What Does Success Look Like?

Reduce congestion, improve visitor and passenger experience, and create a World Class City

- **SDIA**: Execute Terminal 1 Modernization Project
- **Port of San Diego**: Implement Port Master Plan Update
- **City of San Diego**: Provide transit connection to SDIA consistent with Downtown Mobility Plan
- **SANDAG**: Create new regional transit connections to the airport
- **MTS, Caltrans, and NCTD**: Re-envision and support existing transit and roadway network
- **Department of Defense**: New NAVWAR cyber campus
All airport connection concepts designed to connect San Diego and increase access to transit across the region.

- 51% of airport traffic comes from the South
- Minimize travel time to and from the airport
- Reduce congestion related to airport access
- Reduce greenhouse gas emissions and vehicle miles traveled
- To be feasible, constructible, and cost effective
- Improve transit user experience and convenience
All Concepts Include Roadway Improvements

- Convert Laurel Street to an airport-priority roadway
- Repurpose Harbor Drive from six lanes to four lanes with dedicated transit lanes and bikeway lanes
- Widen Laurel Street between Pacific Highway and I-5
- Construct new I-5 ramp connections to Laurel Street
- Remove I-5 freeway ramp connections to Grape and Hawthorn streets

Concept 1

- Central Mobility Hub at NAVWAR
- High frequency automated people mover service
- Multimodal regional transportation connections
- Non-stop, one-mile high-speed tunnel connection to airport
Concept 2

- Central Mobility Hub at NAVWAR
- High frequency automated people mover service
- Multimodal regional transportation connections
- Two stop, 3.6-mile high-speed at-grade connection to airport

Concept 3

- Central Mobility Hub at Intermodal Transportation Center
- High frequency automated people mover service
- Limited multimodal regional transportation connections
- Two stop, 2.6-mile high-speed at-grade connection to airport
Concept 4a

- Trolley Extension at Laurel Street
- Lower frequency light rail service
- No Central Mobility Hub
- Multimodal regional transportation connections
- Two or more stops, 1.1 mile, speed, aerial and at-grade

Concept 4b

- Trolley Extension to Grape Street – Hawthorn Street
- Lower frequency light rail service
- No Central Mobility Hub
- Multimodal regional transportation connections
- Two or more stops, 1.1 mile trench/tunnel and at-grade connection to airport
Evaluation Criteria

Passenger Convenience and Ridership
Reduce Congestion Related to Airport Access
Reduce GHG Emissions and VMT

Feasibility
Cost
Economic Benefit

Evaluation Criteria Table:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Concept 1: I-15/210 Tunnel APM</th>
<th>Concept 2: NAVAR Surface APM</th>
<th>Concept 3: I-15 Surface APM</th>
<th>Concept 4: Tributary</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Improved Travel Time (I-15/210 Surface Access)</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>2. Improved Travel Time (I-15/210 Surface Access)</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>3. Reduced Congestion (I-15/210 Surface Access)</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>4. Feasibility &amp; Implementation</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>5. Cost</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>6. Economic Benefits</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>7. User Experience &amp; Convenience</td>
<td>High</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
</tbody>
</table>

Symbol represent the potential to fulfill evaluation criteria, using the following scale:

- Low Benefit
- Moderate Benefit
- High Benefit

SANDAG 11

6
Key Findings: Central Mobility Hub

- Improve transit connectivity, connecting all modes with access to San Diego International Airport
- Provide efficient freeway access and a quick and comfortable ride via automated people mover directly to the airport terminals
- Room for convenient pick-up/drop-off facilities
- Can divert traffic away from key airport access roadways
The Time is Now

- San Diego International Airport EIR Released
- SANDAG, Navy, and City of San Diego sign MOU to reimagine the 72-acre NAVWAR site with a Central Mobility Hub

Next Steps

- SANDAG Board of Directors considers the Airport Subcommittees recommendation to move the four concepts forward for further study
- Begin community outreach on the various concepts
- Conduct additional analysis, modeling and preliminary studies, and environmental work
- Upon completion of additional analysis, a locally preferred alternative will be developed to be carried forward into the environmental review process, pursuant to both the California Environmental Quality Act and the National Environmental Policy Act
Overview of the Financial Markets, Quarterly Finance Report and Annual Interest Rate Swap Evaluation as of June 30, 2019

Board of Directors Item 18
September 27, 2019

Key updates since the Prior Quarter

**Commission:**
- Senior Lien - AAA ratings Affirmed
- Subordinate Lien – AA ratings Affirmed
- Junior Lien – Upgraded A to A+

**SR 125:**
- SR 125 Toll Road – Upgraded A- to A
Key updates since the Prior Quarter

**SANDAG:**
Successfully closed on $335M GANS
- Orders placed 51 investors for $3.1B
- Lowered stated yield to 1.91%
- Expected yield is 1.57%
- Financing for Mid-Coast is complete

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Board Policy Updates

**Board Policy No. 32:**
Interest Rate Swap Policy
- No changes in risks associated with the swaps from prior year

**Board Policy No. 03:**
Investment Policy
- Certify that the investment portfolio is in compliance with the policy
Local Economy and Sales
Tax Revenues Update

San Diego: Total Employment 2000-2019

- Peak (Dec-07)
- Trough (Jan-10)
- Recovery (Jun-14)

115+ Months
78 Months
San Diego’s economy shows mixed signals

**Employment**
Non-farm payroll – YOY Percent Change

**TransNet revenues**
YOY Percent change, quarterly average

**Real Wages**
Real hourly earning, $, past 12 months average

**Median House Prices**

Source: BLS

Source: SANDAG

Source: California Association of Realtors

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**TransNet Revenue Forecast**
In Year of Collection Dollars (Nominal $)

- Actual revenue collected
- Preliminary SR 10
- Current forecast

$29.3 Billion

$17.9 Billion
**TransNet Revenue Forecast**

*Annual Revenue in 2002 Dollars (Real $)*

- **$14 Billion**
- **$9 Billion**

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**Sales tax revenues in FY2019 – reporting issues**

- **Revenue collected**
  - $301.5 M
  - $305.5 M
  - $294.5 M
  - $312.3 M
Sales tax revenue in 2018 Q2 to 2019 Q1

<table>
<thead>
<tr>
<th>Category</th>
<th>Revenue (in million $)</th>
<th>Change (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Retail</td>
<td>$85M</td>
<td>+1%</td>
</tr>
<tr>
<td>Transportation</td>
<td>$63M</td>
<td>+3%</td>
</tr>
<tr>
<td>Business To Business</td>
<td>$61M</td>
<td>+5%</td>
</tr>
<tr>
<td>Restaurants</td>
<td>$44M</td>
<td>+3%</td>
</tr>
<tr>
<td>Construction</td>
<td>$28M</td>
<td>0%</td>
</tr>
<tr>
<td>Other food</td>
<td>$17M</td>
<td>+2%</td>
</tr>
</tbody>
</table>

TransNet revenues in previous recessions

TransNet in year of collection dollars

GDP: -1.4%  GDP: -0.3%  GDP: -5.1%

- 1991 recession: 4 years to recover
- 2001 recession: 6 1/2 years to recover
- Great recession: 6 1/2 years to recover
TransNet revenues in previous recessions

TransNet revenues in constant dollars (2018 $)

<table>
<thead>
<tr>
<th>Fiscal years</th>
<th>GDP</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990-1991</td>
<td>-1.4%</td>
</tr>
<tr>
<td>1992-1993</td>
<td>-0.3%</td>
</tr>
<tr>
<td>1994-2000</td>
<td>-5.1%</td>
</tr>
</tbody>
</table>

- 1991 recession: 7 years to recover
- 2001 recession: 2 years to recover
- Great recession: 14+ years to recover

Current TransNet forecast, year of collection dollars

<table>
<thead>
<tr>
<th>Fiscal years</th>
</tr>
</thead>
<tbody>
<tr>
<td>1980-2030</td>
</tr>
</tbody>
</table>

- Forecast shows increasing trend from 1980 to 2030.
TransNet forecast, a closer look

Historical data                          Forecast

In million $

Fiscal years


Forecast +/-5%

TransNet forecast, a closer look

Historical data                          Forecast

In million $

Fiscal years

Recession scenario

In million $

Fiscal years

Recession scenario

Historical data  Forecast  1991 like recession

Forecast +/-5%