

**DRAFT****SAN DIEGO UNIFIED PORT DISTRICT****ORDINANCE xxxx****ORDINANCE INCREASING THE DISTRICT'S FY  
2026 FINANCIAL ASSISTANCE / GRANTS /  
CONTRIBUTIONS NON PERSONNEL EXPENSE  
(NPE) BUDGET BY \$700,000 TO BE FUNDED FROM  
THE GRANT MATCHING RESERVES**

**WHEREAS**, the San Diego Unified Port District (District) is a public corporation created by the Legislature in 1962 pursuant to Harbors and Navigation Code Appendix I (Port Act); and

**WHEREAS**, the City of National City (City) is proposing to construct Segment 5 of the Bayshore Bikeway in National City (hereinafter referred to as the "National City segment"), which will provide a critical connection and gap closure for the approximately 24-mile Bayshore Bikeway that links the District's five member cities and provides access to the waterfront; and

**WHEREAS**, more specifically, the National City segment will complete a missing link between Harbor Drive/Civic Center Drive on the north and Marina Way/West 32<sup>nd</sup> Street (immediately north of Pier 32 Marina) on the south; and

**WHEREAS**, the National City segment is approximately 1.4 miles, of which the southernmost portion (approximately 900 linear feet) is on District property, and the remaining portions of the alignment are on City property; and

**WHEREAS**, in early 2025, the City was awarded \$5,681,000 by the San Diego Association of Governments (SANDAG), as part of the regional Active Transportation Program Cycle 7 funding, to construct the National City segment of the Bayshore Bikeway, with a \$2,000,000 grant match from the District; and

**WHEREAS**, the \$2,000,000 District contribution is proposed to consist of \$1,400,000 from the District's Grant Matching Reserves for the portion of the National City segment that is on Tidelands, and \$600,000 from the District's Maritime Industrial Impact Fund (MIIF) for the portion that is located off Tidelands; and

**WHEREAS**, pursuant to the Memorandum of Understanding (MOU) between the District and the City, the District's \$2,000,000 contribution is to be made in three separate payments – an initial \$600,000 as the first payment, a \$700,000 payment approximately six months after the first payment, and a second \$700,000 payment approximately six months after the second payment; and

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**WHEREAS**, the first payment is estimated to occur in Fall 2025 (in FY26), the second payment is estimated to occur in Spring 2026 (in FY26), and the third payment is estimated to occur in Summer/Fall 2026 (in FY27); and

**WHEREAS**, the \$600,000 contribution from MIIF was approved by the Board of Port Commissioners (BPC) in the BPC's June 6, 2025 FY26 budget approval; and

**WHEREAS**, the remaining \$1,400,000 contribution (made up of two separate \$700,000 payments) is earmarked in the District's Grant Matching Reserves; and

**WHEREAS**, for the first \$700,000 payment, a budget amendment is required to increase the District's FY26 Financial Assistance/Grants/Contributions Non-Personnel Expense (NPE) budget by \$700,000 to be funded from the Grant Matching Reserves; and

**WHEREAS**, the second, and final, \$700,000 payment will be budgeted and funded in FY27 subject to BPC Approval.

**NOW, THEREFORE**, the Board of Port Commissioners of the San Diego Unified Port District does ordain as follows:

Section 1. The District's Fiscal Year 2026 Budget is hereby amended to increase the Financial Assistance/Grants/Contributions Non-Personnel Expense (NPE) Budget by \$700,000 for the construction of the National City segment of the Bayshore Bikeway to be funded from the Grant Matching Reserves.

Section 2. This Ordinance shall take effect on the 31<sup>st</sup> day from its passage by the Board of Port Commissioners.

APPROVED AS TO FORM AND LEGALITY:  
GENERAL COUNSEL

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By: Assistant/Deputy

PASSED AND ADOPTED by the Board of Port Commissioners of the San Diego Unified Port District, this 15<sup>th</sup> day of July 2025, by the following vote: