



Unified Port of San Diego



Summary Report FY 2014-2018

Capital Improvement Program (CIP) Workshop/Special Meeting, June 7, 2012

June 28, 2012

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Executive Summary

FY 2014-2018 CIP Workshop/Special Meeting

CIP Workshop/Special Meeting 2 was held on June 7, 2012 at the Port Pavilion (see agenda, Exhibit A).

The Board approved "Option C" of the staff recommendation (Exhibit B), with the following conditions:

- (1) Crosby St Pier project was approved for funding (\$2.55 M additional funding for a total of \$2.8 M) conditional to the Port's being awarded the NOAA (National Oceanic and Atmospheric Administration) berthing. In the event the NOAA project is not awarded to the Port, staff shall re-scope and bring the item back to the Board for separate review of the Tenth Avenue Marine Terminal (TAMT) staff relocation portion of the project.
- (2) Pond 20 - Proposed CIP budget for short term aesthetic improvements (\$250,000) shall be combined with the prior Board authorized funding for the Memorandum of Understanding (MOU)(\$50,000), for a total budget amount of \$300,000. Note that a portion of the \$50,000 MOU was committed prior to the June 7th workshop/special meeting.
- (3) Review of member city projects - Staff shall review projects with member cities with respect to member city prioritization of their project submittals, evaluate data obtained, and bring back to the Board for review/consideration at a future meeting.

Based on the above, follow up review/consideration of the CIP for FY 2014-2018 is planned for a future date (format and date to be determined). Pending any future revisions, project funding is approved as described above.

Timing of expenditures for projects approved June 7, 2012 are planned to start on July 1, 2013, or later as indicated in the CIP Report for the June 7th Workshop/Special Meeting.

Direction to staff

Items for staff follow-up are as follows:

- (1) Work with member cities to obtain input regarding their prioritization of projects.
- (2) Work with stakeholders on Pond 20 grant opportunities.
- (3) Work with National City on review of bike path project and how it relates to SANDAG Bike Project.
- (4) Provide updated cost breakdowns to the Board regarding the Crosby St Pier/NOAA project funding and an update on the NOAA solicitation on June 20, 2012 or when

response to the request for proposal (RFP) is known (Note: Board Memorandum on the cost estimates was issued June 15, 2012).

- (5) Review comfort station design standards and practices for potential implementation as part of the project development process.
- (6) Review CIP project information templates with focus on the cost estimates sections.
- (7) Provide the Board with a review of major maintenance project funding.

Board Policy 120

Potential areas of Board Policy 120 to be revisited/ reviewed were discussed. Related items are as follows:

- (1) CIP project information templates – There had been comments received from the public that the cost estimate information requested from project proponents was overly complex. If project cost estimates are not submitted, however, rejection of project application forms should be an allowable practice. Staff is requested to review CIP project information templates for simplification, particularly the cost estimate sections of the project application forms.
- (2) Off-tidelands projects – Due to complexities of Off-tidelands projects (jurisdictional issues, CEQA impacts, evaluation of pro rata share of impacts, etc), the review process for assessing project application forms may need to be modified to incorporate additional time or evaluations.
- (3) Available funds – Process would be streamlined if the available funding is known as early as possible, ahead of the prioritization and Workshop/Special Meeting.
- (4) Project prioritization from member cities – consider for future workshops, methods for incorporating input from member cities regarding their prioritization of project submittals ahead of the preliminary ranking of projects by staff and the Workshop/Special Meeting.

Facilitator Agenda
 Unified Port of San Diego
 Capital Improvement Program (CIP) Workshop/ Special Meeting No. 2
 Port Pavilion 2nd Floor / 1000 N. Harbor Drive / San Diego CA 92101
 7 June 2012 / 8:30 a.m. – 2:45 p.m. (Or upon conclusion of business)

Item No.	Topic	Responsibility	Materials
1.	Roll Call / Welcome & Introductions	Chairman Smith Timothy Deuel, Clerk	<ul style="list-style-type: none"> ▪ Agenda
2.	Tools, Norms and Roles / Setting Expectations <ul style="list-style-type: none"> ▪ Introduction of Presenters ▪ Workshop and Special Hearing Definition & Outcomes ▪ Guidelines and Process for Discussion, Input and Decision-making ▪ Roles of Chair, Commissioners, Staff, Public and Facilitator ▪ Notebook and Additional Materials ▪ Housekeeping <p style="text-align: center;"><i>Breaks to Be Determined by Participants</i></p>	Steve Alexander, Facilitator	<ul style="list-style-type: none"> ▪ Facilitation Guidelines ▪ Levels of Consensus and Four Beliefs Guiding Consensus ▪ Collaborative Problem-solving Framework ▪ CIP Notebook
3.	Opening Comments	Chairman Smith	
4.	Why We're Here / Overview of CIP Planning Process <ul style="list-style-type: none"> ▪ The Big Picture ▪ Goals for FY 2014 – 2018 CIP Session ▪ Background & CIP throughout the District 	Jeff McEntee, CFO Brian Stup, Chief Engineer	<ul style="list-style-type: none"> ▪ Port COMPASS Strategic Plan ▪ Port Visual re: CIP in the District ▪ CIP Notebook
5.	Review Funds Available for FY 2014 – 2018 CIP	Jeff McEntee, CFO	<ul style="list-style-type: none"> ▪ CIP Notebook ▪ Funding Alternatives
6.	A) Review FY 2014 – 2018 CIP Funding Process <ul style="list-style-type: none"> ▪ 2013 CIP Funded Projects (Workshop 1 Outcomes) ▪ 2014 – 2018 CIP Ranking and Review Process <ul style="list-style-type: none"> ➤ BP 120 and Related Criteria ➤ Additional Ranking Factors ➤ High/Medium/Low and Unranked Categories ▪ Public Outreach ▪ Proposed Changes and Funding Priorities B) Present Recommended FY 2014-2018 CIP Projects <ul style="list-style-type: none"> ▪ High/Medium/Low ▪ Funding Alternatives 	Charlene Dennis, Capital Project Manager II	<ul style="list-style-type: none"> ▪ Staff Recommendations with Rationale, Timing, Pros & Cons, Impacts on Future Funding, etc.

Item No.	Topic	Responsibility	Materials
7.	Public Input on FY 2014 – 2018 CIP	Chairman Smith	
8.	Board Action: Approve Projects for FY 2014 – 2018 CIP and Direction to Staff <ul style="list-style-type: none"> ▪ Outline Discussion Process ▪ High/Medium/Low Assumptions & Changes ▪ Funding Level 	Chairman Smith Board Dialogue	<ul style="list-style-type: none"> ▪ Staff Recommendations with Rationale, Timing, Pros & Cons, Impacts on Future Funding, etc.
	<i>Recess: Lunch / Break (1 Hour)</i>		
9.	Board Action: Approve Projects for FY 2014-2018 CIP and Direction to Staff (Continued from Morning Session)	Chairman Smith Board Dialogue	<ul style="list-style-type: none"> ▪ Staff Recommendations with Rationale, Timing, Pros & Cons, Impacts on Future Funding, etc.
10.	Review of New CIP Planning Process / Key Issues Identified by Ad Hoc and Staff <ul style="list-style-type: none"> ▪ Potential Improvements to BP 120: Policy and Process ▪ Fall Workshop 	Brian Stup, Chief Engineer Charlene Dennis, Capital Project Manager II	<ul style="list-style-type: none"> ▪ BP 120
11.	Conclusions, Observations and Insights / Next Steps and Evaluation of Workshop & Special Meeting	Chairman Smith Wayne Darbeau, President/CEO Steve Alexander, Facilitator	
	<i>Adjourn</i>		

Staff Recommendation

Per Board Policy 120, individual projects submitted for the FY 2014-2018 CIP were assessed and preliminarily ranked. The summary of prioritized projects and preliminary rankings is shown in Appendix E.

Options for funding are presented below for Board review and consideration based upon projected funds available. Projects included in Options B and C are summarized in Exhibit III.

Item	Option A	Option B	Option C
Projected Surplus FY 2013-2018	\$14,200,000	\$14,200,000	\$14,200,000
Self-Insurance Reserve	\$1,900,000	\$1,900,000	\$1,900,000
SDCRAA		\$5,100,000	\$5,100,000
Operating Reserve			
Sub-Total	\$16,100,000	\$21,200,000*	\$21,200,000*
Funds Allocated on April 4, 2012	(\$14,500,000)	(\$14,500,000)	(\$14,500,000)
Funds Allocated to Balance FY 2012/13 Budget	(\$700,000)	(\$700,000)	(\$700,000)
Net Available	\$900,000	\$6,000,000	\$6,000,000
Proposed Funding Amount for June 7, 2012	\$0	\$5,495,000	\$6,170,000
Remaining Funds	\$900,000	\$505,000	(\$170,000)**

* \$21,200,000 + \$9,000,000 = \$30,200,000 estimated total available.

** Funding Option C will require utilization of Operating Reserves of \$170,000.

Option A: No projects are funded at the June 7, 2012 CIP Workshop/Special Meeting. Project funding for all projects would be reviewed/re-considered at a future Board meeting.

Option B: Projects with a preliminary ranking of “High” are funded at the June 7, 2012 CIP Workshop/Special Meeting.

Option C: Projects with a preliminary ranking of “High” and “Medium” are funded at the June 7, 2012 CIP Workshop/Special Meeting.

Exhibit III Project Assessment for the FY 2014-2018 CIP

FY 2014 – 2018 CIP Option B:

Project Name	Funding	Funding Needed				
		FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
CIP Funding						
TAMT Phase II Demo – Transit Shed #1 Bay A,B & C (Design)	\$500,000	\$500,000				
B Street Mooring Dolphin	\$400,000	\$400,000				
Chula Vista BMP – Pre-design/Design	\$1,000,000	\$500,000	\$500,000			
Boat Launch and Self Cleaning Station	\$470,000		\$470,000			
Imperial Beach Pier Plaza Tot-Lot	\$100,000	\$100,000				
Cesar Chavez Park Activation Study	\$50,000		\$50,000			
Crosby Street Pier Modernization and TAMT Staff Relocation (NOAA)*	\$2,550,000	\$550,000	\$1,300,000	\$700,000		
Pond 20 – Short Term Aesthetic Improvements	\$250,000	\$100,000	\$150,000			
Sub-Total	\$5,320,000	\$2,150,000	\$2,470,000	\$700,000		
MTIF Funding						
Tidelands Avenue & Civic Center Drive Resurfacing	\$175,000	\$175,000				
Grand Total	\$5,495,000	\$2,325,000	\$2,470,000	\$700,000		

FY 2014 – 2018 CIP Option C:

Project Name	Funding	Funding Needed				
		FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
CIP Funding						
TAMT Phase II Demo – Transit Shed #1 Bay A,B & C (Design)	\$500,000	\$500,000				
B Street Mooring Dolphin	\$400,000	\$400,000				
Chula Vista BMP – Pre-design/Design	\$1,000,000	\$500,000	\$500,000			
Boat Launch and Self Cleaning Station	\$470,000		\$470,000			
Imperial Beach Pier Plaza Tot-Lot	\$100,000	\$100,000				
Cesar Chavez Park Activation Study	\$50,000		\$50,000			
Crosby Street Pier Modernization and TAMT Staff Relocation (NOAA)*	\$2,550,000	\$550,000	\$1,300,000	\$700,000		
Pond 20 – Short Term Aesthetic Improvements	\$250,000	\$100,000	\$150,000			
Directional Sign/Way Finding	\$200,000		\$200,000			
B Street terminal Baggage Facility – Pre-design	\$200,000		\$200,000			
South Seacoast Restroom and Shower Facility	\$75,000		\$75,000			
Imperial Beach Remaining Street End Improvements	\$200,000	\$200,000				
Sub-Total	\$5,995,000	\$2,350,000	\$2,945,000	\$700,000		
MTIF Funding						
Tidelands Avenue & Civic Center Drive Resurfacing	\$175,000	\$175,000				
Perkins Elementary School Joint Use Project for Active Open Space	TBD					
Grand Total	\$6,170,000	\$2,525,000	\$2,945,000	\$700,000		

1.0 Introduction

In implementation of Board Policy 120, the District held Workshop/Special Meeting 2 on June 7, 2012 at the Port Pavilion. Projects addressed at the June 7th meeting were those proposed by member cities, stakeholders and the public for the FY 2014-2018 Capital Improvement Program (CIP). A report containing project application forms, staff assessments and project rankings was published on May 25, 2012. Information on projects, preliminary rankings contained in the report and presentations from the public served as the basis for Board review and consideration of proposed projects.

This document presents a summary of the June 7th meeting and is supplementary to the material in the May CIP report, "Capital Improvement Program Workshop/Special Meeting, June 7, 2012" posted to the District website on May 25, 2012.

2.0 Available Funding (as provided on June 7, 2012)

When the economy was growing rapidly and the District had sufficient unrestricted/undesignated cash and investments, it was able to pre-fund the 5-year Capital Improvement Program. In contrast, today, due to the impacts of the Great Recession and current economic conditions, the determination of funds available for the next 5-year Capital Improvement Program are based upon the District's projected cash flows through fiscal year 2017/2018. The Port's cash flow forecast is developed in conjunction with the annual budget and takes into consideration the District's future liquidity requirements to optimally run its operations, provide core services, maintain infrastructure, service debt, support its strategic objectives, and achieve long-term sustainability.

At the June 7, 2012 Workshop/Special Meeting, the Board determined the amount to be set aside for new capital improvement projects and the projects to be funded. Owing to the slow pace of the economic recovery and its effect on the District's forecasted revenues, it is expected that funds for new projects will be very limited. As a result, staff will continue to explore alternative funding sources and options for future Board consideration. Funding amounts approved at the June 7, 2012 workshop/Special Meeting and related cash flow estimates are shown in Table 1.

Table 1 CIP Funding Source Summary – Option “C” Approved June 7, 2012

Item	Funding
Projected Surplus FY 2013-2018	\$14,200,000
Self-Insurance Reserve	\$1,900,000
SDCRAA	\$5,100,000
Operating Reserve	
Sub-Total	\$21,200,000*
Funds Allocated on April 4, 2012	(\$14,500,000)
Funds Allocated to Balance FY 2012/13 Budget	(\$700,000)
Net Available	\$6,000,000
Funding Amount Approved for June 7, 2012	\$6,170,000
Remaining Funds	(\$170,000)**

* \$21,200,000 + \$9,000,000 = \$30,200,000 estimated total available.

** Funding will require utilization of Operating Reserves of \$170,000.

3.0 Approved Projects (as approved on June 7, 2012)

At the June 7, 2012 Workshop/Special Meeting, the Board approved "Option C" of the staff recommendation which provides funding for fourteen (14) projects for a total of \$6,170,000.


One page CIP Assessment forms of the approved projects are included in Exhibit C.

4.0 Projects Not Funded on June 7, 2012

Projects that were not a part of "Option C" were not approved for funding at the June 7, 2012 Workshop/Special Meeting. A total of seventy four (74) projects were not approved for funding, totaling \$438,998,000. A list of projects not approved for funding is included in Exhibit D.


EXHIBIT C

CIP Assessment Forms (Funded Projects)

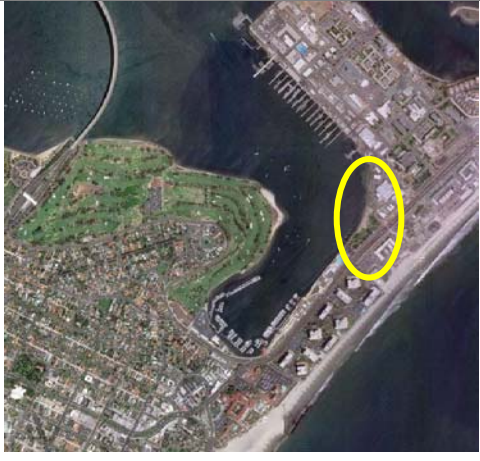
<p>Project Name: TAMT Phase II Demo – Transit Shed #1, Bay A, B, & C (Design)</p>	<p>Project No.:</p> <p>Member City: San Diego</p> <p>CIP Reference No.:</p> <p>Project Sponsor: Maritime Operations</p>	
<p>Check Port Strategic Goal(s) Accomplished by this project:</p> <p><input type="checkbox"/> 1. Port that the public understands & trusts</p> <p><input checked="" type="checkbox"/> 2. Thriving & modern seaport (2.2)</p> <p><input type="checkbox"/> 3. Vibrant waterfront destination where visitors & residents converge</p> <p><input type="checkbox"/> 4. Healthy/sustainable bay & environment</p> <p><input type="checkbox"/> 5. Comprehensive Vision integrated to regional plans</p> <p><input type="checkbox"/> 6. Safe place to visit/work/play</p> <p><input type="checkbox"/> 7. Innovative & motivated workforce</p> <p><input checked="" type="checkbox"/> 8. Financially sustainable Port - Job creation and regional economic vitality (8.1, 8.2)</p>		
<p>Check all factors that apply:</p> <p><input type="checkbox"/> Authorized or Board Approved MOU or Agreement Title:</p> <p><input type="checkbox"/> Regulatory mandate/requirement Title of regulation:</p> <p><input type="checkbox"/> Legal mandate/requirement Title of document (if applicable):</p> <p><input checked="" type="checkbox"/> Project implements Port Program or Plan Title: Port Master Plan & Maritime Business Plan, Scenario 1</p> <p><input type="checkbox"/> Grant funded: Grant Funding ___% Matching Required ___%</p>		
<p align="center">PROJECTED CAPITAL FUNDING</p> <p align="center">Total Project Amount</p>		
<p>Design: \$500,000 ROM Total Project Cost: \$6,200,000</p>		
<p align="center">FUNDING</p>		
<p>FY2014</p> <p>\$500,000</p>	<p>FY2015</p>	<p>FY2016</p>
<p>FY2017</p>	<p>FY2018</p>	<p>FY2019</p>
<p>Staff Assessment: H – Project will increase flexibility of terminal operations and implements the Maritime Business Plan. Potential \$2,000,000 increase in annual revenue. The next step for this project is to proceed with pre-design then design.</p>		

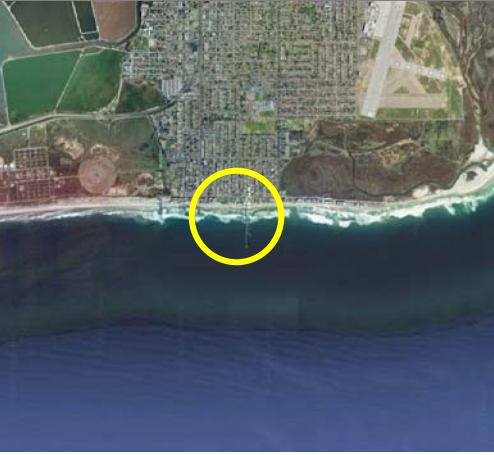
Project Name: B Street Pier Mooring Dolphin			
Project No.: P0351-1	CIP Reference No.: 229		
Member City: San Diego	Project Sponsor: Maritime Operations		
<p>Background: This project was submitted to the Board as part of the April 4th workshop/special meeting for consideration. The length of cruise ships calling at the B Street Cruise Ship Terminal (CST) is increasing. A new mooring dolphin is needed to allow the B Street CST to accommodate the longer cruise ships. The new mooring dolphin will be used to secure mooring lines from longer (1,135 ft +/-) cruise ships, berthed along the north side of the pier, which extend beyond the end of the existing pier structure. The mooring dolphin will be outside the Port tidelands and pier head line and will require a lease agreement with the California State Lands Commission.</p> <p>Description: The project will consist of the construction of a pile supported concrete mooring structure (dolphin) to be located approximately 200 ft sea ward of the end of B Street Pier in San Diego. The stern mooring lines of cruise ships that extend 50 ft or more west of the end of the pier will be secured to bollards that will be mounted on the mooring dolphin. The dolphin will be approx. 600 square feet in plan and will be supported by 14 – 24 inch octagonal pre-cast concrete piles that will be driven into the sea bed. Access to the mooring dolphin will be by a 200' catwalk system that will link the west end of B Street Pier and the mooring dolphin. The catwalk will have an intermediate support structure consisting of a concrete cap mounted onto a pair of 24 inch octagonal pre-cast concrete piles. The next step in the project would be to complete the EIR process.</p> <p>Cost Analysis: The project costs based on the design have been determined to be \$1,000,000. The original approved budget was \$600,000 which did not include the catwalk therefore an additional \$400,000 is needed to complete the construction of the project. An additional gangway and lighting was added to the scope.</p> <p>CEQA Status: EIR in process.</p> <p>Benefits (provide brief description): Contribution to the port's strategic goals (COMPASS): Project will allow for longer cruise ships to dock at the Port and enhance local economic growth. Adherence to Port objectives and the Port District Act: This project adheres to the Port District Act and to the Port objectives as seen in the table to the right. Represents a balanced distribution of the Port District's proposed capital investment throughout the tidelands and Member Cities: Evaluation of this criterion will be done by the BPC. Capacity to produce revenue and to enhance local and regional economic growth: This project will allow for the opportunity to handle the longer cruise ships visiting the Port. These additional visitors will provide more tourism opportunity for the local businesses increasing potential revenue. Capacity to provide non-monetary public benefits: None Maintains off-tidelands infrastructure & mitigates off-tidelands impacts necessary to support tidelands operations: N/A Other Factors: If this project is not funded the B Street Pier will be unable to meet the needs of longer cruise ships.</p>			
<p>Check Port Strategic Goal(s) Accomplished by this project:</p> <p><input type="checkbox"/> 1. Port that the public understands & trusts</p> <p><input checked="" type="checkbox"/> 2. Thriving & modern seaport (2.2)</p> <p><input checked="" type="checkbox"/> 3. Vibrant waterfront destination where visitors & residents converge (3.1)</p> <p><input type="checkbox"/> 4. Healthy/sustainable bay & environment</p> <p><input type="checkbox"/> 5. Comprehensive Vision integrated to regional plans</p> <p><input checked="" type="checkbox"/> 6. Safe place to visit/work/play (6.1)</p> <p><input checked="" type="checkbox"/> 7. Innovative & motivated workforce (7.3)</p> <p><input type="checkbox"/> 8. Financially sustainable Port - Job creation and regional economic vitality</p>			
<p>Check all factors that apply:</p> <p><input type="checkbox"/> Authorized or Board Approved MOU or Agreement Title:</p> <p><input type="checkbox"/> Regulatory mandate/requirement Title of regulation:</p> <p><input type="checkbox"/> Legal mandate/requirement Title of document (if applicable):</p> <p><input type="checkbox"/> Project implements Port Program or Plan Title:</p> <p><input type="checkbox"/> Grant funded: Grant Funding ___% Matching Required ___%</p>			
PROJECTED CAPITAL EXPENDITURES			
Approved Funding	Actuals (3/31/12)	Additional Funds	Total Project Amount
\$600,000	\$62,000	\$400,000	\$1,000,000
EXPENDITURES			
FY2012*	FY2013	FY2014	FY2015
\$10,000	\$7,000	\$921,000	
<p>Staff Assessment: H – Project is needed to improve operational safety in order to maintain cruise ship business, as longer ships are the trend in the industry.</p>			

* Estimated Expenditures for remaining 6 months of FY 2012

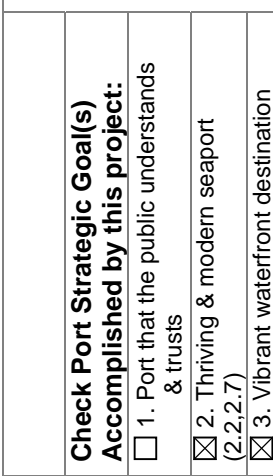
<p>Project Name: Chula Vista BMP – Pre-design/Design</p>	<p>Project No.:</p> <p>Member City: San Diego</p>	<p>CIP Reference No.:</p> <p>Project Sponsor: Real Estate</p>														
<p>Check Port Strategic Goal(s) Accomplished by this project:</p> <p><input type="checkbox"/> 1. Port that the public understands & trusts</p> <p><input type="checkbox"/> 2. Thriving & modern seaport</p> <p><input checked="" type="checkbox"/> 3. Vibrant waterfront destination where visitors & residents converge (3.4)</p> <p><input type="checkbox"/> 4. Healthy/sustainable bay & environment</p> <p><input checked="" type="checkbox"/> 5. Comprehensive Vision integrated to regional plans (5.1,5.2)</p> <p><input type="checkbox"/> 6. Safe place to visit/work/play</p> <p><input type="checkbox"/> 7. Innovative & motivated workforce</p> <p><input checked="" type="checkbox"/> 8. Financially sustainable Port - Job creation and regional economic vitality (8.2,8.8)</p>			<p>Background: The Chula Vista Bayfront Master Plan (CVBMP) was approved by the Board in 2010 with certification of the EIR and PMPA. The PMPA is pending approval by the California Coastal Commission which is expected in July 2012. Once the PMPA is approved by the Coastal Commission, the next steps for implementation of the CVBMP include additional preliminary design work. The Board previously approved \$500,000 of funding as part of the April 4th workshop/special meeting.</p> <p>Description: This project will continue preliminary design for the alignment of E St and G St, landscaping design guidelines, buffer zones, Signature Park, Sweetwater and Harbor district public parks and related improvements; Update the CVBMP infrastructure cost estimate, prepared in 2008; Update the sewer study and design the proposed sewer connection at C Street; Update the conceptual utility master plans. This preliminary design work is needed to support the future implementation of the CVBMP and includes the above listed street, park, landscape and related improvement. This will supplement and enhance the preliminary studies prepared in 2008. They will reflect updated costs from changes in economic conditions between the initial study in 2008 and present. An updated sewer study is needed for the proposed sewer realignment and connection to the Metropolitan Trunk line at C Street. Construction of the sewer connection will support future development in the Harbor District. This trunk sewer connection will take several years to fully design and permit. The next step in the project is preparing design utility studies to back up any proposed utility requirements within the CVBMP.</p> <p>Cost Analysis: The Board previously approved \$500,000 of funding as part of the April 4th workshop/special meeting. An additional \$500,000 is requested for FY 2014 and 2015 to continue pre-design studies. The total construction cost of this effort is \$61,934,000.</p> <p>CEQA Status: EIR is completed.</p> <p>Benefits (provide brief description):</p> <p>Contribution to the port's strategic goals (COMPASS): This project will create new infrastructure within the tidelands for future development and will create a vibrant waterfront destination through enhanced public recreational opportunities and improved access to the bayfront.</p> <p>Adherence to Port objectives and the Port District Act: This project adheres to the Port District Act and to the Port objectives as seen in the table to the right.</p> <p>Represents a balanced distribution of the Port District's proposed capital investment throughout the tidelands and Member Cities: Evaluation of this criterion will be done by the BPC.</p> <p>Capacity to produce revenue and to enhance local and regional economic growth: Infrastructure for CVBMP development and the eventual implementation of the master plan is projected to generate \$1.3 billion for the region over the first 20 years.</p> <p>Capacity to provide non-monetary public benefits: By completing the "E" Street and Signature Park studies now, it will allow for the provision of public amenities and improved access on the bayfront.</p> <p>Maintains off-tidelands infrastructure & mitigates off-tidelands impacts necessary to support tidelands operations: N/A</p> <p>Other Factors: Additional funds will be required in the future to complete the tasks associated with this project.</p>	<p>Check all factors that apply:</p> <p><input type="checkbox"/> Authorized or Board Approved MOU or Agreement Title:</p> <p><input type="checkbox"/> Regulatory mandate/requirement Title of regulation:</p> <p><input type="checkbox"/> Legal mandate/requirement Title of document (if applicable):</p> <p><input checked="" type="checkbox"/> Project implements Port Program or Plan Title: Chula Vista Bay Front Master Plan</p> <p><input type="checkbox"/> Grant funded: Grant Funding ___ % Matching Required ___ %</p>												
<p>PROJECTED CAPITAL FUNDING</p> <p>Pre-design/Design: \$1,000,000</p> <p>ROM Total Construction Cost: \$62,000,000</p>			<p>FUNDING</p> <table border="1"> <tr> <td>FY2014</td> <td>FY2015</td> <td>FY2016</td> <td>FY2017</td> <td>FY2018</td> <td>FY2019</td> </tr> <tr> <td>\$500,000</td> <td>\$500,000</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	\$500,000	\$500,000					<p>Staff Assessment: H – Project implements the development of the Chula Vista Bayfront Master Plan.</p>
FY2014	FY2015	FY2016	FY2017	FY2018	FY2019											
\$500,000	\$500,000															

Project Name:		Boat Launch and Self-Cleaning Station	
Project No.:		CIP Reference No.:	
Member City:	Coronado	Project Sponsor:	Member City
<p>Background: The condition of the existing boat launch ramp at Glorietta Bay has deteriorated significantly since its construction over 40 years ago. Though it does not meet current ADA requirements, it is the only public boat launch on the west side of the bay, serving the populations of both Coronado and Imperial Beach, as well as many visitors. The location of the project is a part of the Coronado exclusion and is not a part of Port managed tidelands.</p> <p>Description: This project will replace the antiquated concrete boat launching ramp, dock, and gangway, restoring aging equipment and bringing the facilities into compliance with current ADA requirements. The existing boat wash, which currently drains to the bay, will be tied into the public sewer system to eliminate runoff. The project will also enhance the parking lot and boat wash area by installing an outdoor shower facility. The next step in the project would be to provide funding to Coronado.</p> <p>Cost Analysis: The project costs are estimated to be approximately \$1,100,000 and currently there is \$630,000 available which has been approved by the California Department of Boating and Waterways for the project leaving a \$470,000 shortfall to complete the project. The project would be funded.</p> <p>CEQA Status: Coronado has started environmental process.</p> <p>Benefits (provide brief description):</p> <p>Contribution to the port's strategic goals (COMPASS): Completing this project will enhance public access to the Bay and promote safe waterside activities by improving and updating existing facilities. It will also reduce pollution into the bay by collecting runoff and directing it to the sewer system.</p> <p>Adherence to Port objectives and the Port District Act: The project adheres to the Port District Act and to the Port objectives as seen in the table to the right.</p> <p>Represents a balanced distribution of the Port District's proposed capital investment throughout the tidelands and Member Cities: Evaluation of this criteria will be done by the BPC.</p> <p>Capacity to produce revenue and to enhance local and regional economic growth: No immediate economic benefit is anticipated; however, it is possible for future revenue to include launching fees and fees to use the self-service cleaning station. To be implemented by the City.</p> <p>Capacity to provide non-monetary public benefits: This project will provide ADA access to the bay for boating and other recreational activities. This improved access would greatly increase recreational use and provide better service to boaters and other bay users. The cleaning station sewer connection will help reduce pollution released into the bay.</p> <p>Maintains off-tidelands infrastructure & mitigates off-tidelands impacts necessary to support tidelands operations: N/A</p> <p>Other Factors: If project is not funded the existing boat ramp will continue to be maintained and operational by the City of Coronado.</p>			
<p>Check Port Strategic Goal(s) Accomplished by this project:</p> <p><input type="checkbox"/> 1. Port that the public understands & trusts</p> <p><input type="checkbox"/> 2. Thriving & modern seaport</p> <p><input checked="" type="checkbox"/> 3. Vibrant waterfront destination where visitors & residents converge (3.5)</p> <p><input checked="" type="checkbox"/> 4. Healthy/sustainable bay & environment (4.7)</p> <p><input checked="" type="checkbox"/> 5. Comprehensive Vision integrated to regional plans (5.5)</p> <p><input checked="" type="checkbox"/> 6. Safe place to visit/work/play (6.4)</p> <p><input type="checkbox"/> 7. Innovative & motivated workforce</p> <p><input type="checkbox"/> 8. Financially sustainable Port - Job creation and regional economic vitality</p>			
<p>Check all factors that apply:</p> <p><input type="checkbox"/> Authorized or Board Approved MOU or Agreement Title:</p> <p><input type="checkbox"/> Regulatory mandate/requirement Title of regulation:</p> <p><input type="checkbox"/> Legal mandate/requirement Title of document (if applicable):</p> <p><input type="checkbox"/> Project implements Port Program or Plan Title:</p> <p><input checked="" type="checkbox"/> Grant funded: Grant Funding \$630,000 Matching Required ___ %</p>			
PROJECTED CAPITAL FUNDING			
Total Project Amount			
\$470,000			
FUNDING			
FY2014	FY2015	FY2016	FY2017
	\$470,000		
<p>Staff Assessment: H – The project will improve assets at the only public boating access to the Bay on Coronado. Coronado will be the leader of this project, Port will contribute funds.</p>			




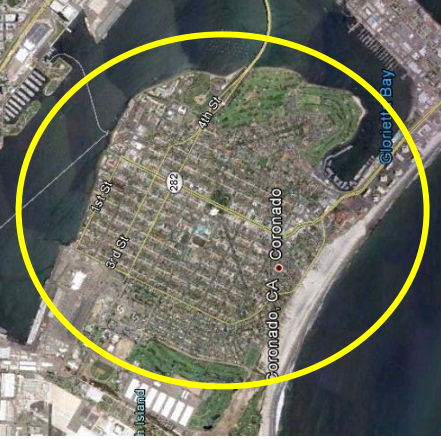
Project Name:		Pier Plaza Tot-Lot Project	
Project No.:	CIP Reference No.:		
Member City:	Imperial Beach	Project Sponsor:	Member City
<p>Background: the Tot-Lot was constructed in 1999 and received a new surfacing last year. The existing playground equipment on the Tot-Lot is out-dated and requires frequent maintenance.</p> <p>Description: This project provides for the installation of new playground equipment on the existing 3,000 square-foot Tot-Lot/play area at Pier Plaza. The next step in the process is design of the Tot-Lot.</p> <p>Cost Analysis: The proponent submitted a project cost estimate of \$82,000. Staff believes that design and project management costs will be greater than the proponent has anticipated. The total project cost is estimated at \$100,000, with the design costs of \$15,000.</p> <p>CEQA Status: Exempt.</p> <p>Benefits (provide brief description): Contribution to the port's strategic goals (COMPASS): Newly-installed equipment at the Tot-Lot would enhance and improve the experience of residents and visitors and would provide a much safer place for children to visit and play. Adherence to Port objectives and the Port District Act: This project adheres to the Port District Act and to the Port objectives by creating a more aesthetically pleasing recreational facility within Pier Plaza that is safe and durable. Represents a balanced distribution of the Port District's proposed capital investment throughout the tidelands and Member Cities: Evaluation of this criteria will be done by the BPC. Capacity to produce revenue and to enhance local and regional economic growth: A newly-constructed Tot-Lot would likely receive greater patronage, potentially benefitting to the retail shops at Pier Plaza as well as to other shops and restaurants located along Seacoast Drive. Capacity to provide non-monetary public benefits: A newly-constructed Tot-Lot would provide a safer and more enjoyable recreational facility at Pier Plaza for residents, visitors and tourists to use. Maintains off-tidelands infrastructure & mitigates off-tidelands impacts necessary to support tidelands operations: N/A Other Factors: If this project is not funded maintenance will continue on the Tot-Lot.</p>			
<p>Check Port Strategic Goal(s) Accomplished by this project:</p> <p><input type="checkbox"/> 1. Port that the public understands & trusts</p> <p><input type="checkbox"/> 2. Thriving & modern seaport</p> <p><input checked="" type="checkbox"/> 3. Vibrant waterfront destination where visitors & residents converge (3.4)</p> <p><input type="checkbox"/> 4. Healthy/sustainable bay & environment</p> <p><input type="checkbox"/> 5. Comprehensive Vision integrated to regional plans</p> <p><input checked="" type="checkbox"/> 6. Safe place to visit/work/play (6.5)</p> <p><input type="checkbox"/> 7. Innovative & motivated workforce</p> <p><input type="checkbox"/> 8. Financially sustainable Port - Job creation and regional economic vitality</p>			
<p>Check all factors that apply:</p> <p><input type="checkbox"/> Authorized or Board Approved MOU or Agreement Title:</p> <p><input type="checkbox"/> Regulatory mandate/requirement Title of regulation:</p> <p><input type="checkbox"/> Legal mandate/requirement Title of document (if applicable):</p> <p><input type="checkbox"/> Project implements Port Program or Plan Title:</p> <p><input type="checkbox"/> Grant funded: Grant Funding ___ % Matching Required ___ %</p>			
PROJECTED CAPITAL FUNDING			
Total Project Amount			
\$100,000			
FUNDING			
FY2014	FY2015	FY2016	FY2017
\$100,000			
<p>FY2018</p>			
<p>Image: </p>			
<p>Preliminary Ranking (Staff): H – This project will increase the use of a widely used facility (Pier Plaza). The next step for this project is to proceed with design.</p>			

Project Name: Chavez Park Aquatic Center Activation Study			
Project No.:	CIP Reference No.:		
Member City: San Diego	Project Sponsor:	Public/Good Neighbor Project - SD	
<p>Background: Chavez Park is located on the San Diego Bay shoreline that currently doesn't have any hand launch watercraft access to the water. The location of Chavez park on the waterfront without any provision for water access limits the community's connection to the bay and the full utilization of this outstanding bay asset.</p> <p>Description: Perform an activation study for installation of watercraft storage, launching, and training facility for hand launch watercraft (e.g. Kayak, canoe, etc.) at Chavez Park. The next step in the project would be to conduct an activation study.</p> <p>Cost Analysis: The proponent estimated the costs at \$25,000. Staff believes a more in-depth study will be needed to evaluate alternative locations for an aquatic center in the area. Staff has estimated the project costs at \$50,000.</p> <p>CEQA Status: No Determination Made</p> <p>Benefits (provide brief description):</p> <p>Contribution to the port's strategic goals (COMPASS): Developing a plan for water access at the park and involvement of the community in the process will help to develop trust from the community. Additionally, development of this water access facility will draw more visitors and create more opportunities for diverse experiences for all park users.</p> <p>Adherence to Port objectives and the Port District Act: This project adheres to the Port District Act and to the Port objectives as seen in the table to the right.</p> <p>Represents a balanced distribution of the Port District's proposed capital investment throughout the tidelands and Member Cities: Evaluation of this criterion will be done by the BPC.</p> <p>Capacity to produce revenue and to enhance local and regional economic growth: Providing more waterfront access to the public for different water activities will bring more visitors to the Port and create more business for the local businesses.</p> <p>Capacity to provide non-monetary public benefits: Waterfront access will allow more of the public use the bay for recreational activities.</p> <p>Maintains off-tidelands infrastructure & mitigates off-tidelands impacts necessary to support tidelands operations: N/A</p> <p>Other Factors: If the project is not funded, the public will have to continue using the park in its current condition.</p> <p>Staff Assessment: H – The project will analyze potential facilities to increase the use of waterfront activities in the community of Barrio Logan; the next step will be to conduct an activation study.</p>			
Check Port Strategic Goal(s) Accomplished by this project:			
<input checked="" type="checkbox"/> 1. Port that the public understands & trusts (1.2,1.6) <input type="checkbox"/> 2. Thriving & modern seaport <input checked="" type="checkbox"/> 3. Vibrant waterfront destination where visitors & residents converge (3.2,3.4,3.10) <input type="checkbox"/> 4. Healthy/sustainable bay & Environment <input checked="" type="checkbox"/> 5. Comprehensive Vision integrated to regional plans (5.5) <input type="checkbox"/> 6. Safe place to visit/work/play <input type="checkbox"/> 7. Innovative & motivated workforce <input type="checkbox"/> 8. Financially sustainable Port - Job creation and regional economic vitality			
Check all factors that apply:			
<input type="checkbox"/> Authorized or Board Approved MOU or Agreement Title:			
<input type="checkbox"/> Regulatory mandate/requirement Title of regulation:			
<input type="checkbox"/> Legal mandate/requirement Title of document (if applicable):			
<input type="checkbox"/> Project implements Port Program or Plan Title:			
<input type="checkbox"/> Grant funded: Grant Funding ___ % Matching Required ___ %			
PROJECTED CAPITAL FUNDING			
Total Project Amount			
\$50,000			
FUNDING			
FY2014	FY2015	FY2016	FY2017
	\$50,000		
FY2018	FY2019		

<p>Project Name: Crosby Street Pier Modernization and TAMT Staff Relocation (NOAA)</p>	<p>Project No.: [Blank]</p> <p>Member City: San Diego</p>	<p>CIP Reference No.: [Blank]</p> <p>Project Sponsor: Real Estate/Maritime</p>																					
<p>Background: The Port has responded to a Request to Lease Proposal from GSA for a NOAA vessel home port and berthing at Crosby Street Pier; District staff is currently providing additional information to GSA as requested and is waiting to hear the outcome. Securing NOAA as maritime tenant strengthens the District's relationship for future federal contracts and TAMT's federal strategic standing. This project provides the District the opportunity to obtain another major, well-known maritime anchor tenant for Tenth Avenue; partner with a globally known, well-respected environmental marine/oceanic organization; and assist in diversifying Maritime Port operations at the terminal. May have a potential to increase revenue by providing new business opportunities to District tenants and the region.</p> <p>Description: Project specifications include the placement of asphalt lot located near berth 10-8, construction of a pre-fabricated warehouse building and related laydown area, concrete slab and installation of a future modular office, parking spaces, utilities to both buildings, fencing, and lighting; asphalt repair work to Water Street; and utilities to Crosby Street Pier, sewer pump and connection to City sewer system, and installation of 3 tender camels. The purchase of the modular office building will be accomplished from funds from the office relocation task of the TAMT Transit Shed 1 Bay D and Head House demolition project. The project design will need a deviation to be granted by the City of San Diego in order to construct the onshore improvements as well as a waiver of the Alquist-Priolo Act by the State Geologist. The next step in the project is to obtain a commitment from GSA in awarding a contract for a long-term lease with NOAA at TAMT.</p> <p>Cost Analysis: The project costs are estimated to be approximately \$2,800,000 with a design cost of \$500,000. \$250,000 was previously funded at the April 4th Workshop/Special Meeting.</p> <p>CEQA Status: In environmental review process to determine environmental document required.</p> <p>Benefits (provide brief description):</p> <p>Contribution to the port's strategic goals (COMPASS): This project provides the opportunity to obtain another maritime anchor tenant at the Tenth Avenue Marine Terminal by providing a long-term homeport for a federal vessel and other future maritime business; diversify maritime tenancies at the terminal; create a partnership with a globally known, environmental organization; and provide future revenue opportunities for District tenants and the region.</p> <p>Adherence to Port objectives and the Port District Act: This project adheres to the Port District Act and to the Port objectives as seen in the table to the right.</p> <p>Represents a balanced distribution of the Port District's proposed capital investment throughout the tidelands and Member Cities: Evaluation of this criterion will be done by the BPC.</p> <p>Capacity to produce revenue and to enhance local and regional economic growth: Creating a partnership with a globally known, environmental organization will provide future revenue opportunities for District tenants and the region.</p> <p>Capacity to provide non-monetary public benefits: Environmental stewardship and public outreach from future educational events of NOAA vessel.</p> <p>Maintains off-tidelands infrastructure & mitigates off-tidelands impacts necessary to support tidelands operations: N/A</p> <p>Other Factors: Future revenues will be based on current tariff rates. If the Port is not selected as part of the RFP process funds will be re-allocated per BPC direction.</p>			<p>Check Port Strategic Goal(s) Accomplished by this project:</p> <p><input type="checkbox"/> 1. Port that the public understands & trusts</p> <p><input checked="" type="checkbox"/> 2. Thriving & modern seaport (2.2,2.7)</p> <p><input checked="" type="checkbox"/> 3. Vibrant waterfront destination where visitors & residents converge (3.9)</p> <p><input checked="" type="checkbox"/> 4. Healthy/sustainable bay & environment (4.7)</p> <p><input checked="" type="checkbox"/> 5. Comprehensive Vision integrated to regional plans (5.3)</p> <p><input type="checkbox"/> 6. Safe place to visit/work/play</p> <p><input type="checkbox"/> 7. Innovative & motivated workforce</p> <p><input checked="" type="checkbox"/> 8. Financially sustainable Port - Job creation and regional economic vitality (8.1,8.2,8.4,8.5,8.8)</p> <p>Check all factors that apply:</p> <p><input type="checkbox"/> Authorized or Board Approved MOU or Agreement Title: [Blank]</p> <p><input type="checkbox"/> Regulatory mandate/requirement Title of regulation: [Blank]</p> <p><input type="checkbox"/> Legal mandate/requirement Title of document (if applicable): [Blank]</p> <p><input type="checkbox"/> Project implements Port Program or Plan Title: [Blank]</p> <p><input type="checkbox"/> Grant funded: Grant Funding ___% Matching Required ___%</p>																				
<p>PROJECTED CAPITAL EXPENDITURES</p> <table border="1"> <thead> <tr> <th>Approved Funding</th> <th>Actuals (3/31/12)</th> <th>Additional Funds</th> <th>Total Project Amount</th> </tr> </thead> <tbody> <tr> <td>\$250,000</td> <td></td> <td>\$2,550,000*</td> <td>\$2,800,000</td> </tr> </tbody> </table>			Approved Funding	Actuals (3/31/12)	Additional Funds	Total Project Amount	\$250,000		\$2,550,000*	\$2,800,000	<p>EXPENDITURES</p> <table border="1"> <thead> <tr> <th>FY2013</th> <th>FY2014</th> <th>FY2015</th> <th>FY2016</th> <th>FY2017</th> <th>FY2018</th> </tr> </thead> <tbody> <tr> <td>\$800,000</td> <td>\$1,300,000</td> <td>\$700,000</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	\$800,000	\$1,300,000	\$700,000			
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\$250,000		\$2,550,000*	\$2,800,000																				
FY2013	FY2014	FY2015	FY2016	FY2017	FY2018																		
\$800,000	\$1,300,000	\$700,000																					

*Funding could be needed earlier than FY 2014 depending on timing and results of proposal. SDUPD-#509546-v1-FY_2013_CIP_-_Crosby_Street_Pier_Modernization_and_TAMT_Staff_Relocation_(NOAA)

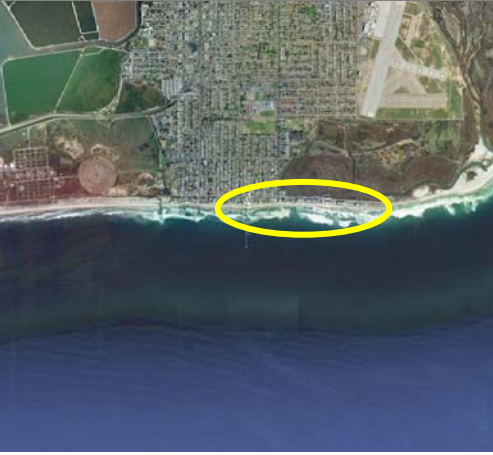
<p>Project Name: Pond 20 – Short Term Aesthetic Improvements</p>	<p>Check Port Strategic Goal(s) Accomplished by this project:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> 1. Port that the public understands & trusts (1.1,1.2) <input type="checkbox"/> 2. Thriving & modern seaport <input checked="" type="checkbox"/> 3. Vibrant waterfront destination where visitors & residents converge (3-9) <input checked="" type="checkbox"/> 4. Healthy/sustainable bay & environment (4.5,4.7) <input type="checkbox"/> 5. Comprehensive Vision integrated to regional plans <input type="checkbox"/> 6. Safe place to visit/work/play <input type="checkbox"/> 7. Innovative & motivated workforce <input type="checkbox"/> 8. Financially sustainable Port - Job creation and regional economic vitality <p>Check all factors that apply:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Authorized or Board Approved MOU or Agreement Title: Board Approved MOU January 2012 <input type="checkbox"/> Regulatory mandate/requirement Title of regulation: <input type="checkbox"/> Legal mandate/requirement Title of document (if applicable): <input type="checkbox"/> Project implements Port Program or Plan Title: <input type="checkbox"/> Grant funded: Grant Funding ___ % Matching Required ___ % 	
<p>Project No.:</p> <p>Member City: San Diego</p>	<p>CIP Reference No.:</p> <p>Project Sponsor: Environmental/Real Estate</p>	 <p>Background: Pond 20 was purchased by the District in October 1998 as part of the 836-acre Western Salt land acquisition. Several land transfers amongst the District, the State of California, and the San Diego Regional Airport Authority have left only the 95.13 acres that comprise Pond 20 under District ownership. In June 2000, the District and the cities of Imperial Beach and San Diego entered into a MOU regarding the development of Pond 20, which expired in 2005. The MOU committed the parties to study the development of Pond 20, and committed the District to prepare pre-development studies, which were completed. The MOU stated that Pond 20 would be included in the City of Imperial Beach's Redevelopment Area and also suggested that the two cities would explore tax revenue sharing. On October 29, 2010, the South County Economic Development Council (SCEDC) contacted the District with concerns regarding Pond 20's aesthetics as well as potential opportunities for future development. District Staff met with leadership from the City of Imperial Beach, SCEDC and members of the Board of Port Commissioners to discuss short-term and long-term plans for Pond 20. On January 11, 2011, the Board authorized staff to negotiate a MOU that was adopted January 2012 to establish mutual goals and objectives for future development, based on feasibility and market analysis, and to pursue short-term aesthetic improvements.</p> <p>Description: This project submittal is for the implementation of the short term aesthetic improvements of Pond 20. Short term improvements included here are conceptual pending consistency with the outcome of the current outreach process. Short-term improvements may include the fence replacement, minor grading, a walking/bicycle trail and informational signs.</p> <p>Cost Analysis: The project costs are budgeted to be approximately \$250,000.</p> <p>CEQA Status: Determination not made.</p> <p>Benefits (provide brief description):</p> <p>Contribution to the port's strategic goals (COMPASS): The aesthetic improvements for Pond 20 will enhance and sustain a dynamic and diverse waterfront, protect and improve the environmental conditions of San Diego Bay and the Tidelands, and develop and maintain a high level of public understanding that builds confidence and trust in the Port.</p> <p>Adherence to Port objectives and the Port District Act: This project adheres to the Port District Act and to the Port objectives as seen in the table to the right.</p> <p>Represents a balanced distribution of the Port District's proposed capital investment throughout the tidelands and Member Cities: Evaluation of this criterion will be done by the BPC.</p> <p>Capacity to produce revenue and to enhance local and regional economic growth: N/A</p> <p>Capacity to provide non-monetary public benefits: Through an open and transparent process to reach out to our stakeholders and solicit feedback, the District can increase trust and create a vibrant destination for both residents and visitors.</p> <p>Maintains off-tidelands infrastructure & mitigates off-tidelands impacts necessary to support tidelands operations: N/A</p> <p>Other Factors: The long term solution for Pond 20 may take several years to accomplish. The short term solution provides an immediate interim solution at Pond 20.</p> <p>Staff Assessment: H – Project will allow the Port to provide interim aesthetic improvements to Pond 20 while a long term solution is evaluated through the public outreach process. The next step for this project is to begin pre-design and design of short term improvements and to complete the community outreach process.</p>
<p>PROJECTED CAPITAL FUNDING</p>		
<p>Total Project Amount</p>		
<p>\$250,000</p>		
<p>FUNDING</p>		
<p>FY2014</p>	<p>FY2015</p>	<p>FY2016</p>
<p>\$100,000</p>	<p>\$150,000</p>	<p></p>
<p></p>	<p></p>	<p></p>
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<p>Project Name: Directional Sign / Way Finding Program</p>														
<p>Project No.:</p>	<p>CIP Reference No.:</p>	<p>Check Port Strategic Goal(s) Accomplished by this project:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> 1. Port that the public understands & trusts (1.1, 1.3) <input type="checkbox"/> 2. Thriving & modern seaport <input checked="" type="checkbox"/> 3. Vibrant waterfront destination where visitors & residents converge (3.3, 3.6, 3.10) <input type="checkbox"/> 4. Healthy/sustainable bay & environment <input type="checkbox"/> 5. Comprehensive Vision integrated to regional plans <input checked="" type="checkbox"/> 6. Safe place to visit/work/play (6.5) <input type="checkbox"/> 7. Innovative & motivated workforce <input type="checkbox"/> 8. Financially sustainable Port - Job creation and regional economic vitality <p>Check all factors that apply:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Authorized or Board Approved MOU or Agreement Title: <input type="checkbox"/> Regulatory mandate/requirement Title of regulation: <input type="checkbox"/> Legal mandate/requirement Title of document (if applicable): <input type="checkbox"/> Project implements Port Program or Plan Title: <input type="checkbox"/> Grant funded: Grant Funding ___% Matching Required ___% <p style="text-align: center;">PROJECTED CAPITAL FUNDING</p> <p style="text-align: center;">Total Project Amount</p> <p style="text-align: center;">\$200,000</p> <p style="text-align: center;">FUNDING</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 12.5%;">FY2014</th> <th style="width: 12.5%;">FY2015</th> <th style="width: 12.5%;">FY2016</th> <th style="width: 12.5%;">FY2017</th> <th style="width: 12.5%;">FY2018</th> <th style="width: 12.5%;">FY2019</th> </tr> </thead> <tbody> <tr> <td></td> <td style="text-align: center;">\$200,000</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019		\$200,000				
FY2014	FY2015	FY2016	FY2017	FY2018	FY2019									
	\$200,000													
<p>Member City: Coronado</p> <p>Project Sponsor: Member City</p> <p>Background: Many attractions along the bayfront in Coronado, such as the Ferry Landing, are relatively isolated and may experience lower visitorship simply due to a lack of public awareness. This could be improved by installation of informational signage. The Coronado Tourism Improvement District (CTID) has hired a consultant to complete a way finding assessment and is anticipated to be completed in 6 months.</p> <p>Description: The Coronado Way Finding Program will provide visitors and residents with navigation assistance throughout the Coronado bay front, improving access to the many facilities and amenities available such as the Ferry Landing Marketplace, Tidelands Park, Coronado Municipal Golf Course, and many others, as well as shops and tourism attractions. The program will also offer information on walking routes, public transportation, and cycling routes in the Coronado area, in tandem with the City of Coronado's proposed Scenic Loop Bicycle Route project. The next step in the project would be to review the recommendations of the study.</p> <p>Cost Analysis: The project costs are estimated to be approximately \$150,000 - \$200,000.</p> <p>CEQA Status: No determination made</p> <p>Benefits (provide brief description):</p> <p>Contribution to the port's strategic goals (COMPASS): Completing this project will promote visitor and tourist traffic to and across the Port's destinations, potentially increasing visitorship in terms of quantity and duration.</p> <p>Adherence to Port objectives and the Port District Act: The project adheres to the Port District Act and to the Port objectives as seen in the table to the right.</p> <p>Represents a balanced distribution of the Port District's proposed capital investment throughout the tidelands and Member Cities: Evaluation of this criteria will be done by the BPC.</p> <p>Capacity to produce revenue and to enhance local and regional economic growth: No immediate economic benefit is anticipated; the potential for increased tourism could ultimately increase sales tax, transient occupancy tax and other forms of revenue.</p> <p>Capacity to provide non-monetary public benefits: This project will guide the public throughout the Port's facilities, enabling Port resources to be used more efficiently and effectively. By promoting alternative forms of transportation, the project could potentially benefit the community by reducing vehicle congestion.</p> <p>Maintains off-tidelands infrastructure & mitigates off-tidelands impacts necessary to support tidelands operations: N/A</p> <p>Other Factors: If project is not funded the Coronado Tourism Improvement District will need to seek funding from another source to complete the project.</p> <p>Staff Assessment: M – This project will promote visitor and tourist traffic to and across Port destinations. The next step is to identify locations and signage types. Proposed that Coronado would be the lead on the project with the Port contributing funding of \$200,000.</p>														

<p>Project Name:</p>	<p>B Street Terminal Baggage Facility (Pre-design)</p>	
<p>Project No.:</p>	<p>CIP Reference No.:</p>	<p>Project Sponsor:</p>
<p>Member City:</p>	<p>San Diego</p>	<p>Port/Paul Fantera</p>
<p>Background: Part of the boarding process for cruise ship passengers requires the screening and sorting of their baggage. The Customs and Border Patrol (CBP) procedures call for laying out the bags in a large area for inspection. Likewise, when passengers disembark, customs has the bags laid out for selective inspection and for complete inspection by their dogs. The baggage facility presently being used is a series of three worn tents that have no HVAC and that leak when it rains. The tents currently in use are uncomfortable and inadequate for the elderly and infirm during hot or wet weather conditions. They are deteriorating to the point that their useful life is nearing conclusion. Moreover, large pools of water collect on the deck inside the tents and remain there for several days after rain events. The vision calls for a permanent, weatherproof structure that provides safety and comfort to passengers, longshoremen, CBP and Port staff and provides a clean, dry space for the baggage. It could have public use components as well: a viewing deck on the roof for one of the best views in the area and an event center when not in use for cruises.</p> <p>Description: Pre-design for B Street Terminal Baggage Facility in order to be prepared to develop the permanent structure either during the next CIP period or sooner if the deteriorating conditions of the tents require action. The next step in the project is to prepare the pre-design for the facility.</p> <p>Cost Analysis: The pre-design costs are estimated to be \$200,000. The ROM total project costs are estimated to be \$37,600,000.</p> <p>CEQA Status: No determination made</p> <p>Benefits (provide brief description):</p> <p>Contribution to the port's strategic goals (COMPASS): An updated terminal baggage facility on B Street will improve the Port's cruise industry offerings.</p> <p>Adherence to Port objectives and the Port District Act: This project adheres to the Port District Act and to the Port objectives as seen in the table to the right.</p> <p>Represents a balanced distribution of the Port District's proposed capital investment throughout the tidelands and Member Cities: Evaluation of this criterion will be done by the BPC.</p> <p>Capacity to produce revenue and to enhance local and regional economic growth: The baggage facility will not produce revenue but a similar public space feature such as Broadway Pier could bring in revenue. Also, based on a BREA Cruise Market Analysis conducted in 2004, the average cruise ship call in San Diego in 2004 generated approximately \$1,450,000 in final sales among San Diego Businesses.</p> <p>Capacity to provide non-monetary public benefits: N/A</p> <p>Maintains off-tidelands infrastructure & mitigates off-tidelands impacts necessary to support tidelands operations: N/A</p> <p>Other Factors: If the project is not funded, the Terminal Baggage Facility will be delayed and the Port is at a greater risk to replace an interim condition</p>		
<p>Check all factors that apply:</p>		
<p><input type="checkbox"/> Authorized or Board Approved MOU or Agreement Title:</p>		
<p><input type="checkbox"/> Regulatory mandate/requirement Title of regulation:</p>		
<p><input type="checkbox"/> Legal mandate/requirement Title of document (if applicable):</p>		
<p><input type="checkbox"/> Project implements Port Program or Plan Title:</p>		
<p><input type="checkbox"/> Grant funded: Grant Funding ___ % Matching Required ___ %</p>		
<p>PROJECTED CAPITAL FUNDING</p>		
<p>Total Project Amount</p>		
<p>Pre-design: \$200,000</p>		<p>ROM Total Project Cost: \$37,600,000</p>
<p>Funding</p>		
<p>FY2014</p>	<p>FY2015</p>	<p>FY2016</p>
<p>FY2017</p>	<p>FY2018</p>	<p>FY2019</p>
<p>Staff Assessment: M – Project will enhance the cruise ship terminal operations.</p>		



Project Name: South Seacoast Restroom and Shower Facility			
Project No.:	CIP Reference No.:		
Member City: Imperial Beach	Project Sponsor: Member City		
<p>Background: At the beach along Seacoast Drive in Imperial Beach, the southernmost public restroom at Pier Plaza, approximately one mile north of the end of Seacoast Drive. The lack of facilities along the southern portion of the beach has prompted many requests from residents and visitors for new accommodations.</p> <p>Description: This project requires identifying a suitable location along South Seacoast Drive for designing and building a new restroom and shower facility for public use. The projects next step is to identify the location of the comfort station and begin a feasibility study.</p> <p>Cost Analysis: The proponent did not submit a cost analysis. Based on staff's previous Experience with comfort stations the anticipated total project cost is \$550,000 with a design cost of approximately \$75,000.</p> <p>CEQA Status: No determination made</p> <p>Benefits (provide brief description):</p> <p>Contribution to the port's strategic goals (COMPASS): This project supports the Port's strategic goal of providing a vibrant waterfront destination where residents and visitors converge. The facility will enhance the recreational experience for visitors and residents who use the waterfront.</p> <p>Adherence to Port objectives and the Port District Act: This project adheres to the Port District Act and to the Port objectives as seen in the table to the right</p> <p>Represents a balanced distribution of the Port District's proposed capital investment throughout the tidelands and Member Cities: Evaluation of this criterion will be done by the BPC.</p> <p>Capacity to produce revenue and to enhance local and regional economic growth: Providing a restroom facility supports the overall public infrastructure necessary to drive economic development in Imperial Beach.</p> <p>Capacity to provide non-monetary public benefits: Restrooms and beach showers are a convenient public service provided to the visitors and surfers at the waterfront.</p> <p>Maintains off-tidelands infrastructure & mitigates off-tidelands impacts necessary to support tidelands operations: N/A</p> <p>Other Factors: If this project is not funded the existing comfort station at Pier Plaza will continue to service a southern range of approx. 4,500 feet.</p> <p>Preliminary Ranking (Staff): M – This project will provide a needed facility at the beach south of the pier. The next step for this project is to begin a feasibility study. The project is located Off-Tidelands and will require easement to be approved prior to project implementation.</p>			
Check Port Strategic Goal(s) Accomplished by this project:			
<input type="checkbox"/> 1. Port that the public understands & trusts <input type="checkbox"/> 2. Thriving & modern seaport <input checked="" type="checkbox"/> 3. Vibrant waterfront destination where visitors & residents converge (3.3) <input type="checkbox"/> 4. Healthy/sustainable bay & environment <input type="checkbox"/> 5. Comprehensive Vision integrated to regional plans <input checked="" type="checkbox"/> 6. Safe place to visit/work/play (6.5) <input type="checkbox"/> 7. Innovative & motivated workforce <input type="checkbox"/> 8. Financially sustainable Port - Job creation and regional economic vitality			
Check all factors that apply:			
<input type="checkbox"/> Authorized or Board Approved MOU or Agreement Title:			
<input type="checkbox"/> Regulatory mandate/requirement Title of regulation:			
<input type="checkbox"/> Legal mandate/requirement Title of document (if applicable):			
<input type="checkbox"/> Project implements Port Program or Plan Title:			
<input type="checkbox"/> Grant funded: Grant Funding ___ % Matching Required ___ %			
PROJECTED CAPITAL FUNDING			
Total Project Amount			
Design: \$75,000		ROM Total Project Costs: \$550,000	
FUNDING			
FY2014	FY2015	FY2016	FY2017
	\$75,000		
		FY2018	FY2019

Project Name: Remaining Street End Improvements			
Project No.:	CIP Reference No.:		
Member City:	Imperial Beach	Project Sponsor:	Member City
<p>Background: Each year, high tide and storm events create severe wave inundation and damage at unprotected street ends near the coastline. The Port Master Plan indicates that two street endings are scheduled to be improved annually.</p> <p>Description: This project will improve the street ends at Ebony, Admiralty, Descanso, Cortez, Beach, Elkwood, and Encanto avenues, as prescribed by the Port Master Plan. The improvements will be consistent with a unified urban design theme and enhance the amenities of these public areas with textured paving, drainage, shoreline protection, curb and gutter, sidewalk, lighting, beach access, fencing, landscaping, irrigation, and automobile loading and parking. The next step for this project is to proceed with pre-design/design.</p> <p>Cost Analysis: The proponent submitted an estimated cost of \$1,552,006. The cost submitted does not account for design, inspection or project management. Staff estimates the total project cost to be \$2,100,000.</p> <p>CEQA Status: No determination made</p>			
<p>Benefits (provide brief description):</p> <p>Contribution to the port's strategic goals (COMPASS): Improvement of the street ends will provide much safer points of access to the beach and will also provide shoreline protection that will protect the public, public infrastructure and private property from wave inundation and wave attack.</p> <p>Adherence to Port objectives and the Port District Act: This project adheres to the Port District Act and to the Port objectives by improving both physical and visual access to the waterfront while maintaining necessary infrastructure.</p> <p>Represents a balanced distribution of the Port District's proposed capital investment throughout the tidelands and Member Cities: Evaluation of this criterion will be done by the BPC.</p> <p>Capacity to produce revenue and to enhance local and regional economic growth: The improvement and protection of these street ends via construction of shoreline protection would reduce annual maintenance costs incurred by the City and Port, as well as provide improved coastal access and parking, raising adjoining property values.</p> <p>Capacity to provide non-monetary public benefits: Improving the urban design and aesthetics of the coastal access points serve to provide a more appealing experience for residents and beach visitors.</p> <p>Maintains off-tidelands infrastructure & mitigates off-tidelands impacts necessary to support tidelands operations: N/A</p> <p>Other Factors: Recommended project is to confirm cost estimates and schedules for all remaining street end projects (including Carnation and Dahlia) by performing a comprehensive program that establishes environmental and design constraints for the remaining street end improvements.</p>			
<p>Check Port Strategic Goal(s) Accomplished by this project:</p> <p><input type="checkbox"/> 1. Port that the public understands & trusts</p> <p><input type="checkbox"/> 2. Thriving & modern seaport</p> <p><input checked="" type="checkbox"/> 3. Vibrant waterfront destination where visitors & residents converge (3.4.3.10)</p> <p><input type="checkbox"/> 4. Healthy/sustainable bay & environment</p> <p><input type="checkbox"/> 5. Comprehensive Vision integrated to regional plans</p> <p><input checked="" type="checkbox"/> 6. Safe place to visit/work/play (6.5)</p> <p><input type="checkbox"/> 7. Innovative & motivated workforce</p> <p><input type="checkbox"/> 8. Financially sustainable Port - Job creation and regional economic vitality</p>			
<p>Check all factors that apply:</p> <p><input type="checkbox"/> Authorized or Board Approved MOU or Agreement Title:</p> <p><input type="checkbox"/> Regulatory mandate/requirement Title of regulation:</p> <p><input type="checkbox"/> Legal mandate/requirement Title of document (if applicable):</p> <p><input checked="" type="checkbox"/> Project implements Port Program or Plan Title: Port Master Plan</p> <p><input type="checkbox"/> Grant funded: Grant Funding ___% Matching Required ___%</p>			
PROJECTED CAPITAL FUNDING			
Total Project Amount			
Program: \$200,000		ROM Total Project Cost: \$2,100,000	
FUNDING			
FY2014	FY2015	FY2016	FY2017
\$200,000			
<p>Staff Assessment: M – The recommended project will establish a comprehensive program for the street end implementation per Master Plan.</p>			

<p>Project Name: Tidelands Avenue & Civic Center Drive Resurfacing</p>	<p>Off-Tidelands MTF Requested</p>												
<p>Project No.:</p>	<p>Check Port Strategic Goal(s) Accomplished by this project:</p>												
<p>Member City: National City</p>	<p><input checked="" type="checkbox"/> 1. Port that the public understands & trusts (1.6)</p> <p><input checked="" type="checkbox"/> 2. Thriving & modern seaport (2.2)</p> <p><input type="checkbox"/> 3. Vibrant waterfront destination where visitors & residents converge</p> <p><input type="checkbox"/> 4. Healthy/sustainable bay & Environment</p> <p><input checked="" type="checkbox"/> 5. Comprehensive Vision integrated to regional plans (5.4)</p> <p><input checked="" type="checkbox"/> 6. Safe place to visit/work/play (6.4)</p> <p><input type="checkbox"/> 7. Innovative & motivated workforce</p> <p><input checked="" type="checkbox"/> 8. Financially sustainable Port - Job creation and regional economic vitality (8.4, 8.8)</p>												
<p>CIP Reference No.:</p>	<p>Check all factors that apply:</p> <p><input type="checkbox"/> Authorized or Board Approved MOU or Agreement Title:</p> <p><input type="checkbox"/> Regulatory mandate/requirement Title of regulation:</p> <p><input type="checkbox"/> Legal mandate/requirement Title of document (if applicable):</p> <p><input type="checkbox"/> Project implements Port Program or Plan Title:</p> <p><input checked="" type="checkbox"/> Grant funded: Grant Funding ___ % Matching Required 25% (City Funds)</p>												
<p>Project Sponsor: National City</p>	<p>PROJECTED CAPITAL FUNDING</p> <p>Total Project Amount</p> <p style="text-align: right;">\$175,000</p>												
<p>Background: Tidelands Avenue between Civic Center Drive and Bay Marina Drive and Civic Center Drive from Harbor Drive to Tidelands Avenue is a primary Off-Tidelands road that accommodates traffic from the National City Marine Terminal. This street receives additional wear and tear from On-Tidelands Operations. National City performed a pavement assessment that identified a low pavement condition index for the aforementioned streets.</p> <p>Description: The project proposes the street repair of Tidelands Avenue from the intersection of Civic Center Drive to the intersection of Bay Marina Drive (Approx. 3,800 LF) and Civic Center Drive from Harbor Drive to Tidelands Avenue (Approx. 750 LF). The repair would include 4-inch digouts and replacement of the most damaged areas and a seal coat.</p> <p>Cost Analysis: The proponent submitted a cost estimate of \$175,000. The tonnage indicated on their estimate indicates that 25% of the road will be repaired yielding an average of \$3.10/sqft of improved road. National City has indicated they may have matching funds available up to 25%; the Port's pro-rata share should be determined prior to the release of payment.</p> <p>CEQA Status: Exempt</p> <p>Benefits (provide brief description):</p> <p>Contribution to the port's strategic goals (COMPASS): Completing this project will advocate for regional transportation policy and infrastructure for effective goods movement.</p> <p>Adherence to Port objectives and the Port District Act: This project is located Off-Tidelands.</p> <p>Represents a balanced distribution of the Port District's proposed capital investment throughout the tidelands and Member Cities: Evaluation of this criterion will be done by the BPC.</p> <p>Capacity to produce revenue and to enhance local and regional economic growth: Properly maintained infrastructure allows efficient movement of goods.</p> <p>Capacity to provide non-monetary public benefits: N/A</p> <p>Maintains off-tidelands infrastructure & mitigates off-tidelands impacts necessary to support tidelands operations: Maintains Tidelands Avenue an Off-Tidelands street that supports NCMT.</p> <p>Other Factors: National City has indicated matching funds are available in the City's street resurfacing fund. If this project is not funded Tidelands Avenue will continue to degrade due to increased traffic from On-Tidelands operations.</p>	<p>FUNDING</p> <table border="1"> <thead> <tr> <th>FY2014</th> <th>FY2015</th> <th>FY2016</th> <th>FY2017</th> <th>FY2018</th> <th>FY2019</th> </tr> </thead> <tbody> <tr> <td>\$175,000</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	\$175,000					
FY2014	FY2015	FY2016	FY2017	FY2018	FY2019								
\$175,000													
<p>Staff Assessment: H - This project provides the repair of Off-Tidelands streets that are impacted by On-Tidelands maritime terminal operations. Independent verification of pro-rata share of impacts should be submitted prior to the release of payment.</p>													



<p>Project Name: Perkins Elementary School Joint Use Active Open Space</p>	<p>Project No.: [Blank]</p> <p>Member City: San Diego</p>	<p>CIP Reference No.: [Blank]</p> <p>Project Sponsor: San Diego</p>	<p>Off-Tidelands MTIF Requested</p>
<p>Background: The Barrio Logan community has had limited access to the waterfront and has lived with industrial and goods movement activities due to the close proximity of the Tenth Avenue Marine Terminal (TAMT). The project is located Off-Tidelands.</p> <p>Description: The project proposes a partnership between the San Diego Unified School District, the City of San Diego and the Unified Port of San Diego in the development of a joint use open space adjacent to Perkins Elementary School. The open space will be utilized by the school and open to the public during non school hours. The project is located in front of Perkins Elementary School at the old Restaurant Depot parcel located on Main Street. The open space is planned to be 2.23 acres and 3.30 acres if Main Street is vacated. The open space will include a joint use field and playground. The next step for this project will be to assess the Port's pro-rata share and provide funding to the City of San Diego.</p> <p>Cost Analysis: The proponent submitted an estimated project cost of \$14,750,000 which includes land acquisition which is estimated at \$12,500,000. Soft and hard costs associated with construction are estimated at \$2,250,000.</p> <p>CEQA Status: No determination made.</p> <p>Benefits (provide brief description):</p> <p>Contribution to the port's strategic goals (COMPASS): Completing this project will mitigate the limitation of open space in Barrio Logan caused by TAMT activities.</p> <p>Adherence to Port objectives and the Port District Act: This project is located Off-Tidelands and may be subject to State Lands Commission review.</p> <p>Represents a balanced distribution of the Port District's proposed capital investment throughout the tidelands and Member Cities: Evaluation of this criterion will be done by the BPC.</p> <p>Capacity to produce revenue and to enhance local and regional economic growth: N/A</p> <p>Capacity to provide non-monetary public benefits: Provide a much needed public open space for the community of Barrio Logan.</p> <p>Maintains off-tidelands infrastructure & mitigates off-tidelands impacts necessary to support tidelands operations: Creates a joint use open space to mitigate the limited access to the waterfront and industrial zoning caused by TAMT.</p> <p>Other Factors: The City and the SDUSD have completed 76 projects with similar scopes.</p> <p>Staff Assessment: M – This project mitigates the limitation of open space in Barrio Logan caused by On-Tidelands operations; Independent verification of pro-rata share of impacts should be submitted prior to funds being released. Longer term discussions needed to define scope and funding options.</p>			<p>Check Port Strategic Goal(s) Accomplished by this project:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> 1. Port that the public understands & trusts (1.2) <input type="checkbox"/> 2. Thriving & modern seaport <input type="checkbox"/> 3. Vibrant waterfront destination where visitors & residents converge <input checked="" type="checkbox"/> 4. Healthy/sustainable bay & Environment (4.7) <input checked="" type="checkbox"/> 5. Comprehensive Vision integrated to regional plans (5.1) <input type="checkbox"/> 6. Safe place to visit/work/play <input type="checkbox"/> 7. Innovative & motivated workforce <input type="checkbox"/> 8. Financially sustainable Port - Job creation and regional economic vitality <p>Check all factors that apply:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Authorized or Board Approved MOU or Agreement Title: <input type="checkbox"/> Regulatory mandate/requirement Title of regulation: <input type="checkbox"/> Legal mandate/requirement Title of document (if applicable): <input type="checkbox"/> Project implements Port Program or Plan Title: <input type="checkbox"/> Grant funded: Grant Funding ___ % Matching Required ___ %
<p>PROJECTED CAPITAL FUNDING</p>			<p>Total Project Amount</p>
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<p>PROJECTED CAPITAL FUNDING</p>			<p>Total Project Amount</p>



EXHIBIT D

**List of Projects Not Funded
on June 7, 2012**

Low Priority for Funding

EXHIBIT D

No.	Project Title	Recommended Funding Amount
15	Carnation Street End Improvements	\$ 3,000,000
16	Dahlia Avenue Street End Improvements	\$ 350,000
17	Dinghy Dock and Rack Storage System at Tidelands Park	\$ 600,000
18	Dempsey Holder Safety Center Multipurpose Room Enhancement	\$ 350,000
19	Walkway Improvement	\$ 280,000
20	Imperial Beach Pier Westward Expansion	\$ 350,000
21	IB Pier Plaza Surveillance System	\$ 8,000
22	Sound Monitoring Equipment	\$ 130,000
23	Marina Way Relocation Pre-design/Design	\$ 450,000
24	Redeveloped B St. Pier	TBD
25	San Diego Historic Streetcar Line	\$ 39,300,000
26	Marina Way Dr. Realignment	\$ 3,000,000
27	Interim Navy Pier Redevelopment	TBD
28	Landscape/Gateway Entrance to Coronado at the Toll Plaza	\$ 1,700,000
29	Imperial Beach Surface Parking Lot Improvements	\$ 290,000
30	Marina Way Bike Path	\$ 500,000
31	Harbor Drive And Tidelands Connection	\$ 300,000
32	Cesar Chavez Parkway Median	\$ 500,000

Not Ranked for Funding

EXHIBIT D

No.	Project Title	Recommended Funding Amount
33	Bayshore Bikeway Access Improvement at Bikeway Village	TBD
34	Pond 20	TBD
35	South Bayshore Bikeway and Wildlife Viewing Access Path	TBD
36	Commercial Fisheries Revitalization Plan Implementation - Phase IIB	\$ 500,000
37	Cruise Ship Truck Staging Area Replacement	\$ 500,000
38	Grand Caribe Shoreline Park Expansion	\$ 10,000,000
39	Sand Abatement for Street Ends	TBD
40	Property Acquisition of Key Parcels for New Visitor-Serving Development (Hotel, Retail, etc)	\$ 3,224,000
41	Seacoast Drive Streetscape Improvements	\$ 840,000
42	Parking Garage (027-003)	\$ 20,000,000
43	Relocation of Tidelands Ave Phase I - Environmental and Engineering	\$ 1,000,000
44	Relocation of Tidelands Ave Phase II - Construction	\$ 6,232,000
45	1220 Pacific Highway	\$ 26,500,000
46	Construct a Ferry Landing at Seaport Village	TBD
47	Cruise Ship Relocation to TAMT	TBD
48	N. Harbor Drive Realignment - Point Loma	\$ 3,000,000
49	Navigation Aids Replacement	\$ 110,000
50	Crescent Pier Project North Embarcadero	\$ 100,000
51	Grape Street & Harbor Drive Development	\$ 300,000
52	Fire Station	\$ 6,500,000
53	Harbor Drive Resurfacing	\$ 100,000

Future Project List

EXHIBIT D

No.	Project Title	Recommended Funding Amount
54	Project 6 - E St. from Bay Blvd. to S-2 Signature Park	\$ 21,820,000
55	Project 7 - (S-2) Signature Park	\$ 7,950,000
56	Project 8 - (SP-1) Ecological Buffer in Sweetwater District	\$ 159,000
57	Project 9 - (SP-3) Nature Center and Access Road	\$ 670,000
58	Project 10 - Building Removal for RCC Site (Parcel H3)	\$ 7,850,000
59	Project 11 - Resort Conference Center Pavement & Utility Removal	\$ 6,790,000
60	Project 12 - Construction of E St. along H-3	\$ 9,370,000
61	Project 13 - Construction of H St. from Marina Parkway to E St.	\$ 7,325,000
62	Gantry Cranes at TAMT Transit Shed #1 and #2	\$ 23,700,000
63	TAMT Transit Shed #2 and Warehouse C Demo	\$ 22,500,000
64	Shipyards District Parking Structure - Pre-design/ Financing Studies	\$ 100,000
65	NEVP Phase 1D (Set Back Park/Plaza on 1220 Pacific Hwy)	\$ 2,000,000
66	Former Navy Pier Head House Demo	\$ 3,350,000
67	NEVP Phase 1D (Set Back Park/Plaza)	\$ 3,000,000
68	Harbor Police Administration Facility - Planning & Pre-design	\$ 200,000
69	Cesar Chavez Park Lighting - Pre-design/Design	\$ 100,000
70	Palm Street Parking Facility - Pre-design	\$ 200,000
71	Barrio Logan Parking Facility	TBD
72	Navy Pier Park	TBD
73	Interim Harbor Drive Concept 1	TBD
74	NCMT Berth 24-5 Restroom	\$ 300,000
75	NCMT Wharf Extension, Phase 2 – Design & Construction	\$ 34,300,000
76	Develop NCMT Berths 24-8 and 24-9 - Design & Construction	\$ 58,000,000
77	TAMT Berths 10-1 & 10-2 Deepening	\$ 2,600,000
78	NEVP Phase 2 Design/Construction – District Share	\$ 20,000,000
79	N. Embarcadero Grape St. Piers Replacement Design/Construction	\$ 1,000,000
80	Navy Pier Park Development	\$ 500,000
81	Final Design for Operational Upgrade of B St. Cruise Ship Terminal – Construction Documents	\$ 1,750,000
82	B Street Cruise Ship Operational Upgrades – Construction (see 6B)	\$ 27,700,000
83	B Street Terminal Baggage Facility - Design/Construction	\$ 10,000,000
84	Harbor Police Administration Facility - Design/Construction	\$ 30,000,000
85	America's Cup Harbor Improvements Phase II Parking Facility (Westy's)	\$ 5,750,000
86	Mitigation Bank - Location TBD	TBD
87	CMAAP (Climate Mitigation and Adaptation Plan)	TBD
88	Pond 20 - Future Projects	TBD