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, June 25, 2018
9 to 11 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

• BAYSHORE BIKEWAY BARRIO LOGAN SEGMENT
• MILITARY MULTIMODAL ACCESS STRATEGY PROJECT UPDATE
• ADVANCED TECHNOLOGY URBAN AREA TRANSIT STUDY UPDATE

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.

Both agenda and non-agenda comments should be sent to SANDAG via comment@sandag.org. Please include the Working Group name and meeting date, agenda item, your name, and your organization. Any comments, handouts, presentations, or other materials from the public intended for distribution at the Working Group meeting should be received by the Working Group coordinator no later than 12 noon, two working days prior to the meeting. All public comments and materials received by the deadline become part of the official project record, will be provided to the members for their review at the meeting, and will be posted to the agenda file as a part of the handouts following each 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.

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请在会议前至少72小时打电话 (619) 699-1900 提出请求。
The San Diego Regional Military Working Group (Working Group) is asked to review and approve the minutes from its March 5, 2018, 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 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 will have the opportunity to share news and information regarding their jurisdiction or installation of interest.

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

Staff will distribute a short demographic survey to the members of the Working Group to support the development of the 2018 Title VI Program. SANDAG is required update the Title VI Program every three years per Federal Transit Administration Circular 4702.1B. One component of the program is a table summarizing demographic information of working groups that help inform transportation-related decisions. Members of the Working Group is asked to complete the voluntary survey to capture this information.

The Bayshore Bikeway is a planned 24-mile bike path around San Diego Bay. The Barrio Logan segment, which is one of the last major portions of the bikeway to be constructed, will provide a bike path along Harbor Drive between downtown San Diego and 32nd Street. Staff will discuss the planned bikeway improvements and how it will change access to Naval Base San Diego.
7. MILITARY MULTIMODAL ACCESS STRATEGY PROJECT UPDATE  DISCUSSION
(April Petonak)
Staff will provide an update on the Military Multimodal Access Strategy, key steps in the process, and seek input from Military Working Group on specific activities.

+8. ADVANCED TECHNOLOGY URBAN AREA TRANSIT STUDY UPDATE  DISCUSSION
(Coleen Clementson)
Staff will provide an update on the Advanced Technology Urban Area Transit Study. This study evaluates the existing San Diego Forward: The Regional Plan transit network through a technological lens. Market studies, right-sizing of the network, and a new network will be discussed.

8. POSSIBLE TOPICS FOR NEXT MEETING AND ADJOURNMENT  DISCUSSION/POSSIBLE ACTION
(Garry Bonelli, San Diego Regional Military Working Group Chair)
The Working Group is asked to discuss possible topics for the next meeting. The Working Group is asked to hold the first Monday of the month from 9 to 10:30 a.m. for that meeting. The Working Group may be asked to meet more frequently during the development of the Military Multimodal Access Strategy project as it serves as the Project Advisory Group.
AGENDA ITEM NO.: 1

Action Requested: APPROVE

MARCH 5, 2018, MEETING MINUTES

File Number 3100400

Please note: The audio file of the meeting is available on the SANDAG website, sandag.org, on the San Diego Regional Military Working Group (Working Group) page.

Chair Garry Bonelli (Port of San Diego) called the meeting of the Working Group to order at 9:06 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 Seat B) and a second by Rick Huenefeld (Marine Corps Recruit Depot) the Working Group approved the minutes from its March 5, 2018, meeting. Yes: Chair Bonelli, Andy Hall (City of Imperial Beach), Brad Raulston (City of National City), Jeff Hunt (City of Oceanside), Tait Galloway (City of San Diego), Richard Crompton (County of San Diego), Mr. Huenefeld, Tom Caughlan (Marine Corps Installation West), Rodrigo Carrasco (Metropolitan Transit System), Mr. Chung, Charles Main (North County Transit District), and Aimee Heim (Port of San Diego). No: None. Abstain: None. Absent: City of Coronado, Coast Guard San Diego Sector, and Navy – Southwest Division Naval Facilities Engineering Command Seat A.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Mike Woiwode, representing the San Diego Military Advisory Council, spoke and shared information about an event.

3. MEMBER COMMUNICATIONS

Mr. Caughlan shared with the Working Group a few details about an event regarding a Veteran’s Day celebration on March 13.

Mr. Chung shared with the Working Group an update. One was that several of the services supported the Governor’s Office of Planning Research started in November of 2017 in which the state of California’s efforts was to conduct fourteen workshops in the state of California; the San Diego session was held on January 10, 2018. Mr. Chung noted that the driver of these workshops was centric on the state’s desires to solicit for and receive input from municipal agencies as well as constituents in relation to SB 1462 SB 1468.
CHAIR’S REPORTS

4. CHAIR’S REPORT (INFORMATION)

Chair Bonelli provided the Working Group with an update on the SANDAG Board Members retreat and characterized the retreat as a frank discussion on where SANDAG is headed with the San Diego Forward: The 2019-2050 Regional Plan. Chair Bonelli also shared with Working Group members on the TransNet 10-year Comprehensive Program Review. Lastly, Chair Bonelli informed the Working Group members that SANDAG has begun accepting application for the Executive Director position.

REPORTS

5. SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN – WHITE PAPERS (INFORMATION)

The Working Group was asked to review the reports on the White Papers on Emerging Technologies, Public Health, Economic Prosperity, and Climate Change. Phil Trom, Senior Transportation Planner, provided the Working Group with a general overview of the White Papers. The Working Group members briefly discussed the White Papers and asked a few clarifying questions to Mr. Trom.

6. MILITARY MULTIMODAL ACCESS STRATEGY PROJECT UPDATE (DISCUSSION)

April Petonak, Associate Transportation Planner, provided an update on stakeholder interviews and initiated discussion with the Working Group on potential San Diego Forward: The Regional Plan projects and programs that impact military installations. The Working Group had a constructive discussion and asked a few clarifying questions to Ms. Petonak.

7. REGIONAL HOUSING ISSUES (INFORMATION)

7A. 2017 REGIONAL HOUSING PROGRESS REPORT

Seth Litchney, Senior Regional Planner, provided an update to the Working Group on housing development in the San Diego region. Mr. Litchney’s report tracked housing permitting progress over the last 14 years and followed the region’s progress on meeting its housing goals.

7B. LINCOLN MILITARY HOUSING

Gail Miller, Lincoln Military Housing, explained who Lincoln Military Housing is and provided a brief overview of their business model and trends in military housing to the Working Group.

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

The next meeting of the Working Group will be scheduled for a Monday in June 2018, at 9 a.m.

The meeting was adjourned by Chair Bonelli at 10:29 a.m.
<table>
<thead>
<tr>
<th>JURISDICTION/ORGANIZATION</th>
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<td>Port of San Diego</td>
<td>SANDAG Board Member, Garry Bonelli, Chair</td>
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<td>Joel Valenzuela</td>
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<td>Aimee Heim, Alternate</td>
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<td>Blair King</td>
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<td>Andy Hall</td>
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<td>Brad Raulston</td>
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<td>Leslie Deese, Alternate</td>
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<td>Jeff Hunt</td>
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<td>Tait Galloway</td>
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<td>CDR Michael Frawley</td>
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<td>Donald Steuer</td>
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<td>Richard Crompton, Alternate</td>
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<td>Tom Caughlan</td>
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<td>Col. William Bruce Pitman, Alternate</td>
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<td>1st Lt. Emani Decquir, Alternate</td>
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<td>Metropolitan Transit System</td>
<td>Rodrigo Carrasco</td>
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<td>Navy – Southwest Division Naval Facilities Engineering Command (Seat A)</td>
<td>Joe Stuyvesant</td>
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<td>Capt. Daniel P. Turner, Alternate</td>
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<td>Steve Chung</td>
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<td>Mary Beth Dreusike</td>
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<td>North County Transit District</td>
<td>Charles Main</td>
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<td>Chris Duddy</td>
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**OTHER ATTENDEES**

- Trent Clark, Caltrans
- Mike Donovan, City of Coronado
- Mike Woiwode, Coronado
- Mychal Loomis, Kimley Horn
- Gail Miller, Lincoln Military Housing
- Wes Bomyea, Naval Base Coronado
- Nicole Burgess, Naval Base San Diego
- David Zajak, Naval Base San Diego
- Major Brandon Newell, US Marine Corps

**SANDAG STAFF MEMBERS**

- Andrew Hall
- April Petonak
- Ariel Jacome-Lopez
- Coleen Clementson
- Jane Clough
- Patty Talamantes
- Phil Trom
- Seth Litchney
ADVANCED TECHNOLOGY URBAN AREA TRANSIT STUDY UPDATE File Number 3321000

Introduction

In 2008, SANDAG embarked on the Urban Area Transit Strategy (UATS). The overarching goal of the UATS was to create a world-class transit system for the San Diego region by 2050, with the aim of significantly increasing the attractiveness of transit, walking, and biking in the most urbanized areas of the region.

The vision of the original UATS calls for a network of fast, flexible, reliable, safe, and convenient transit services that connect homes to the region’s major employment centers and destinations. Achievement of this vision will make transit a more appealing option for many trips, reducing the impact of vehicular travel on the environment and on public health. Other key goals include:

- Making transit more time-competitive with automobile travel
- Maximizing the role of transit within the broader transportation system
- Exploring impacts of emerging technologies on the transportation network
- Reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions in the region

The 2011 UATS resulted in the development of the preferred revenue constrained transportation network and unconstrained network. The Advanced Technology Urban Area Transit Study (ATUATS) builds off the original UATS study with a focus on emerging technologies and its applications to first/last mile solutions and transit opportunity areas.

Discussion

Urban Area Transit Strategy Update

A primary focus of this update is to better understand how emerging technologies could influence the interconnectivity of modes and maximize use and need of major trunk transit routes. The ATUATS would seek to understand how transit could adapt to incorporating possible options such as autonomous transit vehicles, flexible/on-demand routes, integration with transportation network companies (e.g., Uber and Lyft), and how new technologies could help enhance transit service within the urban core.
Technology Alternatives

The ATUATS team has been developing a range of technology alternatives that could either supplement or replace traditional transit options. In order to understand the impact of these transportation technologies, the team analyzed future travel patterns and markets in the context of rapid technological change and its implications for transit network alternative development for San Diego Forward: The 2019-2050 Regional Plan. This approach focuses on developing a layered transit network, acknowledging that, given technology and demographic trends, a combination of traditional and new transit methods and modes are appropriate depending on subarea trip density and socioeconomic markets, environments, and travel behaviors. This involves analyzing socio-demographic patterns at an area level and analyzing trip densities and demand to better understand the operating environment. Right-sized planning also takes into account the appropriate operating environments for different types of traditional transit and technology-enabled transportation services.

The three mobility service markets were identified and defined as:

- **Backbone Transit/High Demand Areas** – Areas with a high trip-end density, a high concentration of mid- to low-income households (addressing equity-related objectives), a high concentration of 65 or older populations (reflecting transit-dependent areas), high household and employment densities, high intersection density, and high parking costs.

- **Crowdsourc/Micro-Transit/Coverage Areas** – Areas with moderate trip-end density, high college enrollment, a high density of single- or two-person households, moderate household and employment densities, a moderate density of intersections, and high parking costs. Micro-transit includes campus shuttles, employer-provided shuttles, and private services like Chariot and Bridj. Several recent studies point to the need for a careful market assessment and productivity estimation to justify publicly-provided micro-transit.

- **Door-to-Door/Low Demand Areas** – Areas with low trip-end densities, a large percentage of retail jobs, a high density of single- or two-person households, a large percentage of 18- to 64-year-old people (as working adults are more likely to drive), a high density of higher-income households (>\$100K), low intersection density, and low household density. While several studies, including the Boston study and the SANDAG household travel survey, indicate substantial ride-hailing use among individuals with incomes under \$30,000, they also indicate that most—or all—of that demand is from college students. The Alemi study, covering San Diego and the other California major urban areas, found strong positive correlations between Uber use for student status, as well as income above \$100,000 for millennial and older Californians.

Building on the travel market analysis, the next step in the process is “right-sizing” the network by reviewing the current Regional Transportation Plan (RTP) investments to determine how well they correspond to the travel markets and suggest refinements for consideration. The review includes a summary of the current RTP strategy, as well as recommendations for reconsiderations, additions, and wholesale changes in transit service types and capital investments that would take advantage of new technology-enabled transit modes to better serve the identified travel markets.
Next Steps

The team will continue to make refinements to the transit network alternatives and begin modeling the alternatives to determine the impact on transit ridership, VMT, and GHG emissions reduction. This process will continue through the spring, with suggestions for network modifications for the upcoming RTP update.

Attachments: 1. Service Type Typologies  
               2. Operating Environments for Right-Sized Transit

Key Staff Contact: Coleen Clementson, (619) 699-1944, coleen.clementson@sandag.org
## Service Type Typologies

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### Operating Environments for Right-Sized Transit

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- **Urban Core**
- **Urban Neighborhood**
- **Inner Ring**
- **Suburb**
- **Exurb**

**Right-Size Operating Environments**

- **Green**: Service areas where conventional ridesharing should be encouraged.
- **Blue**: Service areas where transit should be encouraged.
- **Gray**: Service areas where transit-only solutions are necessary.
- **Yellow**: Service areas where vanpools are encouraged.
- **Red**: Service areas where ridesharing should be discouraged.

*Note: The diagram represents service areas where conventional ridesharing and transit should be encouraged in order to avert significant congestion and VMT impacts.*