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, January 6, 2020
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

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. 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 meeting should be received by the Working Group coordinator no later than 5 p.m. two working days prior to the meeting. All public comments and materials received by the deadline become part of the official public record and will be provided to the members for their review at the meeting.

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<table>
<thead>
<tr>
<th>Item No.</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Welcome and Introductions</td>
</tr>
<tr>
<td>+2.</td>
<td>Approval of Meeting Minutes</td>
</tr>
<tr>
<td>3.</td>
<td>Public Comments/Communications/Member Comments</td>
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<td>4.</td>
<td>Chair’s Report</td>
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<tr>
<td>+5.</td>
<td>2020 Census Complete Count</td>
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<tr>
<td>+6.</td>
<td>Harbor Drive Multimodal Corridor Study</td>
</tr>
</tbody>
</table>

**Reports**

| +2. | Approve |
| 3. | The Working Group is asked to review and approve the minutes from its October 28, 2019, meeting. |
| 3. | 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. |
| 4. | Information |
| 4. | Garry Bonelli, Working Group Chair |
| 4. | The Chair will update the Working Group on SANDAG-related items of interest. |
| +5. | Information |
| +5. | Darlanne Hoctor Mulmat, SANDAG |
| +5. | As the Regional Census Data Center, SANDAG is coordinating outreach for the 2020 Census. This information presentation provides an overview of the 2020 Census and local efforts to ensure that every person is counted once and in the right place. |
| +6. | Information |
| +6. | Steven Shafer, Port of San Diego |
| +6. | A presentation on Harbor Drive Multimodal Corridor Study will be provided. This study spans the area between the two Harbor Drive cargo terminals and includes the access points into and out of Naval Base San Diego. Many of the projects identified for additional work would benefit all stakeholders, including the City of National City, City of San Diego, the Navy, and SANDAG. |
7. **Naval Base San Diego: 2030 Mobility and Mission Readiness Vision**  
*Information*  
**Dave Zajac, Naval Base San Diego Community Planning Liaison Office**  
Naval Base San Diego’s Mobility and Mission Readiness Vision is to lead the Navy and San Diego Region in Smart Basing and Active Transportation Solutions to support the NBSD’s mission and the needs of the surrounding communities and beyond. An overview of the Vision and Aims will be presented.

8. **Naval Base Point Loma Old Town Complex Redevelopment Initiative**  
*Discussion*  
**Ryan Kohut, SANDAG**  
**Victoria Stackwick, SANDAG**  
In September 2019, the Secretary of the Navy and SANDAG signed a Memorandum of Understanding to jointly develop a concept for the redevelopment of Naval Base Point Loma Old Town Complex (known as NAVWAR) as a joint use central mobility hub. An update on these efforts and implications for the region will be presented.

9. **Impacts of Sea Level Rise to Naval Facilities, Infrastructure, and Mission**  
*Information*  
**Garth Nagel, Naval Facilities Engineering Command Southwest**  
The Navy considers sea level rise an issue of national security. Sea level rise impacts facilities, infrastructure and mission. The Navy has adopted guidance, prepared studies, and is collaborating with other agencies to address sea level rise. An overview on NAVFAC Southwest’s response to this issue will be presented.

10. **Grant Funding Opportunities**  
*Discussion*  
**Jane Clough, SANDAG**  
Staff will provide an update on the current funding opportunities relevant to the Military Multimodal Access Strategy.

11. **Possible Topics for Next Meeting**  
*Discussion/Possible Action*  
The Working Group will discuss possible topics for the next quarterly meeting to be held Monday, April 27, 2020, at 9 a.m.

12. **Adjournment**

+ next to an item indicates an attachment
October 28, 2019, Meeting Summary

Chair Garry Bonelli (Port of San Diego) called the meeting of the San Diego Regional Military Working Group (Working Group) to order at 9:05 a.m.

1. Welcome and Introductions

2. Approval of Meeting Minutes (Approve)

Action: Upon a motion by Steve Chung (Navy Southwest Division Naval Facilities Engineering Command) and a second by (XXX), the Working Group approved the minutes from its June 10, 2019, meeting.
Yes: Chair Bonelli, Blair King (City of Coronado), Steve Dush, Rodrigo Carrasco (Metropolitan Transit System [MTS]), Steve Chung, Charles Main (North County Transit District), and Aimee Heim (Port of San Diego).
No: None. Abstain: None. Absent: City of National City, City of Oceanside, Coast Guard San Diego Sector, Marine Corps Installation West, and Navy Region Southwest (Seat A).

3. Public Comments/Communications/Member Comments (Information)

There were no public comments, communications, or member comments.

Chair’s Report

4. Chair’s Report (Information)

Chair Bonelli updated the Working Group that the Federal Regional Transportation Plan was adopted and approved by the Board of Directors on October 25, 2019. He informed the Working Group that SANDAG staff is moving forward with the new Regional Transportation Plan which, with the accelerated schedule, should be complete in 2021. Director of Regional Planning Coleen Clementson was also asked to brief the Working Group on the work the Airport Connectivity Subcommittee is doing, such as analyzing transit options to the airport.

Consent

5. 2019 San Diego Military Economic Impact Study (Information)

Mike Woiwode (San Diego Military Advisory Council) provided a summary of the 2019 San Diego Military Economic Impact Study.

6. Airport Connectivity Subcommittee Recommendation (Information)

Coleen Clementson provided an update on findings and next steps recommended by the Airport Connectivity Subcommittee.
7. **Draft Military Multimodal Access Strategy (Discussion/Possible Action)**

Regional Planner Allison Woodworth asked that the Working Group review and consider the draft Military Multimodal Access Strategy for submittal to Caltrans and to discuss the next steps.

8. **Naval Base Point Loma Old Town Complex Redevelopment Initiative (Discussion)**

Director of Government Relations Victoria Stackwick and Senior Legal Counsel Ryan Kohut provided an update on SANDAG efforts to develop a joint use central mobility hub at the Naval Base Point Loma Old Town Complex.

9. **Grant Funding Opportunities (Discussion)**

Steve Chung provided an update on grant funding opportunities that would be appropriate for supporting projects/programs identified in the Military Multimodal Access Strategy.

10. **Elevate SD 2020 (Discussion)**

Sharon Cooney and Denis Desmond (MTS) provided an update on outreach efforts related to the San Diego MTS transit-only tax measure initiative. They also discussed existing data on military use of transit.

11. **Upcoming Meetings (Discussion)**

The Working Group meets on a quarterly basis. The Working Group discussed if there could be a quarterly meeting schedule set for 2020. As SANDAG offices are closed on alternating Mondays, the Working Group will consider an alternate day of the week. A poll will be sent out to the Working Group to narrow down the options.

12. **Adjournment**

Chair Bonelli adjourned the meeting at 10:30 a.m.
Confirmed Attendance at SANDAG San Diego Regional Military Working Group Meeting

October 28, 2019

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Name</th>
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<tbody>
<tr>
<td>City of Coronado</td>
<td>Blair King</td>
<td>Yes</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>No</td>
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<td>Steve Dush, Alternate</td>
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<td>City of National City</td>
<td>Brad Raulston</td>
<td>No</td>
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<td>City of Oceanside</td>
<td>Jeff Hunt</td>
<td>No</td>
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<td>Russ Cunningham, Alternate</td>
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<td>City of San Diego</td>
<td>Tait Galloway</td>
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<td>Coast Guard San Diego Sector</td>
<td>CDR Tim Williams</td>
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<td>LCDR Kevin L. Winters, Alternate</td>
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<td>County of San Diego</td>
<td>Donald Steuer</td>
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<td>Rich Whipple, Alternate</td>
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<td>Marine Corps Installation West</td>
<td>Sam Jammal, Alternate</td>
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<td>Kristin Camper, Alternate</td>
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<td>Marine Corps Recruit Depot</td>
<td>Rick Huenefeld</td>
<td>Yes</td>
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<td>Col. William Bruce Pitman, Alternate</td>
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<td>1st Lt. Emani Decquir, Alternate</td>
<td>No</td>
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<tr>
<td>Metropolitan Transit System</td>
<td>Rodrigo Carrasco</td>
<td>Yes</td>
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<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 Naval Facilities Engineering Command (Seat B)</td>
<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></td>
<td>Chris Duddy</td>
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<tr>
<td>Port of San Diego</td>
<td>Garry Bonelli, Chair</td>
<td>Yes</td>
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<td></td>
<td>Joel Valenzuela</td>
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<td>Aimee Heim, Alternate</td>
<td>Yes</td>
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Other Attendees

Anna Shepherd, Naval Base Coronado
Dave Sorenson, Kimley-Horn
David Zajac, NBSD
Kimberly Dodson, Caltrans
Nicole Burgess, BikeSD
Mandy Haulik, PCPB
Mark Balmert, SDMAC
Matt Horton, Kimley-Horn
Dave Sorenson, Kimley-Horn
Mike Donovan, Coronado
Mike Woiwode, SDMAC
Elizabeth Perales, HDR Inc.
Mark Olson, MTS
Denis Desmond, MTS
Sharon Cooney, MTS
Paula Gandolfo, Pacific Beach

**SANDAG Staff**

Coleen Clementson
Victoria Stackwick
Tracy Ferchaw
April Petonak
Patty Talamantes
Jennifer Williamson
Allison Woodworth
Ryan Kohut
2020 Census Complete Count

Overview

For more than 200 years, the U.S. Census Bureau has counted every resident in the nation to determine the number of seats each state has in the U.S. House of Representatives and to distribute federal funding to local communities (e.g., public transportation, road rehabilitation and construction, Head Start programs).

On March 22, 2019, the Board of Directors approved a resolution for SANDAG to enter into an agreement with the California Complete Count – 2020 Census Office to coordinate outreach efforts throughout the San Diego region in collaboration with the United Way. Local efforts and coordination currently are underway to ensure that every person is counted once, only once, and in the right place.

Key Considerations

The work is fast-paced, with the 2020 Census less than a year away. The U.S Census Bureau will mail postcards in March 2020, providing an option to respond online, by mail, or over the phone, with data collection continuing through April 2020. Before that time, the outreach effort will raise awareness to encourage residents to respond to the postcards and letters when they arrive, particularly in hard-to-count communities. Examples of these communities include people without broadband internet access (because the Census will be completed online for the first time), children under the age of five (who are historically undercounted), and individuals with limited English proficiency.

There are four primary organizations actively working in the San Diego region to support and encourage a complete count of every resident:

1. The U.S. Census Bureau conducts the count by administering the survey.
2. The California Complete Count – 2020 Census Office provides funding as appropriated by the State legislature for outreach ($187 million statewide)
3. SANDAG serves as the fiscal agent for $1.56 million from the State and provides data and mapping resources to support identification of hard-to-count communities. The SANDAG 2020 Census Complete Count Stakeholder Working group is the oversight body for local outreach efforts.
4. The United Way (the Administrative Community-Based Organization, or ACBO) administers $1.66 million from the State for grassroots outreach by convening Count Me 2020, a coalition comprised of over 100 community-based organization and civic groups.

To date, the Strategic Plan has been approved and applications for funding received from local jurisdictions.

Next Steps

Educational outreach underway will continue after the first of the year, motivating and activating participation in the Census, culminating with a final report to the State in September 2020.

Key Staff Contact: Darlanne Hoctor Mulmat, (619) 699-7326, darlanne.mulmat@sandag.org
Attachment: 1. How the 2020 Census will Invite Everyone to Respond Brochure
How the 2020 Census will invite everyone to respond

Every household will have the option of responding online, by mail, or by phone.

Nearly every household will receive an invitation to participate in the 2020 Census from either a postal worker or a census worker.

95% of households will receive their census invitation in the mail.

Almost 5% of households will receive their census invitation when a census taker drops it off. In these areas, the majority of households may not receive mail at their home’s physical location (like households that use PO boxes or areas recently affected by natural disasters).

Less than 1% of households will be counted in person by a census taker, instead of being invited to respond on their own. We do this in very remote areas like parts of northern Maine, remote Alaska, and in select American Indian areas that ask to be counted in person.

Note: We have special procedures to count people who don’t live in households, such as students living in university housing or people experiencing homelessness.
How the 2020 Census will invite everyone to respond

What to Expect in the Mail

When it’s time to respond, most households will receive an invitation in the mail.

Every household will have the option of responding online, by mail, or by phone.

Depending on how likely your area is to respond online, you’ll receive either an invitation encouraging you to respond online or an invitation along with a paper questionnaire.

**Letter Invitation**

- Most areas of the country are likely to respond online, so most households will receive a letter asking you to go online to complete the census questionnaire.
- We plan on working with the U.S. Postal Service to stagger the delivery of these invitations over several days. This way we can spread out the number of users responding online, and we’ll be able to serve you better if you need help over the phone.

**Letter Invitation and Paper Questionnaire**

- Areas that are less likely to respond online will receive a paper questionnaire along with their invitation. The invitation will also include information about how to respond online or by phone.

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**WHAT WE WILL SEND IN THE MAIL**

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<tr>
<th>On or between</th>
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<tr>
<td><strong>March 12-20</strong></td>
<td>An invitation to respond online to the 2020 Census. (Some households will also receive paper questionnaires.)</td>
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<tr>
<td><strong>March 16-24</strong></td>
<td>A reminder letter.</td>
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*If you haven't responded yet:*

| **March 26–April 3** | A reminder postcard. |
| **April 8-16** | A reminder letter and paper questionnaire. |
| **April 20–27** | A final reminder postcard before we follow up in person. |

**We understand you might miss our initial letter in the mail.**

- Every household that hasn't already responded will receive reminders and will eventually receive a paper questionnaire.
- It doesn’t matter which initial invitation you get or how you get it—we will follow up in person with all households that don’t respond.
EXECUTIVE SUMMARY:

The District’s Harbor Drive Multimodal Corridor Study (District’s Study or Study) is a collaborative, multi-agency effort led by the District that takes a comprehensive and holistic look at ways to improve mobility and access along South Harbor Drive. The purpose of the Study was to, together with key stakeholder agencies, identify a series of complementary multi-modal improvements within the corridor, as well as select project elements that could be prioritized for implementation and advanced to sufficient project readiness to apply for State and federal transportation funding sources. The study area spanned the north entrance to the Tenth Avenue Marine Terminal (TAMT) to the National City Marine Terminal (NCMT), as well as major thoroughfares to the Interstate highway system (Attachment A – District’s Study).

The Study’s recommendations were developed through extensive collaboration with a Technical Working Group (TWG) and public outreach efforts in the community. The TWG included staff from the District, City of San Diego, City of National City, U.S. Navy, SANDAG, CalTrans, MTS, and the Barrio Logan Community Planning Group (CPG) Chairman. The District facilitated three full TWG meetings and held multiple smaller meetings with agency representatives. Public outreach meetings were conducted in the Barrio Logan community in February 2019 and in the City of National City in September 2019. The Study team also attended three community events and deployed a web-based survey tool to gather input from residents, workers, and business owners to better understand mobility issues within the corridor.

The Study found that no single improvement could adequately address all the corridor’s mobility challenges. Rather, the corridor requires a system of complimentary improvements to enhance all modes of mobility, including freight, passenger vehicles, truck traffic, transit opportunities, and pedestrian and bicycle connectivity. The Study organizes these improvements into five distinct geographical areas and also identifies broader improvements that can be implemented corridor-wide. Based on collaboration with agency stakeholders, the Study includes preliminary design concepts for the following two projects:

- Harbor Drive 2.0
- National City Truck Parking along Tidelands

Staff welcomes any feedback the Board provides on the Study’s recommended improvements and preliminary design concepts. In addition, staff is seeking Board direction to continue working with stakeholder agencies to advance the Harbor Drive 2.0 design concept.

RECOMMENDATION:
Receive staff’s presentation, accept the completed Harbor Drive Multimodal Corridor Study and direct staff to continue to collaborate with pertinent stakeholders and seek funding opportunities.

**FISCAL IMPACT:**

Funds for work associated with the Harbor Drive Multimodal Corridor Study are budgeted in the Government and Civic Relations Department’s FY 2020 budget within the Professional Services expense account (#620100). The study is being funded through a Federal Highways Administration (FHWA) earmark, which was previously appropriated for Transportation Corridor Improvement Fund (TCIF) project. The costs are being reimbursed to the District at 80%, with a 20% match from the District. The professional services agreement to prepare the Study (Attachment B) was for a cost not to exceed $474,000. At the reimbursement rate, FHWA is funding $379,200 and the District will match $94,800. If funds are required for additional work in future fiscal years, they will be budgeted for in the appropriate fiscal year and cost account subject to Board approval upon adoption of each fiscal year’s budget.

**COMPASS STRATEGIC GOALS:**

This agenda item supports the following Strategic Goal(s).

- A thriving and modern maritime seaport.
- A vibrant waterfront destination where residents and visitors converge.
- A Port with a healthy and sustainable bay and its environment.
- A Port with a comprehensive vision for Port land and water uses integrated to regional plans.
- A Port that is a safe place to visit, work and play.
- A financially sustainable Port that drives job creation and regional economic vitality.

**DISCUSSION:**

**Background**

In 2013, the District initiated the Integrated Planning effort as a multi-faceted and comprehensive approach for managing and planning the uses of the District in a balanced way. The Integrated Planning Vision, which includes the Assessment Report, Vision Statement and Guiding Principles, accepted by the Board in August 2014, and the Framework Report, accepted by the Board in November 2015, (collectively referred to as the Integrated Planning Vision) has served as the foundation for the drafting of the Port Master Plan Update. The Integrated Planning Vision identified some high-priority concepts worthy of additional study.

One of these concepts was the “Haul Road,” which was envisioned as an improved connection between the District’s two marine terminals that would allow for more efficient goods movement, as well as enhanced pedestrian, bicycle and transit connections along this portion of Harbor Drive. The potential benefits to the Working Waterfront, the region and multiple constituencies warranted additional study and consideration of this concept as a high priority. As such, the Board authorized staff to work with WSP, Inc. to advance
the “Harbor Drive Multimodal Corridor Study” (Study) in November 2017 (see Attachment B – Professional Services Agreement with WSP, Inc., Clerk’s Document 67526, dated November 27, 2017).

**Study Area and Scope**
The Study area boundaries included the portion of Harbor Drive between the north entrance to the Tenth Avenue Marine Terminal (TAMT) and the National City Marine Terminal (NCMT), as well as major thoroughfares that connect Harbor Drive to the interstate highway system, including Cesar Chavez Parkway, 28th Street, 32nd Street and Civic Center Drive. The study area did not focus on local roads and connections in the surrounding areas.

Based on the surrounding land uses and the transportation demands placed on the corridor, the scope of the Study was broadened to include passenger vehicles, transit, bicycle, and pedestrian improvements in conjunction with truck and freight improvements. The objective of the Study was to develop a suite of projects that could be implemented by various stakeholder agencies over time.

**Technical Working Group (TWG) and Public Outreach Events**
Given the multimodal nature of study, and that several agencies have jurisdiction over different portions of South Harbor Drive, the Study team assembled a TWG to review existing conditions, identify key issues and to recommend potential improvements. The TWG was comprised of representatives from the following public agencies and groups:

- City of San Diego
- City of National City
- U.S. Navy
- SANDAG
- Caltrans
- MTS
- Barrio Logan Community Planning Group

Over the course of the Study, three full-group TWG meetings were conducted and the Study team held 40 smaller, independent meetings with stakeholder agency representatives (See Attachment C – List of Community and Stakeholder Outreach Meetings). The smaller group meetings were instrumental in helping the Study team better understand site specific constraints and to develop and refine the Study’s recommended improvements. In addition, the Study team solicited input from the general public to ensure resident, worker, and business owner mobility-related concerns were also being addressed. This involved distributing comment cards and talking directly with community members at one open house event and two community pop-up events in 2018. It also involved soliciting feedback on the Study’s initial recommendations towards the end of the Study period in September 2019. These meetings are summarized below:

- Harbor Drive Multimodal Corridor Study Open House: February 21, 2018, San Diego Continuing Education Center, Cesar E. Chavez Campus in Barrio Logan;
- Carnival in the Park: February 17, 2018, Carnival in the Park at Cesar E. Chavez Park, Barrio Logan;
- Mariachi Festival: March 11, 2018, Pepper Park in National City;
• Harbor Drive Multimodal Corridor Study Open House: September 12, 2019, National City Aquatic Center;
• South County Economic Development Council Summit: September 13, 2019, Downtown San Diego.

In conjunction with an in-depth literature review, which included more than 30 previous studies along the corridor, encompassing over 90 previously proposed projects, the public outreach efforts helped the TWG identify several key issues that would inform the Study’s goals to serve as the basis for the Study’s recommended improvements. Several other tools provided the Study team with a broad understanding of the corridor’s existing traffic flows, corridor constraints, and potential opportunities including:
  • In-depth interviews with major employers and other relevant stakeholders.
  • In-person field visits to observe actual conditions.
  • Multimodal traffic counts at key roadway segments and intersections.
  • Micro-simulation modeling to capture key movements and associated travel times.

Purpose of the Study and Goals
The overarching purpose of the Study is to: “Identify opportunities to improve mobility, safety and quality of life for everyone who lives, works, or plays along Harbor Drive and in the surrounding communities near San Diego’s Working Waterfront.” More specifically, the Study identifies five high-level goals for the corridor, each of which seek to address several mobility-related issues as discussed below.

1. Improve Community Safety, Mobility and Health:
   • Truck-related congestion, noise and pollution in residential areas
   • Truck and employee-related parking in Barrio Logan and National City
   • Auto-related congestion
   • Limited bicycle infrastructure and pedestrian enhancements in key areas
   • Limited electric vehicle charging infrastructure

2. Improve Goods Movement
   • Congestion along designated truck routes between District terminals and Interstate 5
   • Poor pavement conditions cause wear and tear on trucks and goods
   • Limited areas for designated truck parking and loading facilities
   • Rail crossing conflicts with truck routes
   • Layout of NCMT and adjacent properties creates inefficiencies in goods movement and intermodal transfers

3. Improve Naval Base Access and Circulation
   • Queuing associated with demand entering the Naval Base on Harbor Drive and connecting roadways including 28th Street, 32nd Street, 8th Street and Civic Center Drive
   • At-grade rail crossings conflict with traffic flow
• Internal trips within the Naval Base (e.g., wet side to dry side) use public roadways

4. Improve Shipyard Access and Parking
• High pedestrian and traffic volume conflicts crossing Harbor Dr. during peak hours
• Limited bicycle infrastructure and pedestrian enhancements on routes to and from shipyards
• High on-street parking demand for shipyard employees, contractors, and related military personnel

5. Improve Transit First/Last Mile Access
• Limited bicycle infrastructure and pedestrian enhancements on key first/last mile corridors
• High pedestrian and traffic volume conflicts crossing Harbor Drive during peak hours
• Opportunity for enhanced pedestrian and bicycle entry facilities at Naval Base Gate 9 (8th Street)
• Lack of infrastructure to support new mobility services (e.g., ridesharing, bikes, and scooters)

Recommendations
The Study organizes and groups most of the improvements by geographical area in order to realize inherent efficiencies in designing and constructing similar projects that are geographically close to each other, of a similar nature, and that are in the same jurisdiction. Additionally, it helps to consolidate improvements geographically for design, funding and construction purposes. However, these groupings remain flexible; they can be assembled together into projects, they can be done individually, or they can be clustered with other future improvements that are not currently identified. All of the projects are beneficial and complementary. The Study is not prioritizing one assemblage over another but has established logical groupings by geographical area so their relative benefits can be illustrated based on performance metrics, and agencies can pursue future funding opportunities as they arise. The projects are grouped into following two categories:

Geographic Groupings
• Barrio Logan
• Shipyards
• 28th Street
• 32nd Street
• 8th Street/Civic Center
• Bay Marina

Corridor Wide Improvements
• Harbor Drive 2.0
• Efficient Good Movement
• Naval Base Projects
Parking Projects
Urban Greening Projects

These groupings of projects include over 90 specific improvements that range from a simple re-striping of a left-turn pocket to a much more extensive grade separation project at a trolley crossing. Within these groupings, the Study identifies 5.2 miles of bicycle and pedestrian improvements to help strengthen the first/last mile connections to transit. Several mobility-related improvements are outside the District’s jurisdiction, which is why staff relied heavily on the TWG and regional partners throughout the process. The Study uses a Harvey Ball diagram to evaluate how each “group of improvements” advance the five goals identified in the previous section.

The Study also developed three preliminary design concepts, which include a design for the Harbor Drive 2.0 concept that would provide the District and/or stakeholder agencies with the basis of a project description to begin environmental review. Following the review and approval of a project-level environmental document, projects become much more competitive for State and federal transportation funding opportunities. The three concepts listed below were chosen, in a large part, because they address key issues identified by both stakeholder agency staff and community members.

Harbor Drive 2.0 – A Greener, Safer, and Healthier Harbor Drive (Attachment D – Appendix H)

As part of the Harbor Drive Multimodal Corridor Study, the project team identified opportunities to improve mobility, safety and quality of life for everyone who lives, works, or plays around the Harbor Drive corridor and in the surrounding communities. Through the literature review and project development process within the Study, the project team identified Harbor Drive 2.0 (HD 2.0) as a project opportunity to improve goods movement through the corridor in a cost-effective manner, while maintaining community safety, mobility and health goals in the surrounding communities. Considering the range of improvement opportunities to support HD 2.0, a concept plan has been developed for the entire corridor with an estimated total project cost of $32 million.

The District currently encourages truckers to use a preferred freight route for trucks to access the Port including NCMT, TAMT, Interstate 5 and Interstate 15. The HD 2.0 concept plan considers truck prohibitions and parking prohibitions in neighboring communities, and it demonstrates how improvements to that route can benefit the local communities, commuters, active walkers/bicyclists, drivers, and truckers at the same time.

Some of the important features of the HD 2.0 concept plan are enhancements that create a connected flexible freight and transit haul road providing enhanced connectivity between NCMT, TAMT and regional freeways, while also providing the capability for potential use by multiple transportation modes such as freight trucks, transit buses and employee shuttles. Moreover, while providing more efficient movement of freight, HD 2.0 also incentivizes freight trucks to avoid entering neighborhoods like Barrio Logan and National City, enhancing the quality of life for neighborhood residents and improving public safety.
The opportunity exists to leverage emerging technologies, such as connected/automated trucks and cars and provide for more efficient freight movement utilizing technology and data to provide for priority truck movement during specific times of the day. Further, because HD 2.0 is technology agnostic, it will not require truck owners to install specialized equipment in their trucks, thereby ensuring that the route can serve both existing and future technologies.

The Study's analysis provided a “first-look” at the potential travel time savings for a HD 2.0, as the project was incorporated into the 2050 “Horizon Year All Project” travel time analysis scenario. The analysis found that the improvements would result in travel time savings of up to 40%.

**National City Truck Parking –**

The conceptual Tidelands Truck Parking project is a reconfiguration of Tidelands Avenue in National City to better accommodate parking for trucks on-street. The reconfiguration also includes the implementation of SMART Truck Parking ITS technology to facilitate efficient use of the on-street parking spaces. To provide an estimate for the potential number of spaces that can be achieved, the project team assumed a standard WB-50 truck (55’ in length) as the typical truck for the corridor and 70’ as the typical length for a WB-50 truck parking space. Additionally, the project team assumed that the existing driveway configuration on Tidelands Avenue would remain the same. Based on these assumptions, a total of 67 truck parking spaces are possible along this stretch of Tidelands Avenue.

**Anticipated Benefits Associated with the Study’s Recommendations**

Based on demands placed on the corridor, the Study team determined that no single project or improvement will overcome the all of the mobility challenges along Harbor Drive. However, the Study found that if all of the 90+ improvement projects and corridor concepts were implemented in their entirety, under a 2050 buildout year scenario the region could substantially reduce vehicular traffic congestion and vehicular pollution. More specifically, drivers would realize the following time savings during the morning peak hour:

- 6 minutes along Harbor Drive, between Cesar Chavez Pkwy and Civic Center Dr.
- 22 minutes along 28th Street from Harbor Drive to Interstate 5
- 19 minutes along 32nd Street from Harbor Drive to Interstate 5 / Interstate 15
- 22 minutes along 8th Street from Harbor Drive to Interstate 5

When these peak hour time savings are annualized for the project’s 2050 buildout year, the Study found that greenhouse gas emissions (CO2e) could be reduced by approximately 5,395 metric tons, Carbon Monoxide (CO) could be reduced by approximately 42.3 tons, Nitrogen Oxides (NOx) could be reduced by approximately 8.2 tons and Volatile Organic Compound (VOC) could be reduced by approximately 9.8 tons compared to a no-build scenario.

**NEXT STEPS**

Staff has identified the Harbor Drive 2.0 project as meeting several priorities for the District and partner agencies. It enhances first and last mile connectivity for walkers and cyclists, enhances the state of pavement for drivers and truckers, includes urban greening...
elements to beautify the corridor, and is highly effective for improving freight movement in the area. The study team has advanced this concept significantly, and the full project description is contained in Appendix H to the Study (Attachment D- Harbor Drive 2.0). Staff recommends that the Board direct Staff to continue working with regional partners to advance the concept for Harbor Drive 2.0 to include, but not be limited to, identifying needs for environmental documents and funding sources.

General Counsel’s Comments:

The Office of the General Counsel has reviewed and approved this agenda, as presented, as to form and legality.

Environmental Review:

This presentation to the Board, including without limitation, does not constitute an “approval” or a “project” under the definitions set forth in California Environmental Quality Act (CEQA) Guidelines Sections 15352 and 15378 because no direct or indirect changes to the physical environment would occur. CEQA requires that the District adequately assess the environmental impacts of projects and reasonably foreseeable activities that may result from projects prior to the approval of the same. Further, while the Board may request certain project components be included or alternatives studied, such direction to staff will not bind the District to a definite course of action prior to CEQA review. Full CEQA analysis will be completed prior to the approval of any entitlements, concept approval, or agreements necessary for the project. Moreover, the Board reserves its discretion to adopt any and all feasible mitigation measures, alternatives to the project, including a no project alternative, a statement of overriding consideration, if applicable, and approve or disapprove the project and any permits or entitlements necessary for the same. Those decisions may be exercised in the sole and absolute discretion of the Board. Based on the totality of the circumstances and the entire record, the Board’s direction does not commit the District to a definite course of action prior to CEQA review being conducted. Therefore, no further CEQA review is required.

In addition, this Board item complies with Section 87 of the Port Act, which allows for the construction, reconstruction, repair, and maintenance of highways, streets, roadways, bridges, belt line railroads, parking facilities, power, telephone, telegraph or cable lines or landings, water and gas pipelines, and all other transportation and utility facilities or betterments incidental, necessary, or convenient for the promotion and accommodation of any of those uses. The Port Act was enacted by the California Legislature and is consistent with the Public Trust Doctrine. Consequently, the proposed project is consistent with the Public Trust Doctrine.

Finally, this presentation does not allow for “development,” as defined in Section 30106 of the California Coastal Act, or “new development,” pursuant to Section 1.a. of the District’s Coastal Development Permit (CDP) Regulations because it will not result in, without limitation, a physical change, change in use or increase the intensity of uses. Therefore, issuance of a Coastal Development Permit or exclusion is not required. However, the District’s projects require processing under the District’s CDP Regulations. If a project is formulated as a result of the work plan, the Board will consider approval of
the project and any improvements associated after the appropriate documentation under District’s CDP Regulations has been completed and authorized by the Board, if necessary. The Board’s direction in no way limits the exercise of the District’s discretion under the District’s CDP Regulations.

Equal Opportunity Program:

Not applicable.

PREPARED BY:

Laura Wagner
Management Analyst, Government & Civic Relations

Attachment(s):
Attachment A: Harbor Drive Multimodal Corridor Study
Attachment B: Professional Services Agreement with WSP, Inc., Clerk’s Document 67526, dated November 27, 2017
Attachment C: List of Community and Stakeholder Outreach Meetings
Attachment D: Appendix H – Harbor Drive 2.0