preservation site. It would be the first of its kind. There are concerns that the requirements for such a designation would undermine use of the area for amphibious training exercises.

- **International Airport**: Irwin Jacobs has proposed the possibility of an east-west facing airport at the southern portion of the base. This would conflict with heavy fire training areas.

- **Highway 241 Extension through the Base**: There are concerns about this project from the military and surrounding jurisdictions.

- **Access to East entrance to the base in Fallbrook**: Could use improvements.

- **Improve Mission Road and interchange at Interstate 15**: For better traffic flow around the base.

Examples of success include:

- A collaborative pilot project to use synchronization with lights was successful in managing the traffic flow at the East entrance.

**MARINE CORPS RECRUIT DEPOT SAN DIEGO**

MCRD in San Diego is a historic military installation, the first purpose-built Marine Corps Base on the West Coast. The base was established when Congress appropriated funds for land purchase during the 1916 legislative year, construction started in 1919 and the first Marines moved aboard in 1921. The initial land purchase, and an associated grant from the city, involved just over 750 acres. Over the years, the land account grew to over 850 acres before falling, primarily due to land grants to the Port Authority for the airport, to its current 388 useable acres (does not include land for the city pumping station on Harbor Island, or land used for the Navy Medical Clinic at Liberty Station).
Figure 3. Marine Corps Recruitment Depot

MCRD can be thought of as a square with an access and compatibility challenges associated with each side. This statement is simply to provide situational awareness and is not a formal command opinion. While these challenges exist, none of them at this point constitute a risk to mission accomplishment. In all cases, to date, community partners have been supportive and have worked through issues as they arose.

Reported areas of access and compatibility issues include:

- The north side of MCRD is bounded by the boat channel, originally dug in a joint Navy/Marine Corps effort, and there are some concerns regarding encroachment related to it as it is difficult to protect.

- Closure of the Naval Training Center, and the revitalization of Liberty Station, have created a security concern

- MCRD is working on internal facility fixes, some of which require Coastal Commission and city support, to mitigate risk.
• Desired/proposed/planned projects to improve roadways, add bike and pedestrian lanes as well as roadside landscaping Barnett Avenue and Pacific Coast Highway. These bound the east side of MCRD and staff have been working through concerns as they come up with city planning staff.

• The west side of MCRD bounds the airport, parallel with the runway. The airport has a legitimate need for space, particularly for a taxiway on the MCRD side, but the installation reports that no more land that can be made available as that space includes critical training areas and provides a buffer between the runway/taxiway operations and recruit barracks.

• The Washington Street Gate on the southern side of MCRD has been the subject of a significant military construction project to bring it into compliance with Department of Defense force protection requirements. It was the only gate at MCRD that had the space to be brought up to ‘Main gate’ standards. Once complete, this gate will be the main gate for entering and leaving MCRD. The gate’s usability is vulnerable to disruption if Washington Street is unduly congested between the gate and Interstate 5.

• There are concerns around airport efforts to shift traffic from Harbor Island to Pacific Coast Highway along with their northside development, the stated intent to add another rail line at grade across Washington Street, and the Airport Intermodal Transit Center and the San Diego City Community Plan for the I-5/Pacific Coast Highway. These projects may increase traffic loads and negatively impact the Washington Street Gate.

• In the surrounding areas, residents have also reported concerns that the airport car rental on the north side is rerouting traffic to India St.

• Direct Access Ramps are envisioned to assist in getting cars directly from the I-5 to Pacific Coast Highway, which is a complex issue for the area as well.

**Naval Base Coronado**

Naval Base Coronado (NBC) is one of the world’s central hubs for U.S. naval activity, hosting many components, including Naval Air Station North Island, Naval Amphibious Base Coronado, Fleet Readiness Center Southwest at North Island, and the Silver Strand Training Complex the premier training facility for the military’s Special Forces. NBC also has authority over Naval Outlying Landing Field Imperial Beach in Imperial Beach; Naval Auxiliary Landing Field San Clemente Island; Camp Michael Monsoor Mountain Warfare Training Center, La Posta; Camp Morena, La Posta; and the Remote Training Site, Warner Springs. About 18,000 military personnel and 4,700 civilians work on the base.

Naval Amphibious Base (NAB) Coronado occupies 974 acres of ideal environment for the Navy to train Sailors and Marines in amphibious and special warfare. Approximate 20,000 personnel train
here each year. The base is host to about 30 tenants, and about 5,000 military personnel and 500 civilians work in 210 buildings on the base.

Figure 4. Naval Base Coronado

About 1,500 amphibious and special warfare training evolutions occur annually at NAB Coronado’s beaches and consist of a wide variety of activities including practice landings by amphibious and special forces, strategic sealift training, shallow water mine warfare, explosive ordnance disposal. The beaches at NAB Coronado are the Navy’s most actively used beach training areas.

Naval Outlying Landing Field Imperial Beach (NOLF) is located in Imperial Beach, close to the U.S.-Mexico border. The airfield provides training for the Pacific Fleet helicopter squadrons based at North Island. It provides a venue within which the Navy helicopter squadrons can train intensely without interfering with the fixed wing and other helicopter air operations that are part of NAS North Island’s daily activities. In recent years, for example, there have been more than 200,000
takeoffs and landings at Imperial Beach each year. About 900 personnel work on the base, and about 850 of them are civilians.

**Figure 5. Naval Outlying Field Imperial Beach**

**Reported areas of access and compatibility issues include:**

- Brownfield Municipal airport is cause for concern due to possible use as a cargo terminal. This would change the dynamic of airspace usage between Lindberg and North Island.
- Traffic noise and noise concerns due to helicopters
- There is a national wildlife refuge under a flight path. Unclear what impact that may have.
- Environmental mitigation for long-term wildlife refuge.
- Derelict boats are a mutual issue for the City and Navy.
- Sonar restrictions on the Navy.
• Drones policy ambiguous and being defined by cities without airports. Police chiefs are getting together to develop a regional drone policy, but the City of Coronado/Naval Base Coronado are working together because they have an airport.

• Traffic on State Route 75 (Silver Strand Blvd) after construction of the coastal campus.

• Military training exercises.

• Competition with economic development and preferences for commercial development on NOLF to be kept to a minimum.

Examples of success include:

• In addition to the actual base in Coronado, the Navy has land in the East County. Success Story of Mitigation: Lots of facilities in East County. Department of Defense Readiness and Environmental Protection Integration (REPI Program) allows work with partners to preserve land around the installations and thus minimize encroachment.

**NAVAL BASE POINT LOMA**

Naval Base Point Loma (NBPL) is home to Submarine Squadron Eleven and the Headquarters of the Third Fleet, one of five numbered submarine fleets in the Navy. The base provides berthing facilities and living quarters for submarine personnel, logistics, school, and support activities. Submarine Squadron Eleven has one squadron of 6 Attack Submarines, 100 officers, and 1,300 enlisted personnel on base.

Other activities at Point Loma include Pacific Fleet submarine, and Space and Naval Warfare Systems Command, Fleet Antisubmarine Warfare Training Center, the Mine Warfare Training Center Submarine Maintenance Division of Regional Maintenance Center Southwest, a Nuclear Repair Detachment from Puget Sound Naval Shipyard, the center of excellence for Undersea Warfare, the Defense Fuel Support Point (DFSP), and the Magnetic Silencing Facility. The DFSP is the only defense fuel facility in Southern California, providing ships and airfields with about $500 million of fuel annually. The Magnetic Silencing Facility Point Loma, is the only active ship demagnetizing range in the Pacific region, performing about 1,200 to 1,400 evaluations each year. About 4,000 military personnel and 9,000 civilians work at the various activities on the base.
Due to the sensitive nature of the equipment used at this location, NBPL representatives have expressed concern with encroachment onto satellite facilities. With general technological advancements made available to the public, aerial drones and water borne vehicles have become an increasing worry as well. Additionally, there are land use and transportation concerns that have also been noted, including:

Figure 6. Naval Base Point Loma
• Preliminary engineering concepts for an elevated platform going through the facilities (Including SPAWAR). Need to find a solution that doesn’t intersect the facilities. Connect from airport to old town through trolley network.

• Challenges on base. From Interstate 8 to Rosecrans. There would be a need for some kind of condemnation/eminent domain which is problematic as the area is built up.

**NAVAL BASE SAN DIEGO**

Naval Base San Diego (NBSD) is the principal homeport for the United States Pacific Fleet. Currently, 58 Navy ships are homeported across 12 piers at NBSD, which represents the largest concentration of Navy surface vessels on the West Coast. The base is also home to six ships of the Navy’s Military Sealift Command and two Coast Guard cutters. As the Navy Rebalances to the Pacific, NBSD can host increased ships docked at its piers. About 24,000 military personnel and 5,400 civilians work on NBSD. The base provides pier space, waterfront operational services, such as power and water, supply services, and security. A major tenant command on base is Regional Maintenance Center Southwest, which performs maintenance on ships and equipment between overhauls. This key activity bridges the gap between the simple shipboard repairs performed by the crew and “depot-level” repairs that are performed by Naval Shipyards and commercial shipyards during scheduled availabilities. It is the Navy’s largest intermediate maintenance activity, employing 2,200 military and civilian personnel at 70 industrial work centers in 22 buildings covering 22 acres. Navy Medicine West is also located on NBSD and is responsible for management and oversight of all Navy medical facilities in the western part of the United States and the Pacific. Navy Medicine West provides care to 768,000 beneficiaries.
Figure 6. Naval Base San Diego

Due to its waterfront location, there are concerns over aerial drones and water borne vehicles on the wet side more than land use encroachment. On the dry side, ingress and egress problems have been noted at gates and ramps into the freeway, particularly during high-traffic times. Access via public transportation has also been noted as a potential improvement, which can help mitigate ingress and egress encroachment and provide traffic relief to the neighboring cities.

NBSD is working towards a joint land use study with the surrounding jurisdictions.

Additional areas for improvement include:

- Traffic congestion with National City at 32nd Street; a proposal for grade separation was attempted through TIGER grants but was unsuccessful.
- Finding a solution to connect between wet and dry side for both drivers and cyclists is critical.
- Traffic congestion including traffic surges at the gates and ramps into the freeway.
- Parking management within the base could be improved; Lots of cars on base.
• National City making investment in bicycling and has begun to see a shift for those who are close.

• Lots of Navy owned property around 8th Street Transit Center. Would welcome discussion of on-base housing needs (San Diego State University students did a study on Transit Oriented Development housing near 8th street trolley station)

• Possible collaboration on waste management. New law in place requires cities to process organic waste. Could be area of synergy (e.g., anaerobic digesters turn waste to fuel).

Examples of success include:

• Pacific Fleet and 8th Street Transit Centers are a success.

**U.S. COAST GUARD STATION SAN DIEGO**

The U.S. Coast Guard is charged with maritime safety, security, and environmental stewardship in U.S. ports and inland waterways, along the coasts, and on the high seas. In today’s environment, the Coast Guard faces many emerging challenges: drug interdiction, human trafficking, illegal migrant control, fisheries monitoring and oil spill prevention, and maritime traffic control. In addition to these diverse missions, the Coast Guard maintains its core mission of lifesaving and protecting property. Although the Coast Guard is one of the five armed forces of the United States, it is not part of the Department of Defense. The Coast Guard is relatively small when compared to the military services within the Department of Defense. In the last budget year of FY 2014, the Coast Guard had a budget of $10.4 billion and 51,000 personnel. California is home to the Coast Guard’s Eleventh District headquarters, located on Coast Guard Cutter Tern enforces a security zone on San Francisco Bay for Fleet Week 2010 festivities, 67 Guard Island in Alameda and employs 2100 active duty personnel, 427 reservists, 120 civilians and 3,450 members of the volunteer auxiliary. The Eleventh District is segmented into four sectors: (1) Sector San Diego; (2) Sector Los Angeles/Long Beach; (3) Sector San Francisco; and (4) Sector Humboldt Bay.
Figure 7. U.S. Coast Guard Facility

Reported areas of access and compatibility issues include:

- Concerns over drones and water borne vehicles more than land use encroachment