

SANDAG

San Diego Regional Military Working Group

Agenda

Monday, October 25, 2021

9 a.m.

****Teleconference Meeting****

MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:

The Military Working Group meeting scheduled for Monday, October 25, 2021, will be conducted virtually in accordance with Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak, Government Code Section 54953(e), Assembly Bill 361 (Rivas 2021), and the Guidance for Gatherings issued by the California Department of Public Health.

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SANDAG

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Vision Statement

Pursuing a brighter future for all.

Mission Statement

We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.

Our Commitment to Equity

We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. In 2021, SANDAG will develop an equity action plan that will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.

San Diego Regional Military Working Group

Monday, October 25, 2021

Item No.		Action
1.	Welcome and Introductions	
+2.	Approval of Meeting Minutes The San Diego Regional Military Working Group (MWG) is asked to approve the minutes from its April 12, 2021, meeting.	Approve
3.	Public Comments/Communications/Member Comments Members of the public shall have the opportunity to address the MWG on any issue within the jurisdiction of MWG that is not on this agenda. Public speakers are limited to three minutes or less per person. MWG members also may provide information and announcements under this agenda item. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Subjects of previous agenda items may not again be addressed under public comment.	
Chair's Report		
4.	Chair's Report <i>Garry Bonelli, MWG Chair</i> The Chair will update the Working Group on SANDAG-related items of interest to the Working Group.	Information
Consent		
5.	Central Mobility Hub/Navy Old Town Complex Revitalization Update <i>Ryan Kohut, SANDAG</i> As the Department of the Navy's Old Town Campus (OTC) seeks to revitalize and redevelop the Naval Information Warfare Systems Command facilities to meet its mission, SANDAG is exploring the concept of a Central Mobility Hub at the OTC property with supportive land use such as housing, retail, and office space. Staff will provide an update on the planning process.	Information
6.	Update on The Central Mobility Hub and Connections Comprehensive Multimodal Corridor Plan <i>Daniel Veeh, SANDAG</i> An update on the Central Mobility Hub and Connections Comprehensive Multimodal Corridor Plan will be presented.	information
7.	2021 Priorities Update Coleen Clementson, SANDAG An update on SANDAG's five priority projects for the year 2021, as well as the agency's ongoing social equity efforts, will be presented. MWG members will have an opportunity to discuss how the projects affect their areas of interest and ask questions and provide feedback on the projects and equity statement.	Information

Reports

- +8. San Diego Military Installation Resilience Report** **Information**
Ana Van and Zaccary Bradt
An overview and an update on project milestones from a grant awarded to SANDAG, City of San Diego and Caltrans from the Office of Local Defense Community Cooperation to support San Diego Regional Military Installation Resilience, will be presented.
- +9. Update on Social Equity Early Action Transit Pilot** **Information**
Brian Lane
The Transportation Committee recommends that the Board of Directors approve a budget amendment in October 2021 to implement a pilot project that addresses advancing transit projects from the San Diego Forward: The 2021 Regional Plan. Staff worked with the Social Equity Working Group to propose a preferred option, including funding.
- 10. Upcoming Meetings** **Information**
The next Working Group meeting is scheduled for Monday, November 8, 2021, at 9 a.m.
- 11. Adjournment**

+ next to an item indicates an attachment

October 25, 2021

Action: **Approve**

April 12, 2021, Meeting Minutes

Chair Garry Bonelli (Port of San Diego) called the meeting of the San Diego Regional Military Working Group (Working Group) to order at 9:01 a.m.

1. Approval of Meeting Minutes (Approve)

Action: Upon a motion by Steve Chung (Navy Region Southwest - Seat B) and a second by Rick Huenefeld (Marine Corps Recruit Depot), the Working Group approved the minutes from its March 1, 2020, meeting.

The motion passed.

Yes: Cliff Mauer (City of Coronado), Brad Raulston (City of National City), Jeff Hunt (City of Oceanside), Tait Galloway (City of San Diego), Kristin Driscoll (Coast Guard San Diego Sector), John Gamelin (Marine Corps Installation West), Rodrigo Carrasco (Metropolitan Transit System), Steve Chung, Charles Main (North County Transit District)

No: None.

Abstain: Andy Hall (City of Imperial Beach)

Absent: None.

2. Public Comments/Communications/Member Comments

None.

Chair's Report

3. Chair's Report (Information)

Chair Bonelli informed the Working Group on the following:

Biden Administration announced its infrastructure plan earlier this week. The American Jobs Plan aligns exactly with the transportation work we are doing here at SANDAG. We see connections to many aspects of SANDAG's work. This includes our priority projects, the State Route 11/Otay Mesa East Port of Entry, the Central Mobility Hub, the Regional Plan, the Mid-Coast Trolley and our work to stabilize the Del Mar bluffs and ultimately move the LOSSAN rail tracks off the bluffs. The San Diego region has 120 projects ready to move forward in the next 18 months alone and they are worth \$1.9 billion.

Charter Update: SANDAG's Board Approved the Military Working Group Charter Update combining the two Navy seats, on April 9th, 2021. There are now 13 voting members in the Military working Group.

Reports

4. Update on Central Mobility Hub and Navy Old Town Complex Revitalization (Information)

Sharon Humphreys provided an update on the Department of the Navy's Old Town Campus seeking to revitalize and redevelop the Naval Information Warfare Systems Command facilities, SANDAG is exploring the concept of a Central Mobility Hub at the Old Town Campus property with supportive land use such as housing, retail, and office space. An update on the planning process was presented.

5. 2021 Priorities Update (Information)

Elisa Arias provided an overview of the SANDAG five priority projects for the 2021: (1) Mid-Coast Trolley extension (anticipate opening in fall); (2) restoring the Del-Mar bluffs; (3) Otay Mesa East Port of Entry; (4) Central Mobility Hub; and (5) the Regional Plan. The agency's ongoing social equity efforts were presented. Members had an opportunity to discuss how the projects affect their areas of interest, ask questions, and provide feedback on the projects and equity statement.

6. Update on Central Mobility Hub and Connections Comprehensive Multimodal Corridor Plan (Information)

Rachel Kennedy provided an update on the progress of the Central Mobility Hub and Connections Comprehensive Multimodal Corridor Plan effort in the San Diego region.

7. San Diego Region Military Installation Resilience Grant Update (Information)

April DeJesus, Sarah Pierce, and Rachel Cortes introduced the grant and provided updates on project milestones, grant goals, short term goals, and long-term vision for data sharing, and climate impacts facing California and their anticipated outcomes.

8. Vesta Bridge/Harbor Drive 2.0 (Information)

Jacqueline Appleton Dean and Donaldo Martinez from Caltrans gave an overview of Vesta Bridge and Harbor Drive 2.0. The Vesta Bridge project would connect Naval Base San Diego's dry and wet sides and help alleviate congestion in the area. Harbor Drive 2.0 is a concept that spans the area between the two Harbor Drive cargo terminals and includes the access points into and out of Naval Base San Diego.

9. Continued Public Comments

No continued public comments were entered.

10. Upcoming Meetings (Information)

The next Working Group meeting is scheduled for Monday, October 25, 2021, at 9 a.m.

11. Adjournment

Chair Bonelli adjourned the meeting at 10:54 a.m.

Confirmed Attendance at SANDAG San Diego Regional Military Working Group Meeting

March 1, 2021

Jurisdiction	Name	Attended
City of Coronado	Blair King, Primary	No
	Cliff Maurer, Alternate	Yes
City of Imperial Beach	Andy Hall, Primary	Yes
	Erika Cortez-Martinez, Alternate	Yes
City of National City	Brad Raulston, Primary	Yes
	Tony Winney	No
City of Oceanside	Jeff Hunt, Primary	Yes
	Russ Cunningham, Alternate	N/A
City of San Diego	Tait Galloway, Primary	Yes
	VACANT, Alternate	N/A
Coast Guard San Diego Sector	CDR Kristin Driscoll	Yes
	Russell, Michael T CIV (U.S. Coast Guard)	No
County of San Diego	Rich Whipple, Primary	No
	VACANT, Alternate	N/A
Marine Corps Installation West	John Gamelin, Primary	Yes
	Sam Jammal, Alternate	No
	Kristin Camper, Alternate	No
Marine Corps Recruit Depot	Rick Huenefeld	Yes
	Col. William Bruce Pitman, Alternate	No
	Jerry De Lira, Alternate	No
Metropolitan Transit System	Rodrigo Carrasco	Yes
	VACANT, Alternate	N/A
Navy – Southwest Division Naval Facilities Engineering Command	Steve Chung	Yes
	VACANT, Alternate	N/A
North County Transit District	Charles Main	No
	VACANT, Alternate	N/A
Port of San Diego	Garry Bonelli, Chair	Yes
	Aimee Heim, Alternate	Yes

Other Attendees

Anna Shepherd	Deanna Spehn	Mike Donovan	Michael Woiwode
Audrey Edney	Larry Hofreiter	Margit Myers	Marvin Heinze
Mark Balmert	Dave Zajac	NBPL CO CAPT Franklin	Matt Horton
Ya-chi Huang	Donaldo Martinez	Roger Sanchez	Jorge
Roger Sanchez		Mario Orso	Tori B

SANDAG Staff

April Petonak	Rachel Kennedy	Sharon Humphreys	Ashley Wiley
Jennifer Williamson	Coleen Clementson	Rachel Cortes	Rachel Cortes
Anna Lowe	Elisa Arias	Patty Talamantes	Aremy Barrera
Keri Robinson	Jose Cervantes		Arthur-Production (SANDAG Production)

October 25, 2021

Action: **Information**

San Diego Military Installation Resilience Report

Introduction

In 2020, SANDAG was awarded a grant from the Office of Local Defense Community Cooperation, a section of the US Department of Defense, to study the impacts of climate change on local military installations in the region.

Discussion

Military Installation Resilience Transportation Corridor Report

Over the past year, SANDAG has worked with a consultant, local jurisdictions, agencies, and its military partners to identify transportation corridors and facilities within and surrounding Naval Base San Diego, Naval Base Coronado, and Naval Base Point Loma that are most vulnerable to the effects of climate change. This report details the transportation assets in these areas that are essential to maintaining Navy mission readiness but are susceptible to the effects of climate change. It also identifies likely climate stressors that will impact each of these facilities and their ability to support Navy mission readiness.

The report outlines a framework for data sharing between agencies throughout the region, including SANDAG and its military partners, to ensure accurate and complete data are available to planners and others who need access to up-to-date data to complete work to strengthen resilience at military installations and throughout the region in general while also maintaining mission readiness at Navy installations.

Throughout the project, the team has conducted outreach through various mediums, including agency briefings at SANDAG's Military Working Group, project meetings for SANDAG and Caltrans' CMCP programs, and general meetings of local community planning groups. Through this outreach, the project identified some of the key modes of access, challenges, and obstacles, and continuously refined their outreach approach throughout the project.

Next Steps

SANDAG is working closely with its military partners to begin Phase two of the project and is currently in the process of selecting a consultant to complete this phase of the work. Phase two will consist of strategy development and resilience planning to safeguard the military installations in our region and the neighborhoods and communities in which they reside. SANDAG will continue to provide updates on the status of the project to the Military Working Group over the course of the next year.

Key Staff Contact: Tuere Fa'aola, (619) 699-1989, tuere.faaola@sandag.org

Attachment: 1. Executive Summary, Military Installation Resilience Transportation Corridor Report

SAN DIEGO REGION
**Military
Installation
Resilience**

DRAFT

**Military Installation Resilience Transportation
Corridor Report**

Prepared for:

SANDAG

401 B Street, Suite 800

San Diego, CA 92101

Prepared by:

HNTB

401 B Street, Suite 301

San Diego, CA 92101

This study was prepared under contract with the San Diego Association of Governments (SANDAG), with financial support from the Office of Local Defense Community Cooperation, Department of Defense. The content reflects the views of SANDAG and does not necessarily reflect the views of the Office of Local Defense Community Cooperation.

Executive Summary

The purpose of the **Military Installation Resilience Transportation Corridor Report** (MIR Report) is to provide guidance to SANDAG, the U.S. Navy (Navy), and local and regional agencies on how to better integrate climate considerations into their processes, and safeguard long-term transportation solutions, regional resilience, and continued collaboration with the Navy to ensure naval bases remain operational in response to climate change. The resilience of Navy facilities and surrounding areas to the impacts of climate change is critical to maintaining Navy mission readiness.

Military Installation Resilience

The capability of a military installation to minimize, avoid, or adapt to and recover from the impacts of climate change.

San Diego is the Navy's most strategic port and the location for many operational and administrative headquarters. As the home port for about 20% of Navy vessels and 17% of active-duty personnel, San Diego has the second largest naval personnel concentration of any region in the country. According to the [San Diego Military Economic Impact Study \(2019\)](#), the Navy provides 354,000 military-connected jobs, including over 23,000 jobs for civilian personnel, accounting for 22% of all jobs in the San Diego region. The importance of the Navy's presence in San Diego cannot be overstated. The MIR Report is a guideline to help local agencies and jurisdictions incorporate resilience planning and data needs of the Navy into their planning strategies.

In alignment with SANDAG's 2021 Draft Regional Transportation Plan, the Comprehensive Multimodal Corridor Plans (CMCP) are data-driven plans to reduce congestion and increase transportation choices while preserving community character and creating opportunities for enhancement projects. CMCPs promote a planning process that applies a holistic and multimodal approach and strives to achieve a balanced transportation system. Corridor Plans evaluate all travel modes and transportation facilities in each corridor to optimize system operations. Additionally, CMCPs must be completed to be eligible for certain state, local, and federal funding.

The study area for this project is shown in **Figure ES.1** on the following page. Within this study area are two CMCPs: Central Mobility Hub and Connections (CMH) and a portion of South Bay to Sorrento (SB2S). This report focuses on transportation facilities within this study area that are key to Navy mission readiness and how they relate to the CMCPs in development.

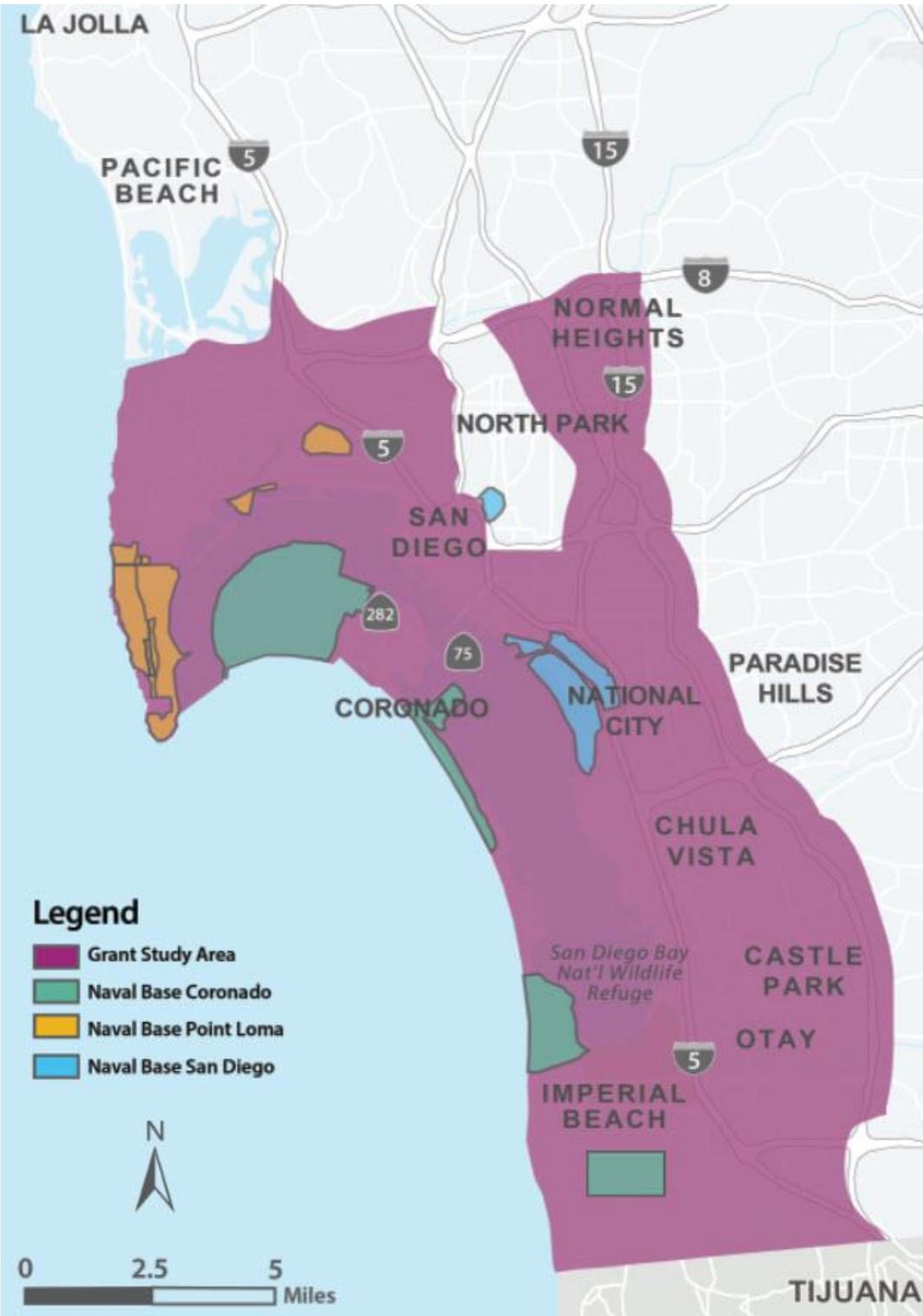


Figure ES.1 Project Study Area

In June 2020, the San Diego Association of Governments (SANDAG) was awarded a grant from the U.S. Department of Defense, Office of Local Defense Community Cooperation (OLDCC). The grant aims to enhance the existing partnerships and collaborative efforts between SANDAG and the Navy by developing climate resilience recommendations and data sharing guidelines to encourage effective long-term transportation planning and minimize anticipated climate change impacts on Navy operations. In accordance with the grant requirements, outreach was conducted to enhance Navy participation in SANDAG forums and assess the concerns of Navy installations and surrounding communities.

This report is divided into three sections, each of which consists of technical documents prepared to detail the process undertaken through this grant to identify, evaluate, and develop potential climate adaptation considerations for integration into transportation facility planning. **Table ES.1** lists deliverables and the report sections where they can be found.

Table ES.1 Overview of Grant Deliverables

Section	Deliverable
Section 1: Climate Resilience, Vulnerability Assessment, and Adaption Strategies	<ol style="list-style-type: none"> 1. Climate Resilience Assessment 2. Vulnerability Assessment 3. Adaption Planning and Design Considerations
Section 2: Data Sharing and Collaboration with Military Stakeholders	<ol style="list-style-type: none"> 4. Data Sharing and Collaboration with Military Stakeholders
Section 3: Stakeholder Engagement and Communications Strategy with Evaluation and Summary	<ol style="list-style-type: none"> 5. Stakeholder Engagement and Communications Strategy with Evaluation and Summary

Section 1 combines the first three deliverables and summarizes the analysis of climate stressors on key transportation facilities as well as potential adaptation strategies to help mitigate potential impacts.

Section 2 outlines the proposed data sharing framework between SANDAG and the Navy to ensure both agencies use the most current datasets in their respective analyses.

Section 3 summarizes the outreach and surveys conducted with Navy personnel, families and surrounding communities that will aid in communication efforts with key stakeholders in future iterations of this Grant.

Methodology

The San Diego Region Report prepared as part of California's Fourth Climate Change Assessment indicates temperatures are expected to increase, sea levels are expected to rise, wildfire risk will likely increase as the climate warms, and precipitation changes will include wetter winters and more frequent and severe droughts. Potential impacts increase risk and may adversely affect military installations, transportation facilities, and neighboring communities. As SANDAG and other regional jurisdictions develop climate change adaptation plans and strategies, it is important to consider how these plans and developments interact and potentially affect mission readiness for the naval bases in our region. This report outlines how to identify climate stressors and key transportation facilities within the CMH and SB2S CMCPs which are vital to Navy mission readiness.

Collaboration is essential to developing a cohesive and inclusive climate adaptation strategy. To identify the risks, gaps, and challenges to protecting Navy mission readiness, an existing document review was

conducted. This was key to identifying where there are opportunities to collaborate with partner agencies to develop resiliency plans to protect access to Naval bases and to utilize information in existing plans, such as data sets and models used in other jurisdictions to analyze the effects of climate change. (See Section 1.1 for a complete list of models and data sets used in this report.) Collaboration between SANDAG, the Navy, and HNTB developed a list of top climate stressors of most immediate concern and transportation facilities critical to maintain Navy mission readiness; see **Table ES.2** and

Table ES.3 for the complete lists.

Using the best available science and identifying the correct data sets and models is key to ensuring the analysis of the effects of climate change is accurate and relevant. A Peer Review Process (PRP) was conducted by SANDAG to verify the data sets and models were current. The joint review process, which included multiple jurisdictions and partner agencies, confirmed that relevant data and timelines to be analyzed were consistent with other studies in the region. The PRP confirmed the best available science and models were being used. Analysis of climate stressors on selected transportation networks were conducted using ArcGIS Online (AGOL) and ArcGIS Pro. Vulnerability maps were developed and analysis of the climate stressors on the key transportation facilities were used to develop vulnerability profiles which identified potential impacts to key transportation facilities that could potentially affect Navy mission readiness; see **Table ES.4** for a summary of key facilities potentially affected by climate stressors.

Once vulnerability profiles were defined, climate change adaptation strategies were developed using three main types of responses: protection, retreat, and accommodation. Three respective matrices were developed to identify regional, general and facility-specific strategies in existing resilience plans that could minimize risks for each vulnerable transportation facility. The matrices also included the partner agencies and jurisdictions that should be included in collaborative efforts. The purpose of the matrices is to assist with the collaboration necessary to work with not only SANDAG and the Navy but partner agencies and jurisdictions to coordinate plans and solutions to protect the transportation network supporting access to the Naval bases. In addition to identifying potential funding opportunities, the MIR Report also offers a guide to developing an adaptation process; see **Figure ES.5** for an example of an adaptation process guideline.

Sharing current and relevant data between SANDAG and the Navy is central to effective analysis and the role the Navy personnel and their families play in our region. Currently no system in place for consistent sharing of this information and data which may result in incomplete analysis of the transportation needs of the Navy. The MIR Report identifies a framework for regular and continuous data sharing between the two agencies, including a standardized data request form and establishing primary points of contact for each agency. Establishing a data sharing framework for annual and semi-annual exchange of data will aid in refining regional transportation forecasts and housing and population estimates.

Continuous public outreach was conducted throughout the development of the MIR Report to communicate the importance of this project to Navy personnel, the communities surrounding the Navy, and key stakeholders. These communities were engaged through a variety of methods, including community planning group meeting participation, CMCP meeting participation, and Military Working Group agency briefings. The Strategic Communications plan establishes a process, including communicating with stakeholders and communities with transparent and consistent messaging throughout the development of the planning process.

Recommendations

As SANDAG and other agencies in the San Diego region begin developing resilience and adaptation strategies to incorporate into CMCPs, it is essential they consider the needs of the Navy and how their corridor plans interact with and affect access to the naval bases. The MIR report (and any future phases thereof) will be used as a reference to aid regional agencies in collaboration and assessment of the needs of the Navy while developing climate adaptation solutions as part of the CMH and SB2S CMCP processes. This report will aid in the development of current and future CMCPs, to find mutually beneficial opportunities to address the needs of the Navy as well as the needs of the corridors. The MIR Report identifies transportation facilities key to Navy mission readiness which may be at risk of climate-related impacts. SANDAG and Navy planners have access to the vulnerability profiles and interactive story map on the SANDAG AGOL website, which will aid in the collaborative process.

Early and continuous collaboration is the key to ensuring the Navy remains mission ready as the region develops resilience and adaptation plans to mitigate potential impacts from climate change. The MIR Report

can be used as a guide to initiate conversations and foster alliances and a coordinated approach between SANDAG, the Navy, and other partner agencies. Maintaining open and regular lines of communication between SANDAG and the Navy is key to ensuring all parties have the information they need to make informed, data-driven decisions.

Section Summaries

Section 1. Climate Resilience, Vulnerability Assessment, and Adaptation Strategies

The San Diego Military Installation Resilience Project developed a process to analyze how top climate impacts may affect key transportation facilities and how these impacts are considered in the SANDAG planning and design processes for regional efforts to enhance resilience. **Figure ES.2** illustrates the process that was followed to complete the Military Resilience Analysis.

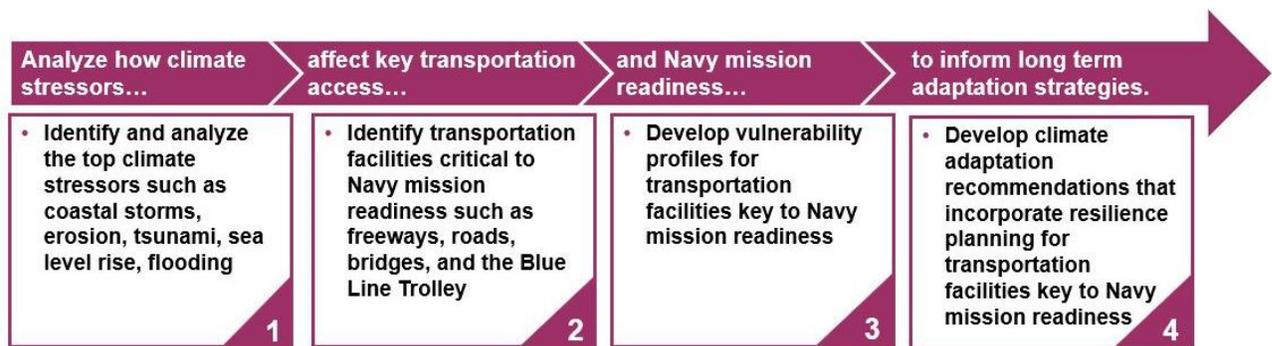


Figure ES.2 Military Resilience Assessment Process

Each step of the Military Resilience Assessment Process is further described in the three subsections of Section 1 as follows:

Section 1.1: Steps 1 and 2 – Climate Resilience Assessment memo

- Describes collaboration between SANDAG, the Navy, and HNTB.
- Identifies potential climate stressors and hazards that may present potential threats to Navy mission readiness and identifies key threats.
- Identifies the key transportation facilities critical to Navy mission readiness.

Section 1.2: Step 3 – Vulnerability Assessment memo

- Summarizes and compiles maps and analyses of potential impacts the top climate stressors may have on key transportation facilities.

Section 1.3: Step 4 – Adaptation Planning and Design Considerations memo

- Identifies potential adaptation strategies for the San Diego Region.
- Summarizes and discusses potential strategies as they apply to the key transportation facilities and the bases they serve.

1.1 Climate Resilience Assessment

The Climate Resilience Assessment memo summarizes the review of existing documentation, relevant reports, and analyses of resilience efforts in the San Diego Bay region. This review identified the strengths, opportunities, challenges, gaps, and key risks in the existing resilience planning efforts related to potential impacts to Navy operations and mission readiness, Navy personnel and families, and surrounding communities. **Table ES.2** below lists the top five climate stressors, and

Table ES.3 lists the key transportation facilities serving each of the bases, which were identified in collaboration between SANDAG, the Navy, and HNTB.

Table ES.2. Top Climate Stressors

	Coastal Storms/ Storm Surge
	Erosion
	Tsunami
	Flooding
	Sea Level Rise

Table ES.3 Key Transportation Facilities Critical to Navy Mission Readiness

Naval Base San Diego	<ul style="list-style-type: none"> • I-5 • SR 15 • Harbor Drive • Pacific Highway • 32nd Street • Main Street 	<ul style="list-style-type: none"> • 8th Street • 28th Street • Harbor Drive bridges <ul style="list-style-type: none"> ○ Chollas Creek ○ Paleta Creek • Blue and Green Line Trolleys
Naval Base Coronado	<ul style="list-style-type: none"> • I-5 • SR 75/Coronado Bay Bridge • SR 282 (3rd Street) 	<ul style="list-style-type: none"> • 3rd Street • Ocean Boulevard • 13th Street • Palm Avenue
Naval Base Point Loma	<ul style="list-style-type: none"> • I-5 • I-8 • Pacific Highway (OTC area) • Catalina Boulevard 	<ul style="list-style-type: none"> • Rosecrans Street • Nimitz Boulevard • N. Harbor Drive

Additionally, the Climate Resilience Assessment recommends models and datasets for analyzing impacts of the top climate stressors listed in **Table ES.2** on the key transportation facilities listed in

Table ES.3. The Climate Resilience Assessment memo identified the following data sources, which are consistent with other resilience studies in the San Diego Region:

- The Coastal Storm Modeling System (CoSMoS) v.3.0 for Southern California/San Diego County
- State of California Sea Level Rise Guidance (Ocean Protection Council 2018)
- Caltrans District 11 Climate Change Vulnerability Assessment Map
- Cal-Adapt
- Federal Emergency Management Agency (FEMA)
- San Diego County Tsunami Inundation Maps
- SANDAG Regional Shoreline Monitoring Program

1.2 Vulnerability Assessment

The Vulnerability Assessment memo profiles key transportation facilities critical to Navy mission readiness that may be vulnerable to climate change impacts. ArcGIS Pro and ArcGIS Online (AGOL) were used to map and analyze potential impacts to the transportation network supporting local naval bases, Navy personnel and families, and surrounding communities. The maps and analyses identify locations in the transportation network that may be vulnerable to the top climate stressors: coastal storms and storm surge, erosion, sea level rise, flooding, and tsunamis.

A peer review process was held to review the models, tools, and datasets identified in the Climate Resilience Assessment memo and ensure that the best available science and current datasets were being used to analyze the top climate stressors. The PRP meeting included representatives from SANDAG, the Navy, Caltrans, the Port of San Diego, the San Diego County Regional Airport Authority, and the cities of San Diego, Imperial Beach, and Coronado.

Vulnerability profiles were developed by base and included the key transportation facilities serving each base. The profiles identified potential impacts from coastal storms and storm surge, erosion, sea level rise, flooding, and tsunamis. **Table ES.4** lists the key transportation facilities critical to maintaining Navy mission readiness that were analyzed and identifies the top climate stressors that may impact them. Vulnerability profiles also include potential adaptation strategies, described in greater detail in Section 1.3: Adaptation Planning and Design.

Table ES.4. Summary of Key Transportation Facilities Potentially Affected by Climate Stressors

Climate Stressor	Key Transportation Facilities																			
	I-5	I-8	SR 15	SR 75/Coronado Bay Bridge	SR 282 (3rd Street)	8th Street	13th Street	28th Street	32nd Street	Catalina Boulevard	Harbor Drive	Main Street	Nimitz Boulevard	N. Harbor Drive	Ocean Boulevard	Pacific Highway	Rosecrans Street	Blue Line Trolley	Chollas Creek Bridge	Paleta Creek Bridge
Coastal Storm/ Storm Surge	•	•		•	No	•	No	•	•	No	•		•	•	•	•	•	•	•	•

Erosion				•									•					
Sea Level Rise	•	•		•		•		•	•		•		•	•	•	•	•	•
Flood	•	•		•		•		•	•		•	•		•	•		•	•
Tsunami			•	•						•			•	•			•	•

An interactive online map and stagnant maps were developed using ArcGIS Pro and AGOL and are included in Section 1.2 (Vulnerability Assessment). The maps and analyses show the extent to which each climate stressor may affect each key transportation facility. The vulnerability analysis used the following data sets to develop each vulnerability profile and map:

- 100-year storm or 1% storm (CoSMoS)
- Erosion without shoreline mitigation (CoSMoS)
- Year 2050, sea level rise projections of 75 cm or 2.5 feet (CoSMoS)
- Year 2100, sea level rise projections of 200 cm or 6.6 feet (CoSMoS)
- FEMA Flood Hazard Layer 100-year/500-year flood
- Tsunami data from University of Southern California Tsunami Research Center

Figure ES.3 is an example of vulnerability mapping and that was used for analysis showing the impacts of sea level rise in conjunction with a 100-year storm event, a worst-case scenario. The 2050- and 2100-year time horizons were used to show the greatest extent of flood.

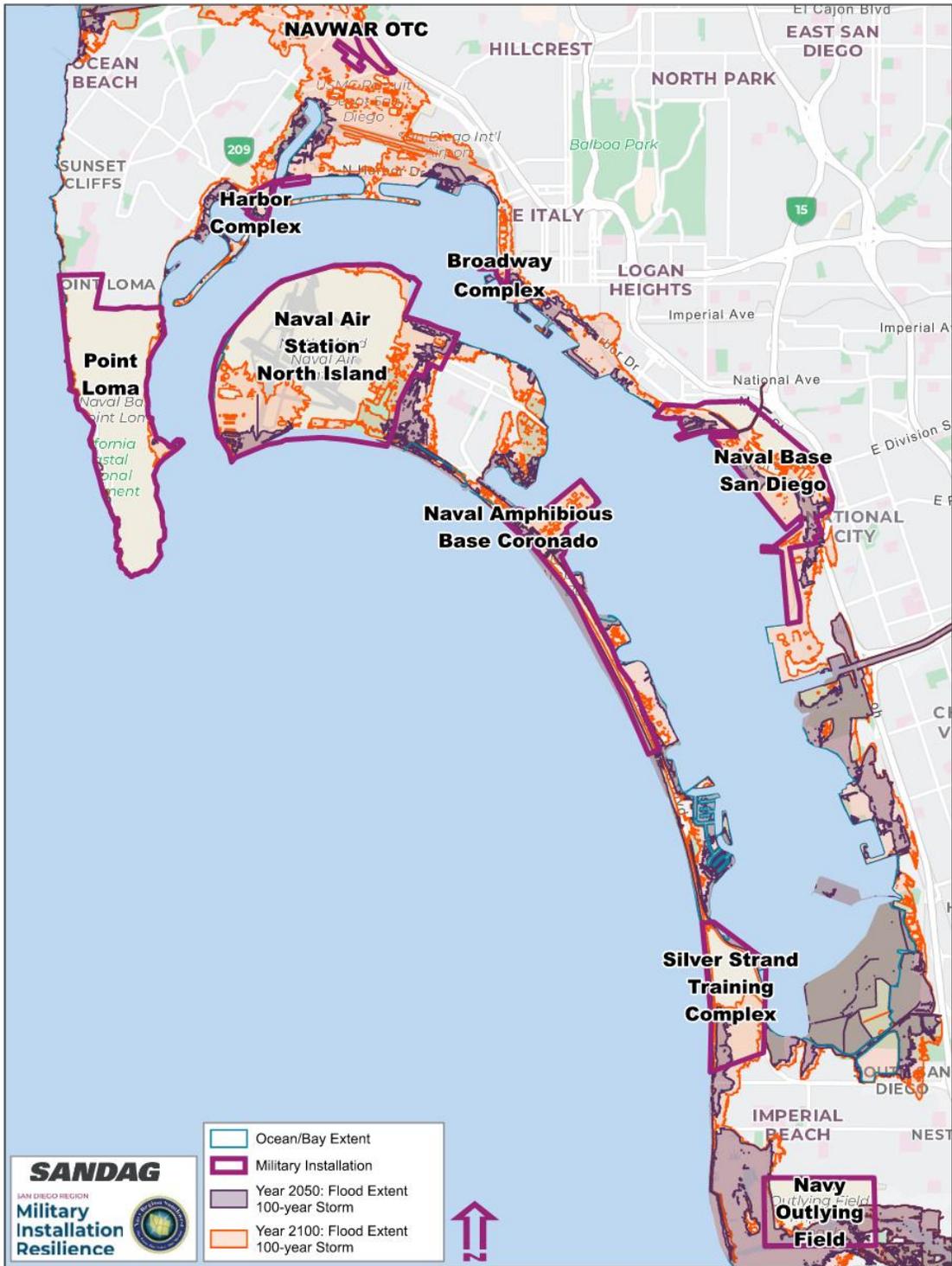


Figure ES.3 Year 2050 and 2100 Flood Extent During a 100-Year Storm Event

1.3 Adaptation Planning and Design Considerations

The Adaptation Planning and Design memo summarized potential climate change adaptation strategies (policies, programs, and projects), planning considerations, and best practices for long-range resilience planning. Potential strategies focus on protection of key transportation facilities critical to Navy mission readiness within the SB2S and CMH CMCP planning areas. This memo looks at three main types of adaptation responses—protect, accommodate, and retreat (see **Figure ES.4** below)—and outlines regional, general, and facility-specific strategies, describing how each could be applied to help protect the identified key transportation facilities.

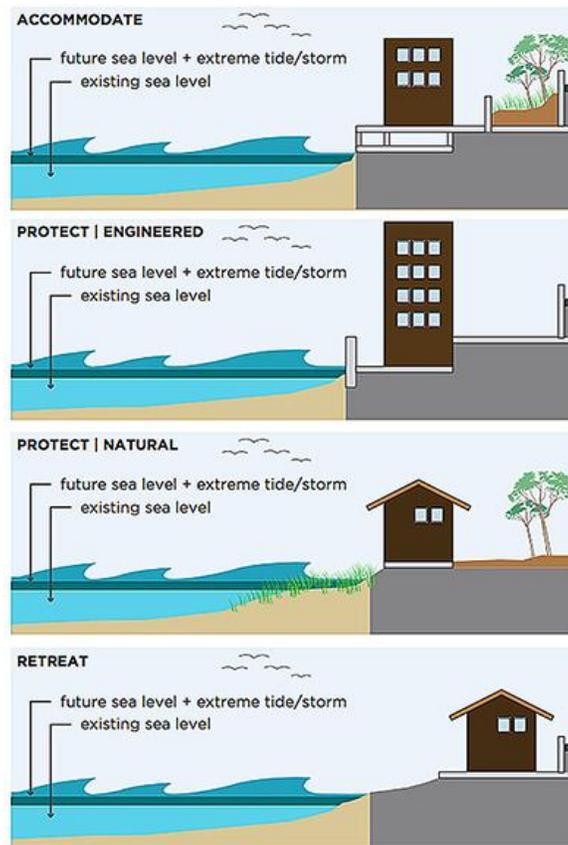


Figure ES.4 Adaptation Responses (Source: *SF Planning*)

Matrices for each strategy were developed to highlight recommended adaptation strategies and strategies already being implemented or proposed in the San Diego region. These matrices identify which jurisdictions and bases would benefit from the adaptation strategy identified.

With more than 10 different agencies and jurisdictions as well as with three naval bases in the SB2S and CMH CMCPs, ongoing collaboration is necessary to maintain an inclusive and coordinated approach to the needs and priorities for each stakeholder. The Adaptation Planning and Design Considerations memo outlines potential resilience planning implementation considerations, constraints, and opportunities, including funding to facilitate collaboration between agencies. The memo is intended to serve as a guiding tool to initiate future discussions when considering cross-jurisdictional long-range transportation resilience planning needs, including incorporating the needs of the Navy.

Early guiding principles include:

- Climate change considerations are an essential element of national security. Long-term resilience planning and implementation of adaptation strategies for key transportation facilities in the San Diego region are critical to maintaining **Navy mission readiness**.
- Adaptation planning and strategies should prioritize **social equity, environmental justice**, and the **needs of vulnerable communities**.
- Adaptation strategies should prioritize **protection of coastal habitats** and **public access**.
- Adaptation strategies should consider the **unique characteristics, constraints**, and **values** of existing water-dependent infrastructure, ports, and public-trust users.
- Allowances for **phased implementation** of realignment and relocation projects must be given to make incremental changes in transportation networks so that access to and along the coast can be maintained while coastal hazards are addressed over the long term.
- Transportation networks must be designed to function even if the highest projected sea-level rise amounts occur, which requires retrofitting existing transportation infrastructure (as needed) and **building redundancy into the transportation system**.
- An **adaptive management approach** must be applied to maintain flexibility and to adjust strategies in the face of uncertain conditions and ever-changing climate stressors.
- An **informed and iterative approach to adaptation** founded on the best available science, and data monitoring in the San Diego region must be used to reduce risks from key climate stressors.
- A process to select the **best adaptation strategies in collaboration with partner agencies** based on criteria and a step-by-step approach to decision-making should be adopted, as illustrated in **Figure ES.5** below.

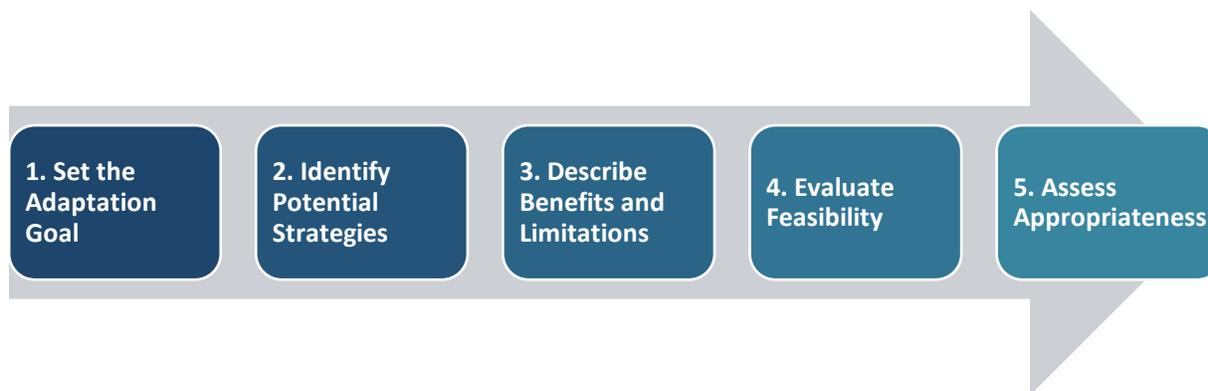


Figure ES.5. Adaptation Process Guideline

Lastly, this memo also provided an overview of partner agency roles and responsibilities and resilience planning goals to help foster consensus between regional agencies and the Navy. As the region continues to develop, consideration and integration of the Navy mission readiness into the region’s transportation and resilience planning efforts is imperative.

Section 2. Data Sharing and Collaboration with Military Stakeholders

SANDAG uses a variety of data sources to create a regional and subregional growth forecast, yearly population and housing estimates, and periodic employment estimates for San Diego County and its subregional areas. These data are used in research products and publications to inform decision-making in the region. Local Naval installations provide an important component of these data pertaining to the

active-duty Navy and civilian/contractor population in the county and their households. It is important to consider and understand the Navy's critical resilience efforts and minimize impacts to military operations; therefore, SANDAG has partnered with the Navy to establish a framework to guide and enhance collaboration between the two agencies.

Currently, SANDAG compiles and integrates military-centric data into regional planning efforts. These data come from a variety of publicly available data sources as well as from Naval representatives through periodic outreach. However, data gathered through ad-hoc requests and from multiple sources can result in data that are not up-to-date or comprehensive which can impede development of regional recommendations to support Navy operations and minimize impacts to mission readiness. The current process is also time consuming and staff turnover at either SANDAG or the Navy can also make the process difficult.

The proposed framework will streamline this process and make data deliveries to SANDAG more regular and uniform for Naval installations in the region. This will allow the Navy and SANDAG to improve collaboration on data products to research and prioritize transportation improvements that support Navy installations to maintain operations while also supporting neighboring communities.

Section 3. Stakeholder Engagement and Communications Strategy with Evaluation and Summary

During the planning stage of engagement activities, a Strategic Communications Plan (Plan) was developed to present and outline the approach to stakeholder outreach and public engagement for the OLDCC Grant project. This Plan served as a roadmap for stakeholder education and engagement, outlined the outreach approach and implementation plan, and defined the diverse outreach tools and materials used to facilitate engagement. In addition, outreach methods were established based on the best and most effective techniques for reaching stakeholder groups in the study area. These outreach methods included the development of project collateral materials, hosting of a Partner Agency Workshop, participation in CMH and SB2S CMCP meetings, and development of community planning group and agency briefings. The main objectives of this outreach strategy were to:

- Effectively communicate and present engaging information about the Grant's objectives and expected outcome to its diverse audience.
- Develop and administer programming to collect and analyze stakeholder input on climate resilience solutions focusing on impacts to Navy operations and mission readiness.
- Analyze and summarize stakeholder input.

Stakeholder groups received project collateral materials, which were designed to educate them about the Grant and to also provide the project team's contact information as another outlet for collecting public input. All messaging was developed in close coordination with SANDAG and the Navy, keeping in mind sensitive community issues and active projects. These materials included talking points, a Fact Sheet, and presentations.

The series of meetings outlined in the Plan were held in collaboration with the Navy. This coordination began prior to introducing the project to the public. The internal meetings consisted of a Partner Agency Workshop, a military group focus discussion, and a PRP meeting, in addition to resilience planning and potential adaption strategies discussions. Meeting objectives included discussing key information about the Grant, receiving valuable input and direction for the Grant, and establishing open communication and constant collaboration with all parties. The outcome of this collaboration allowed the project team to refine the Grant's focus, including the definition of target areas and development key messaging for all outreach activities.

As a result of these meetings, the project team was able to identify:

- Top climate stressors that may affect the community and focused Navy assets
- Critical modes of access and transportation to three major Naval Bases
- Expected outcomes of climate resilience work
- Perceived challenges
- Potential obstacles of resilience planning, best practices, and challenges perceived with data sharing
- Best community outreach approach

The identification of climate stressors (coastal storms and storm surge, erosion, sea level rise, flooding, and tsunamis) and critical modes of access and transportation (freeways, roads, bridges, and transit) were key to refining the Grant's focus. This process allowed the project team to focus specifically on developing vulnerability profiles for transportation facilities key to Navy mission readiness and designing climate adaptation recommendations that incorporated resilience planning for these transportation facilities.

During the public outreach phase, key stakeholders were engaged through a variety of methods, including standing community planning group meeting participation, CMH and SB2S CMCP meeting participation, and Military Working Group agency briefings. During these outreach activities, stakeholders were provided information about Grant objectives, top climate stressors being analyzed, Navy facilities critical to the study, data sharing goals, and the Grant's next steps. Stakeholders provided valuable input that will be key for the implementation of the next phase of the Grant. During the participation in community planning group meetings, the outreach team coordinated with six groups to share an informational item with the group and hold a live discussion with all the attendees. Stakeholders were able to ask questions about the project and receive live answers. A total of 126 stakeholders were engaged during this outreach effort.

Next Steps – OLDCC Grant: Phase II

In Phase II of SANDAG's Military Installation Resilience project, SANDAG will continue coordination with the Navy and the Department of Defense in implementing strategies to improve climate resilience and safeguard mission readiness for San Diego-area military installations. In addition to collaboration with the military, SANDAG will also work with a consultant to advise and prepare best approaches to addressing resilience planning for transportation on and around military bases. To ensure consistency across the region's major jurisdictions, SANDAG will also continue its collaboration with the City of San Diego and Caltrans District 11.

SANDAG will first select an appropriate consultant for this project, and will identify stakeholders from local jurisdictions, public agencies, and parallel project efforts that could be leveraged to support San Diego Military Installation Resilience efforts. Working alongside the consultant, the City of San Diego, Caltrans, and appropriate stakeholders, SANDAG will leverage existing Military Working Group meetings to provide project updates, encourage regional collaboration, and to solicit feedback on project activities and deliverables, while also engaging other working groups when necessary. To successfully complete resilience planning for military installations, SANDAG will collect data on various aspects of current efforts at military installations as well as adjacent data (for example, climate, land use, and transportation planning) while incorporating these data into SANDAG's regional models for travel behavior, corridor congestion, and facility inventory. As part of this data collection, SANDAG will work with its partners in the Navy to organize a framework for long-term ongoing data sharing through SANDAG's anticipated Open Data Portal.

Once relevant data are compiled, SANDAG will review existing and newly collected data to form mitigation and adaptation plans. Planning for mitigation will consist primarily of transit demand management strategies in existing and potential new corridors. SANDAG will identify such corridors and plan for outreach, funding, and implementation. Adaptation planning will include a vulnerability profile review of high-risk corridors, including Pacific Highway, N. Harbor Drive, and SR 75/SR 282. SANDAG will develop a list of appropriate solutions and corridor improvements while taking into consideration engineering project standards, funding, and overall resilience design. Once complete, SANDAG will draft, publish, and present a Consolidated

Project Corridor Climate Adaptation Solutions Report for use and review by local jurisdictions, stakeholders, and SANDAG working groups and committees.

Proposed Fiscal Year 2022 Budget Amendment: Social Equity Early Action Transit Pilots

Overview

On Friday, February 12, 2021, the SANDAG Board of Directors approved a Commitment to Equity statement that is meant to inform all decisions and projects implemented by SANDAG. This statement says:

We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. In 2021, SANDAG will develop an equity action plan that will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.

A statement is only as good as the actions to which it informs. The time is now to implement mobility solutions for historically underserved communities. Toward this end, staff has worked with a representative group of the SANDAG 2021 Regional Plan Social Equity Working Group along with other stakeholders and staff from the transit operators to implement several early action pilot projects. These include public transit and bike projects, policies, and programs that will benefit the most marginalized members of our region.

These pilot projects will function as building blocks toward achieving the aim of the Board of Directors as described in the Commitment to Equity and will serve as a proof of concept for projects identified in the draft 2021 Regional Plan. The draft 2021 Regional Plan, should it be adopted, includes funding for transit operating funds and fare subsidies.

To provide funding for these pilot projects, the Transportation Committee recommends that the Board of Directors approve a budget amendment to consider the following projects for inclusion in the 2021 Early Action Transit Pilot: free youth fares for all riders age 18 and under, public education and program research, and transit improvements for underserved areas.

Action: **Approve**

The Transportation Committee recommends that the Board of Directors approve an amendment to the FY 2022 Program Budget to:

- 1) create new Overall Work Program Project No. 3505000 for the Early Action Transit Pilot project; and
- 2) program \$2.13 million of Congestion Mitigation and Air Quality Improvement funds to fund the project.

Fiscal Impact:

An FY 2022 budget amendment to program \$2,130,000 of CMAQ funds to OWP 3505000. The balance of the project, \$5,870,000, will be funded in the FY 2023 and FY 2024 Budgets

Schedule/Scope Impact:

The Free Youth Fares would start in the spring of 2022, the education, outreach, and research would begin just before the free youth fares start, and the transit improvements would start in the fall of 2022. The pilot would end in the summer of 2023, with a research report presented shortly thereafter.

Key Considerations

The SANDAG 2021 Regional Plan Social Equity Working Group (Working Group), chaired by City of San Diego Councilmember Vivian Moreno, is charged with providing input on the 2021 Regional Plan from an equity perspective. The Working Group has weighed in on early actions in the plan that show a true commitment to equity.

In response to recommendations from stakeholders and the Working Group, the Working Group asked SANDAG staff to work with members and friends of the Working Group to discuss possible projects to bring back for consideration. This small working group has met over the course of the past two months and devised the following proposals for the transit pilot:

- A free transit fare for all Youth 18 and under
 - All youth 18 and under would receive a free fare on their PRONTO account
 - Estimated \$6 million to reimburse Metropolitan Transit System (MTS) and North County Transit District (NCTD) (\$2 million in FY 2022, \$4 million in FY 2023)
- Transit improvements on a network of high-demand routes in traditionally underserved areas of the region
 - Add transit service on weekdays and weekends on routes with infrequent service, or late-night service that ends too early
 - Estimated \$1.75 million to reimburse MTS
- Education and outreach to youth and to residents in traditionally underserved areas of the region
 - Work with our Community Based Organizations (CBOs) to help get PRONTO accounts for youth, and to educate residents on the existing and added services in their areas
 - Estimated \$200,000 for CBOs
- Conduct a Research Study
 - Evaluate the benefits of the pilot using both qualitative and quantitative measures
 - Estimated \$50,000 for a consultant

The Working Group, at its September 23, 2021, meeting, voted unanimously to recommend that the Transportation Committee and Board of Directors approve a budget amendment to consider the following projects for inclusion in the Early Action Transit Pilot: Free Youth Fares for 18 and Under, Education and Research, and Transit Improvements in Underserved Areas. The Transportation Committee, at its October 1, 2021, meeting, also voted unanimously to recommend that the Board of Directors approve the budget amendment.

Next Steps

Staff would work with MTS, NCTD, and stakeholders to finalize the details of the fare costs and transit improvement projects. Pending MTS and NCTD Board approvals, the Free Youth Fares would start in the spring of 2022; the education, outreach, and research would begin before the free fares start; and the transit improvements would start in the fall of 2022. The pilot would end in the late summer of 2023, with a research report presented shortly thereafter.

Coleen Clementson, Director of Regional Planning

Key Staff Contacts: Brian Lane, (619) 699-7331, brian.lane@sandag.org

Attachment: 1. Proposed FY 2022 Program Budget Amendment for Overall Work Program Project No. 3505000, Early Action Transit Pilot

WORK ELEMENT: 3505000 NEW - Early Action Transit Pilot
FY 2022 BUDGET: \$0 \$2,130,000
AREA OF EMPHASIS: Sustainable Mobility Programs and Services

Amendment Title: Early Action Transit Pilot (FY 2022 Budget Amendment)

Funds Source				
	Prior	FY 2022	FY 2023 - 2024	Total
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$0	\$0 \$2,130,000	\$0 \$5,870,000	\$0 \$8,000,000
TOTAL	\$0	\$0 \$2,130,000	\$0 \$5,870,000	\$0 \$8,000,000

Funds Application				
	Prior	FY 2022	FY 2023 - 2024	Total
Other Direct Costs	\$0	\$0 \$100,000	\$0 \$100,000	\$0 \$200,000
Contracted Services	\$0	\$0 \$30,000	\$0 \$20,000	\$0 \$50,000
Pass Through to Other Agencies	\$0	\$0 \$2,000,000	\$0 \$5,750,000	\$0 \$7,750,000
Employee Benefits		\$0		\$0
TOTAL	\$0	\$0 \$2,130,000	\$0 \$5,870,000	\$0 \$8,000,000

OBJECTIVE

Select Transit Leap projects from the draft San Diego Forward: The 2021 Regional Plan (2021 Regional Plan) will be brought forward as pilot projects. Transit Leap improvements make public transit a compelling option to driving; fast, convenient, and safe. The draft 2021 Regional Plan identifies social equity as one of the primary challenges that must be addressed in this region. Stakeholders advocating for equity have asked for immediate investment in public transit projects, policies, or programs that will benefit the most marginalized members of our region. Emphasis in FY 22 will be in implementing free transit for Youth 18 and under, work with stakeholders to educate and inform residents in underserved areas on the benefits of transit, begin a research study that demonstrates the benefits of the Pilot, and plan for service increases to begin in the fall of 2022.

PREVIOUS ACCOMPLISHMENTS

This project builds from the draft 2021 Regional Plan and efforts by SANDAG's Social Equity Working Group to promote transit projects that benefit residents in traditionally underserved areas.

Project Manager: Lane, Brian

Committee(s): Transportation Committee

Working Group(s): Regional Plan Social Equity Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY2022

Task No.	% of Effort	Task Description / Product / Schedule
1	40	Task Description: Work with MTS and NCTD to implement free transit for Youth 18 and under. Product: Free fares on PRONTO for Youth Completion Date: 6/30/2022
2	40	Task Description: Work with stakeholders and MTS on planning for transit improvements in underserved areas Product: Proposed improvements with schedule adjustments Completion Date: 6/30/2022
3	10	Task Description: Work with Community Based Organizations to educate and provide outreach to residents of underserved areas. Product: Education and Outreach Materials Completion Date: 6/30/2022
4	10	Task Description: Conduct a research study to evaluate the benefits of the Early Action Transit Pilot Product: Study Plans Completion Date: 6/30/2022

FUTURE ACTIVITIES

Complete the pilot through FY 2023 and part of FY 2024.

Note: Program CMAQ funds to this OWP. Funds would be used to reimburse MTS and NCTD for lost revenues from free youth fares and for transit improvements, as well as for a research study, and to provide funds to CBO stakeholders to conduct outreach and education. SANDAG staff hours would be billed through OWP 3320100, Transit Planning.