Coast, Canyons, and Trails

Comprehensive Multimodal Corridor Plan (CMCP)
Transportation Committee – Item 4
November 13, 2020

CMCPs Phase I
Caltrans
State Highway Operations and Protection Program (SHOPP) project

- Auxiliary lane eastbound I-15 to Santo Road
- Median barrier replacement
- Additional compaction grouting for dips
- Ramp metering
- Intelligent Transportation Systems (ITS) elements

Operational Project

- Relocate existing bike path to south side of freeway
- Reclaim the existing pavement as a truck climbing/auxiliary lane
- Potentially restripe the San Diego River Bridge
Current and Recent Construction

- Rehabilitation Projects
- Emergency Project – SR 52 “Dips”

CMCP Implementation Plan

Federal Guidelines
State Goals
Regional Plan/5 Big Moves
Local/County Plans

Coast, Canyons, and Trails

Highway Improvements
Technology Improvements
Multimodal Improvements
Local Road Improvements
CMCP Stakeholders

Leveraging Partner Studies

- County/City Studies
  - General Plan Updates
  - Sustainable/Mobility/TDM Plans
  - Arterial and Congestion Studies
  - Safe Routes to School Plans
  - Bike Master Plans

- MTS Studies
  - Preliminary Elevate SD 2020 studies

Outreach/Partnerships

- Parks
- Environmental groups
- Community groups
CMCP Development Approach

1. Identify Existing Corridor
2. Analyze Deficiencies and Opportunities
3. Apply 5 Big Moves to Strategize Solutions
4. Develop Final CMCP

CMCP Boundary Area vs Areas of Influence

- CMCP Boundary Area
- Areas of Influence
Twenty Years of Corridor Growth 2000 - 2020

Population: 16%
Housing Units: 11%
Jobs: 22%

Sources:
2000 Population/Housing Units: 2000 Census
2000 Jobs: SANDAG Series 10 Forecast base year
2019 Population/Housing Units: 2019 SANDAG Estimates

Existing Housing Density

[Map showing existing housing density with a legend indicating various density levels.]
Communities of Concern

Key Destinations
Existing Transportation Network: Transit

Source: Caltrans, Performance Measurement System (PeMS) – 2019

Bottleneck locations along the Corridor
Existing Commuters in the Corridor

Westbound 52 exits West of SR 125

39% Exit at La Jolla Pkwy
61%
56%
27%
41%
Key Challenges/Deficiencies

- Lack of competitive options on the Corridor
- Gaps in Active Transportation facilities
- Challenging terrain
- Limited parallel routes

Example Opportunities
Roadmap to Developing Final CMCP

AUG 20 – JUL 21
Identify Strategies and Systems Integrations

NOV 20 – JUL 21
Engage Stakeholders /Public Input

MAR 21 – JUL 21
Perform Analysis, and Costs & Phasing Plan

SUMMER 21
Draft CMCP for Public Review

FALL 21
Final CMCP

Connect with us
SANDAG and Caltrans are committed to keeping communities informed

Project Manager:
Brooke Emery
Brooke.Emery@dot.ca.gov
(619) 688-6670
Capital Programs - Short-Term Funding Needs and Considerations

Transportation Committee Item 5
November 13, 2020

Update

• Data collection (taxable retail sales) during COVID-19 shows significant volatility
• Length and severity of economic disruption is unknown
• Federal/State stimulus add uncertainty to forecasts
• State of California revenue payments are unpredictable
  • Deferred payments
  • accounting issues

Data only available thru Q1, which only includes 2 weeks of COVID-effect
Recommendation: Wait for Q2 data (Nov 12), prepare forecast Q1 2021
Challenges with CDTFA

Software transition effects sales tax data
The California Department of Taxes and Fees Administration (CDTFA) transitions to new reporting software – Centralized Revenue Opportunity System (CROS) creating many issues with the data and caused reporting shortfalls or anomalies.

Slow start to 2019
Local sales and use tax receipts from January through March sales were 1.0% higher than the first quarter of 2018 after factoring out accounting anomalies and back payments from previous state reporting shortfalls. This was the lowest percentage increase since first quarter 2010.

Software issues yet to be resolved
MuniServices adjustments for delayed payments and other reporting deficiencies indicate that statewide receipts from the local one cent tax rose 5.2% over the first three quarters of 2018 versus the comparison period.

Online filing issues
The local 1% share of California’s sales and use tax from April through June sales was 20.4% higher than the same quarter of 2018. However, the actual gain came to 2.9% after factoring for online filing issues and accounting anomalies.

Marketplace Facilitator Act
Effective October 1, 2019, companies such as Amazon, eBay, and Google who provide sales tax related services to other retailers are required to assume the obligation for collecting and remitting their client’s sales and use tax. This was implementation of the Wayfair v. South Dakota ruling that requires out-of-state retailers to collect and remit sales tax on merchandise sold to California customers.

COVID-19 Pandemic
Taxpayer relief programs accounted for much of the decline with receipts down roughly 3.1% after factoring for payment deferrals and other accounting anomalies. Severe drops in auto sales, general consumer goods, service stations, and restaurants were largely offset by new revenue from implementation of the Wayfair v. South Dakota decision that now requires out-of-state retailers to collect and remit Californian’s sales and use tax.

CDTFA Actual Sales Tax Revenues vs. Adjustments
CDTFA Actual Sales Tax Revenues vs. Adjustments

Monthly TransNet Receipts
Estimated COVID-19 Impact on the San Diego Regional Economy

- Jobs Lost
  - 450,000 (May 2020)
  - 176,000 (Sept. 2020)

- Lost Wages
  - $4.5-5.5 billion (March to Sept. 2020)

- San Diego GRP
  - $10-15 billion, -3.8% to -5.7% (calendar year 2020)

- Taxable Sales
  - $5-7 billion, -8% to -11% (calendar year 2020)
Estimated Job Loss in the San Diego Region by Employment Sector
August 2019 to August 2020

-77,700
-36,100
-27,500
-11,500
-9,300
-8,800
-4,700
-1,600
-800
1,800

80% of new unemployed workers
141,000 unemployed

20% of new unemployed workers
35,000 unemployed


Activity Levels at Businesses in the San Diego Region

stay home order
reopening begins
reopening rolled back

Sources: SafeGraph COVID-19 Response Dataset - Weekly Patterns
**TransNet Collection compared to Economic Activity data**

*(year over year change)*

![Graph showing TransNet Collection compared to Economic Activity data](https://cdtfa.ca.gov/DataPortal/charts.htm?url=TaxSalesByCounty)

---

**Economic Outlook**

![Graph showing Economic Outlook](https://cdtfa.ca.gov/DataPortal/charts.htm?url=TaxSalesByCounty)
Transnet Sales Tax Forecast Scenarios

Short-Term Funding Picture

- Updated Costs and Revenues

- Identified Cashflow Needs FY 2021 – FY 2025
  - $170 million to $220 million
Major Corridor Debt Portfolio – $2.3 Billion

- 2008
- 2010
- 2012
- 2014
- 2016
- 2019 Refunding Only

2018 Short-Term Notes (TIFIA) 2019 Grant Anticipation Notes (FFGA)

Short-Term Funding Picture

- Revenue uncertainty
- Favorable economic conditions
Options

- Refinance existing bonds to lower borrowing costs and create capacity to issue additional bonds
- Release Series 2008 debt service reserve funds
- Execute interfund loans
- Increase commercial paper program

Refinancing and New Issuance

- Lower borrowing costs

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Estimated Savings*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017 federal TIFIA loan – Mid-Coast</td>
<td>$156.2 million (2026-2046)</td>
</tr>
<tr>
<td>Series 2014A bonds</td>
<td>$24.7 million ($14 million 2021 to 2025)</td>
</tr>
<tr>
<td>Series 2018A short-term notes</td>
<td>$10.5 million (2026-2046)</td>
</tr>
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</table>

*will vary based on rates at time of transactions

- New bond issuance

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Estimated Proceeds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Series 2021A bonds</td>
<td>$113 million</td>
</tr>
</tbody>
</table>
Release Debt Service Reserve Funds

- Series 2008 bonds issued with $17 million debt service reserve fund to support high credit rating
- Evolution of rating agency criteria – no debt service reserve on sales-tax revenue bonds in the portfolio since 2008
- No added benefit to maintaining
  - SANDAG funds debt service payments monthly in advance

Interfund Loans

- Ordinance provision
- Internalizes risks
- Minimizes borrowing costs
- Generally requires interest payments
- Example – Major Corridors Program to Environmental Mitigation Program (EMP)
Increase Commercial Paper Program

• Currently $100 million
• Could increase to $200 million
• Used by local agencies and SANDAG
• Short-term borrowing instrument (on second lien)
• Manage uncertainty

Remaining Needs

• New issuance plus release of debt service reserve fund = approximately $130 million
• $40 million to $90 million gap
• Revised sales tax forecast in early 2021
• Any actions approved by the Board would be included in the FY 2022 budget
Considerations

- Debt capacity
- Credit rating

Schedule

- **November 2020**
  - Committee and Board Presentations*

- **December 2020**
  - Financing Documents

- **Early 2021**
  - 2018 Short-Term Notes Refinance and Release of Debt Service Reserve Fund

- **May 2021**
  - FY 2022 Budget Adoption

* Including TIFIA refinancing documents
2020 Loan Replacement Team

• San Diego County Regional Transportation Commission
  ▪ Hasan Ikhrata, Executive Director
  ▪ Andre Douzdjian, Chief Financial Officer
  ▪ John Kirk, General Counsel
  ▪ Ray Major, Chief Economist
  ▪ Jose Nuncio, TransNet Department Director
  ▪ Dawn Vettese – Capital Program Funding Manager

• Financial Advisors, Public Financial Management
  ▪ Peter Shellenberger, Managing Director

• Outside Counsel, Norton Rose Fulbright US LLP
  ▪ Victor Hsu, Partner
2020 TIFIA Replacement Presentation

1. Why are we replacing the loan
2. Description of the main components of the loan
3. Review of various loan documents

Market Update

30-yr Treasury Rate (Taxable Rate) compared to 30-yr MMD Rate (Tax-Exempt Rate)
Loan Terms

- Single draw of funds
- 5-year deferred repayment
- Increasing debt service
- Issuance of short-term notes
- Debt service coverage
- Credit ratings
- Additional bonds test

Costs

- Cost of refinancing are estimated at $400,000 and include
  - Bond Counsel
  - Advisory Services
  - Build America Bureau Legal Advisors
Debt Portfolio

Commission’s debt portfolio contains a prudent mix of fixed-rate and synthetic fixed-rate debt and a level debt service structure for our senior lien bonds.

Summary of Outstanding Debt

<table>
<thead>
<tr>
<th>Series</th>
<th>Tax Status</th>
<th>Coupon Type</th>
<th>Original Issue Size</th>
<th>Outstanding Par</th>
<th>Call Option</th>
<th>Final Maturity</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008A</td>
<td>Tax-Exempt</td>
<td>Variable Rate</td>
<td>$150,000,000</td>
<td>$100,575,000</td>
<td>Current</td>
<td>4/1/2038</td>
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<tr>
<td>2008B</td>
<td>Tax-Exempt</td>
<td>Variable Rate</td>
<td>$150,000,000</td>
<td>$100,575,000</td>
<td>Current</td>
<td>4/1/2038</td>
</tr>
<tr>
<td>2008C</td>
<td>Tax-Exempt</td>
<td>Variable Rate</td>
<td>$150,000,000</td>
<td>$100,575,000</td>
<td>Current</td>
<td>4/1/2038</td>
</tr>
<tr>
<td>2008D</td>
<td>Tax-Exempt</td>
<td>Variable Rate</td>
<td>$150,000,000</td>
<td>$100,575,000</td>
<td>Current</td>
<td>4/1/2038</td>
</tr>
<tr>
<td>2010A</td>
<td>Taxable</td>
<td>Fixed Rate</td>
<td>$338,960,000</td>
<td>$338,960,000</td>
<td>Make-Whole</td>
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<td>2012A</td>
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<td>Fixed Rate</td>
<td>$420,585,000</td>
<td>$40,935,000</td>
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<td>4/1/2048</td>
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<td>2014A</td>
<td>Tax-Exempt</td>
<td>Fixed Rate</td>
<td>$350,000,000</td>
<td>$170,430,000</td>
<td>4/1/2024</td>
<td>4/1/2048</td>
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<td>2016A</td>
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<td>Fixed Rate</td>
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<td>$307,880,000</td>
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<td>2019A</td>
<td>Taxable</td>
<td>Fixed Rate</td>
<td>$442,620,000</td>
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<td>4/1/2030</td>
<td>4/1/2048</td>
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<tr>
<td>2020A</td>
<td>Taxable</td>
<td>Fixed Rate</td>
<td>$74,820,000</td>
<td>$74,820,000</td>
<td>4/1/2030</td>
<td>4/1/2048</td>
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<tr>
<td>2018A Notes</td>
<td>Tax-Exempt</td>
<td>Fixed Rate</td>
<td>$537,484,439</td>
<td>$537,484,439</td>
<td>Non-Callable</td>
<td>4/1/2021</td>
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</table>

Total: $2,315,415,000

Summary of TIFIA Loan Commitment

<table>
<thead>
<tr>
<th>Series</th>
<th>Tax Status</th>
<th>Coupon Type</th>
<th>Original Issue Size</th>
<th>Outstanding Par</th>
<th>Call Option</th>
<th>Final Maturity</th>
</tr>
</thead>
<tbody>
<tr>
<td>TIFIA</td>
<td>Taxable</td>
<td>Fixed Rate</td>
<td>$537,484,439</td>
<td>$0</td>
<td>Anytime</td>
<td>10/1/2045</td>
</tr>
</tbody>
</table>

Total with Loan Commitment: $2,315,419,439

Credit Rating Agency Reviews

• Current high credit ratings on SANDAG debt program
• Current ratings – senior lien:
  ▪ Standard & Poor’s: AAA
  ▪ Fitch: AAA
• Current ratings – junior subordinate lien (TIFIA):
  ▪ Standard & Poor’s: A+
  ▪ Fitch: A
Resolution RTC-2021-02
(Attachment 1)

- The Resolution approves the replacement TIFIA financing method and authorizes the Executive Director to execute the following documents on behalf of SANDAG acting as the RTC:
  - TIFIA Loan Agreement and TIFIA Bond
  - Direct Agreements
  - Tenth Supplemental Indenture

TIFIA Loan Agreement
(Attachment 2)

- The replacement TIFIA Loan Agreement is an update of the original agreement
- Updates interest rate
- No other significant changes to terms
- Updates old information
SANDAG Direct Agreement
(Attachment 3)

- Required since SANDAG is the administering agency to construct the project and is the grant recipient for the Mid-Coast New Starts grant from the Federal Transit Administration
- Updates reference to the TIFIA Loan Agreement and signatories

MTS Direct Agreement
(Attachment 4)

- Required since MTS is the administering agency to procure the vehicles, traction power substations, and new fare collection system
- Also required since MTS is the operator
- Updates reference to the TIFIA Loan Agreement and signatories
Tenth Supplemental Indenture
(Attachment 5)

- Needed to reference new TIFIA loan and bond
- Seventh Supplemental Indenture remains in effect for all other provisions

Resolution RTC-2021-03
(Attachment 6)

- The Resolution authorizes the Executive Director to execute the SANDAG direct agreement on behalf of SANDAG
Financial Advisor Memo
(Attachment 7)

- Market update
- TIFIA loan structure
- Financial considerations

Next Steps

- Early December – loan approval
- Late December/Early January – loan execution
Recommendation

The Transportation Committee is asked to recommend that the Board of Directors, acting as the Regional Transportation Commission (RTC), approve a Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Agreement and associated Direct Agreements to secure a replacement loan for the Mid-Coast Corridor Transit Project and the Tenth Supplemental Indenture, providing for the issuance of a Junior Subordinate Sales Tax Revenue Bond evidencing the RTC obligations under the TIFIA Loan Agreement. Additionally, the Transportation Committee is asked to recommend that the Board, also acting as the RTC:

Recommendation (continued)

1. approve the replacement TIFIA financing method for the Mid-Coast Corridor Transit Project;
2. adopt RTC Resolution No. RTC-2021-02, authorizing the Executive Director to execute the TIFIA Loan Agreement and Direct Agreements, and the Tenth Supplemental Indenture; and
3. adopt RTC Resolution No. RTC-2021-03, authorizing the Executive Director to execute the SANDAG Direct Agreement.
Substantially Complete
San Elijo Lagoon Restoration

Completed Coastal Rail Trail

Completed San Elijo Lagoon Double Track and Chesterfield Drive Improvements

Ready for Construction I-5 Carpool/HOV Lanes

In Construction I-5 Carpool/HOV Lanes & San Elijo Lagoon Highway Bridge
Open to Traffic December 2021
BUILD NCC PROJECT COMPLETION STATUS

<table>
<thead>
<tr>
<th>SEGMENT</th>
<th>COMPLETE</th>
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</thead>
<tbody>
<tr>
<td>San Elijo Lagoon Double Track &amp; Chesterfield Crossing Improvements</td>
<td>✔️</td>
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<tr>
<td>Coastal Rail Trail</td>
<td>✔️</td>
</tr>
<tr>
<td>San Elijo Lagoon Restoration</td>
<td>✔️</td>
</tr>
<tr>
<td>San Elijo Highway Bridge &amp; Community Enhancements</td>
<td>77%</td>
</tr>
<tr>
<td>Manchester - Palomar Airport Carpool/HOV Lanes</td>
<td>45%</td>
</tr>
<tr>
<td>Palomar Airport - SR 78 Carpool/HOV Lanes</td>
<td>TBD</td>
</tr>
</tbody>
</table>

TRAFFIC VOLUMES TRENDING UPWARD

% Change ADT 2019 vs 2020

Mar Apr May Jun Jul Aug Sept Oct

-70% -60% -50% -40% -30% -20% -10% 0% 10% 20% 30%
CORRIDOR SUCCESSES & OUTSTANDING RISKS

• Successes
  o Lagoon restoration substantially complete
  o Encinitas community enhancements / active transportation improvements complete
  o Median widening and foundation work substantially complete

• Risks
  o Impacts of foundation delays
  o Segment 4 funding

SAN ELIJO LAGOON CENTRAL BASIN TRAIL GAP CLOSED

SAN ELIJO LAGOON PEDESTRIAN BRIDGES COMPLETE
COMPLETION OF PLANTING IN THE SAN ELIJO LAGOON

NEW PLANTS IN THE LAGOON CENTRAL BASIN

ENCINITAS COMMUNITY ENHANCEMENTS COMPLETED

SANTA FE DRIVE—BEFORE (2012)
ENCINITAS COMMUNITY ENHANCEMENTS COMPLETED

SANTA FE DRIVE – AFTER (2020)

COMMUNITY ART COLLABORATION

COMMUNITY ART INSTALLATION AT SANTA FE DRIVE
OPERATIONS SHIFTED TO OUTSIDE OF INTERSTATE 5

WORK NEAR LEUCADIA BOULEVARD ALONG NORTHBOUND I-5

WEEKEND RAMP CLOSURES CONTINUE ALONG INTERSTATE 5

CREWS WORK THROUGH WEEKEND TO REALIGN RAMPS
SAN ELIJO HIGHWAY INTERIOR BRIDGE PILES NEAR COMPLETION

FALSEWORK INSTALLATION BEGINS AT SAN ELIJO LAGOON BRIDGE
BUILD NCC CONTRACT STATUS

<table>
<thead>
<tr>
<th>SEGMENT</th>
<th>CONSTRUCTION CAPITAL &amp; SUPPORT</th>
<th>% COMPLETE</th>
<th>ORIGINAL END DATE</th>
<th>CURRENT END DATE</th>
<th>OPEN TO PUBLIC DATE</th>
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<tbody>
<tr>
<td>San Elijo Lagoon Double Track &amp; Chesterfield</td>
<td>$70 M</td>
<td>✔</td>
<td>February-19</td>
<td>-</td>
<td>May-19</td>
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<tr>
<td>Coastal Rail Trail</td>
<td>$6.8 M</td>
<td>✔</td>
<td>February-19</td>
<td>-</td>
<td>May-19</td>
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<tr>
<td>San Elijo Lagoon Restoration</td>
<td>$117 M</td>
<td>✔</td>
<td>February-21</td>
<td>-</td>
<td>October-20</td>
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<tr>
<td>San Elijo Highway Bridge &amp; Community Enhancements</td>
<td>$257 M</td>
<td>77%</td>
<td>October-20</td>
<td>January-22</td>
<td>December-21</td>
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<tr>
<td>Manchester - Palomar Airport Carpool/HOV Lanes</td>
<td>$305 M</td>
<td>45%</td>
<td>August-21</td>
<td>December-21</td>
<td>December-21</td>
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<tr>
<td>Palomar Airport - SR 78 Carpool/HOV Lanes</td>
<td>$113 M</td>
<td>0%</td>
<td>Late 2021</td>
<td>TBD</td>
<td>TBD</td>
</tr>
</tbody>
</table>

UPDATE ON FINAL STRETCH OF I-5 CARPOOL/HOV LANES

- Project Shovel-Ready
- Requires 2 years acceleration of STIP funding
- Ongoing discussions with CTC
Port of San Diego
Port Master Plan Update

Friday, November 13, 2020
SANDAG Transportation Committee | Item 8

Port of San Diego
Granted Lands

34 miles of waterfront

2,404 acres of Port Tidelands

3,677 acres of Submerged Tidelands prior to January 1, 2020

Approximately 8,300 acres of new Submerged Tidelands (subject to survey) as of January 1, 2020
Legislative Framework

**Port Act**
- San Diego Unified Port District Act (1962)

**Public Trust**
- Common Law Doctrine of the Public Trust

**Coastal Act**
- California Coastal Act (1976)

The Port Act and Tidelands Trust Doctrine

Details responsibility on behalf of the people of the State of California

Manage San Diego Bay and the Waterfront ‘Tidelands’

Promote commerce, navigation, recreation, environmental stewardship, and fisheries
Port Master Plan

Why do we need a Port Master Plan?
The Port Master Plan protects and promotes coastal uses and coastal access, and allows for and encourages a diverse range of uses around San Diego Bay

<table>
<thead>
<tr>
<th>Marine Terminals</th>
<th>Public Piers</th>
<th>Museums &amp; Attractions</th>
<th>Hotels</th>
<th>Parks</th>
<th>Artworks</th>
<th>Restaurants</th>
<th>Sponsored Events</th>
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<tr>
<td>2</td>
<td>5</td>
<td>9</td>
<td>18</td>
<td>22</td>
<td>70</td>
<td>78</td>
<td>80+</td>
</tr>
</tbody>
</table>
Current Port Master Plan

- Guides development and special events on Port property
- Adopted by the Port’s Board of Port Commissioners in 1972
- Certified by the California Coastal Commission in 1981
- There have been 40 location-specific amendments to this Port Master Plan that have been certified by the California Coastal Commission
- 1 of 4 commercial ports in California that is required to have a Port Master Plan
Port Master Plan Update

Vision Statement and Guiding Principles 2013-2014
Discussion Draft 2016-2019
Revised Draft PMPU 2019-2020
Port Master Plan Update
Revised Draft PMPU

Mobility Element in the Revised Draft PMPU
Goals and Objectives

**M GOAL 1**
An integrated and diverse network that facilitates the movement of people

- **M Objective 1.1** Maintain, enhance, and expand the modes of travel available to people on the water and land
- **M Objective 1.2** Implement a series of interconnecting mobility hubs throughout Tidelands
- **M Objective 1.3** Provide public parking to meet evolving demands

**M GOAL 2**
An integrated and diverse network that facilitates the movement of goods

- **M Objective 2.1** Provide efficient transfer points for goods movement between water and land
- **M Objective 2.2** Provide a sustainable cargo network

**M GOAL 3**
A circulation system that maintains and enables the Strategic Highway Network and other military needs

- **M Objective 3.1** Support and maintain transportation facilities that enable the operation of the Strategic Highway Network
- **M Objective 3.2** Support and maintain access to strategic assets located on Tidelands
Regional Mobility

Water and Land

Building from the Mobility Element:

- Chapter 4 – Baywide Development Standards include development standards, accessibility requirements, and amenities that should be provided for the three types of mobility hubs proposed in the Revised Draft PMPU:
  - Regional Mobility Hub
  - Local Gateway Mobility Hub
  - Connector Mobility Hub

- Chapter 5 – Planning Districts include site-specific standards and planned improvements for the proposed mobility hubs within each subdistrict
Mobility Element Examples

- **M Policy 1.1.1** The District shall coordinate with agencies that have transportation authority and adjacent jurisdiction to develop comprehensive Baywide water-based transit services, including the development of new water-based transfer points and routes to connect key destination points.

- **M Policy 1.3.1** Permittees of waterside development shall provide transient docking with short-term (hourly) free or paid vessel docking, where feasible.

Planning District Examples

- **Shelter Island: PD 1.25** Develop one launch area for hand-launched nonmotorized watercraft, near the intersection of Anchorage Lane and Shelter Island Drive (Entry Segment), as generally depicted in Figure PD1.3.

- **Embarcadero: PD 3.58** Develop up to two short-term public docking slips in association with recreational marina-related facilities, as generally depicted in Figure PD3.3.

- **Working Waterfront: PD4.15** Develop a water-based transfer point at the Cesar Chavez Pedestrian Pier, as generally depicted in Figure PD4.3.

*Planning Districts include a Coastal Access: Mobility map that identifies general locations of water and land mobility connection points*
Bayfront Circulator

Mobility Planned Improvements
- Shelter Island, Harbor Island, and Embarcadero Planning Districts all include planned improvements that support the development of the Baywide Circulator.

Example: Re-allocating Harbor Drive

Graphics are for illustrative purposes only.
Mobility Planned Improvements

Example: Re-allocating Harbor Drive

Recreation Open Space (ROS)  Public Realm

Conceptual Harbor Drive Street Section

Graphics are for illustrative purposes only
Revised Draft PMPU

Next Steps

- Revised Draft PMPU published on October 20, 2020
- 4-week public review period ends November 17, 2020
- PMPU Board Workshop to be scheduled for December 2020 to present feedback received and to obtain direction on the Draft PMPU
Next Steps: Port Master Plan Update Timeline

<table>
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<tr>
<th>Year</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<tbody>
<tr>
<td>PMPU Drafting Process</td>
<td>CEQA Process / CCC Process</td>
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<td>April 4, 2020 Board Workshop: North Embarcadero Subdistrict</td>
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Public Outreach and Stakeholder Engagement

Stay Informed!

- Click “Sign Up” at Port’s PMPU webpage: [www.portofsandiego.org/pmpu](http://www.portofsandiego.org/pmpu)
- Click “CLICK HERE TO SIGN UP FOR EMAIL UPDATES” (half way down page)
- Check “Integrated Planning/Port Master Plan Update” box on form
Provide Feedback

• Comments submitted to:
  - PMPU@portofsandiego.org
  OR
  - 3165 Pacific Highway, San Diego, CA 92101
  OR
  - PMPU webpage
• Express Support