

EXHIBIT A

The PCPB requests that the following additional feasible transportation measures be considered and incorporated into the Midway Rising Mitigation Measures.

1. Expand Employee Transit Incentives under Mitigation Measure Trans 5.2.2

MM TRANS 5.2-2 requires a mere 50% MTS monthly-pass subsidy for entertainment-center employees.

The traffic model aggressively assumes that 50 percent of the arena's 885 employees will commute via mass transit, reducing average daily travel by 6,214 miles. There is no evidence that part-time staff and event workers or even full-time staff will achieve a massive 50 percent capture rate if they are still forced to absorb half the cost of a MTS pass out of pocket. **Require 100 percent fully funded subsidy to all commercial and arena employees.** Require Monitoring of employees enrolled and using the transit and estimated VMT reduction.

2. Increase Shuttle Service under Mitigation Measure Trans 5.2.1

Mitigation Measure Trans 5.2.1 specifies one vehicle at 20-30 minute headways. But does not establish a minimum number of passengers carried or required VMT reduction. The City's own findings admits that VMT reduction cannot be demonstrated. There is no evidence that there will be a reduction in VMT. To increase use and ridership **mandate that a high-capacity fleet (two minimum with back-up) operates at 10-15 minute headways. Increase shuttle hours beyond 10:00 PM during evening events.** These additional and feasible measures will encourage ridership and reduce waiting time. Require actual performance monitoring as a condition under Trans 5.2.1 to demonstrate utilization rate and estimated VMT reduction.

3. Provide Pedestrian crossing over Camino Rio West to strengthen and encourage walkability

To mitigate VMT and reduce the hazardous multi-lane surface street pedestrian conflicts during large 16,000 seat arena events, PCPB and Caltrans explicitly requested the inclusion of a pedestrian bridge crossing over Camino Del Rio West. **Include the construction of a grade-separated pedestrian overpass.** This is a critical safety and traffic measure necessary to keep foot traffic safe from heavy traffic and reduce traffic delays.

4. Implement and accelerate Identified Transit and Roadway/Intersection Improvements in Midway General Plan

The legally adopted Midway-Pacific Highway Community Plan Blueprint requires structural, physical, and geometric upgrades to the following specific intersections to improve traffic and prevent total regional gridlock. Include the following intersection improvements as actual Mitigation Measures with phasing requirements and as conditions of project approval.

- **Camino Del Rio West & Rosecrans Street / Sports Arena Blvd:** The primary chokepoint leading into Point Loma and the Peninsula. It will face catastrophic event-day congestion.
- **West Point Loma Boulevard & Sports Arena Boulevard:** A critical coastal evacuation and transit artery that will face heavy congestion during large arena events.
- **Rosecrans Street & Midway Drive:** A major intersection already prone to intense gridlock, completely unmitigated by Midway Rising. .

5.. Establish Traffic Monitoring, Measurable Performance Standards, Annual Public Reporting and Mandatory Corrective Measures

The Final Findings essentially acknowledge that the City cannot demonstrate the VMT reduction or the mitigation measures will be effective. Require a **Transportation Performance Monitoring Program requiring annual measurement of shuttle utilization, employee pass utilization, traffic counts and VMT reduction, with corrective measures if the proposed mitigation measures fails to achieve specified performance objectives.**