

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

Revised 10/30/2020

BOARD MEETING **AGENDA**

Thursday, November 5, 2020
9:00 A.M.

San Diego International Airport
SDCRAA Administration Building
3225 N. Harbor Drive
San Diego, California 92101

Board Members

C. April Boling
Chairman

Catherine Blakespear
Greg Cox
Mark Kersey
Robert T. Lloyd
Paul McNamara
Paul Robinson
Johanna S. Schiavoni
Mark B. West

Ex-Officio Board Members

Gustavo Dallarda
Col. Charles B. Dockery
Gayle Miller

President / CEO

Kimberly J. Becker

This meeting of the Board of the San Diego County Regional Airport Authority Board will be conducted pursuant to the provisions of California Executive Order N-29-20 which suspends certain requirements of the Ralph M. Brown Act. During the current State of Emergency and in the interest of public health, all Board members will be participating in the meeting electronically. In accordance with the Executive Order, there will be no members of the public in attendance at the Board Meeting. We are providing alternatives to in-person attendance for viewing and participating in the meeting. In lieu of in-person attendance, members of the public may submit their comments in the following manner.

Comment on Non-Agenda Items

Public comments on non-agenda items must be submitted to the Authority Clerk at clerk@san.org, no later than 4:00 p.m. the day prior to the posted meeting in order to be eligible to be read into the record. The Authority Clerk will read the first 30 comments received by 4:00 p.m. the day prior to the meeting into the record. The maximum number of comments to be read into the record on a single issue will be 16. All other comments submitted, including those received after 4:00 p.m. the day prior and before 8:00 a.m. the day of the meeting, will be provided to the Authority Board and submitted into the written record for the meeting.

Comment on Agenda Items

Public comments on agenda items received no later than 8:00 a.m. on the day of the meeting will be distributed to the Board and included in the record.

If you'd like to speak to the Board live during the meeting, please follow these steps to request to speak:

- **Step 1:** Fill out the online [Request to Speak Form](#) to speak during the meeting via teleconference. The form must be submitted by 4 p.m. the day before the meeting or by 4:00 p.m. the Friday before a Monday meeting. After completing the form, you'll get instructions on how to call in to the meeting.
- **Step 2:** Watch the meeting via the Webcast located at the following link, <https://www.san.org/Airport-Authority/Meetings-Agendas/Authority-Board?EntryId=13364>

- **Step 3:** When the Board begins to discuss the agenda item you want to comment on, call in to the conference line, you will be placed in a waiting area. ***Please do not call until the item you want to comment on is being discussed.***
- **Step 4:** When it is time for public comments on the item you want to comment on, Authority Clerk staff will invite you into the meeting and unmute your phone. Staff will then ask you to state your name and begin your comments.

You may also view the meeting online at the following link: <https://www.san.org/Airport-Authority/Meetings-Agendas/Authority-Board?EntryId=13364>

REQUESTS FOR ACCESSIBILITY MODIFICATIONS OR ACCOMMODATIONS

As required by the Americans with Disabilities Act (ADA), requests for agenda information to be made available in alternative formats, and any requests for disability-related modifications or accommodations required to facilitate meeting participation, including requests for alternatives to observing meetings and offering public comment as noted above, may be made by contacting the Authority Clerk at (619) 400-2550 or <mailto:clerk@san.org>. The Authority is committed to resolving accessibility requests swiftly in order to maximize accessibility

This Agenda contains a brief general description of each item to be considered. The indication of a recommended action does not indicate what action (if any) may be taken. ***Please note that agenda items may be taken out of order.*** If comments are made to the Board without prior notice or are not listed on the Agenda, no specific answers or responses should be expected at this meeting pursuant to State law.

Staff Reports and documentation relating to each item of business on the Agenda are on file in Board Services and are available for public inspection.

NOTE: Pursuant to Authority Code Section 2.15, all Lobbyists shall register as an Authority Lobbyist with the Authority Clerk within ten (10) days of qualifying as a lobbyist. A qualifying lobbyist is any individual who receives \$100 or more in any calendar month to lobby any Board Member or employee of the Authority for the purpose of influencing any action of the Authority. To obtain Lobbyist Registration Statement Forms, contact the Board Services/Authority Clerk Department.

CALL TO ORDER:

ROLL CALL:

PRESENTATIONS:

A. REVIEW OF THE UNAUDITED FINANCIAL STATEMENTS FOR THE THREE MONTHS ENDED SEPTEMBER 30, 2020:

Presented by Scott Brickner, Chief Financial Officer

REPORTS FROM BOARD COMMITTEES, AD HOC COMMITTEES, AND CITIZEN COMMITTEES AND LIAISONS:

- **AUDIT COMMITTEE:**
Committee Members: Blakespear, Kersey (Chair), McNamara, Nickerson, Vann, Van Sambeek, West
- **CAPITAL IMPROVEMENT PROGRAM OVERSIGHT COMMITTEE:**
Committee Members: Cox, Kersey, Lloyd, Robinson, West (Chair)
- **EXECUTIVE PERSONNEL AND COMPENSATION COMMITTEE:**
Committee Members: Boling, Cox, Robinson, Schiavoni (Chair)
- **FINANCE COMMITTEE:**
Committee Members: Blakespear, Kersey (Chair), McNamara, Schiavoni

ADVISORY COMMITTEES

- **AUTHORITY ADVISORY COMMITTEE:**
Liaison: Robinson (Primary), Schiavoni
- **ARTS ADVISORY COMMITTEE:**
Committee Member: Robert H. Gleason

LIAISONS

- **CALTRANS:**
Liaison: Dallarda
- **INTER-GOVERNMENTAL AFFAIRS:**
Liaison: Cox
- **MILITARY AFFAIRS:**
Liaison: Dockery
- **PORT:**
Liaisons: Boling (Primary), Cox, Robinson

- **WORLD TRADE CENTER:**
Representatives: Robert H. Gleason

BOARD REPRESENTATIVES (EXTERNAL)

- **SANDAG BOARD OF DIRECTORS:**
Representative: Boling (Primary), Robinson
- **SANDAG TRANSPORTATION COMMITTEE:**
Representatives: Schiavoni (Primary), West

CHAIR'S REPORT:

PRESIDENT/CEO'S REPORT:

NON-AGENDA PUBLIC COMMENT:

Non-Agenda Public Comment is reserved for members of the public wishing to address the Board on matters for which another opportunity to speak **is not provided on the Agenda**, and which is within the jurisdiction of the Board. Please submit a completed speaker slip to the Authority Clerk. ***Each individual speaker is limited to three (3) minutes. Applicants, groups and jurisdictions referring items to the Board for action are limited to five (5) minutes.***

Note: Persons wishing to speak on specific items should reserve their comments until the specific item is taken up by the Board.

CONSENT AGENDA (Items 1 - 13):

The consent agenda contains items that are routine in nature and non-controversial. Some items may be referred by a standing Board Committee or approved as part of the budget process. The matters listed under 'Consent Agenda' may be approved by one motion. Any Board Member may remove an item for separate consideration. Items so removed will be heard before the scheduled New Business Items, unless otherwise directed by the Chair.

1. **APPROVAL OF MINUTES:**
RECOMMENDATION: Approve the minutes of the October 1, 2020 regular Board meeting.
2. **ACCEPTANCE OF BOARD AND COMMITTEE MEMBERS WRITTEN REPORTS ON THEIR ATTENDANCE AT APPROVED MEETINGS AND PRE-APPROVAL OF ATTENDANCE AT OTHER MEETINGS NOT COVERED BY THE CURRENT RESOLUTION:**
RECOMMENDATION: Accept the reports and pre-approve Board Member attendance at other meetings, trainings and events not covered by the current resolution.
(Board Services: Tony R. Russell, Director/Authority Clerk)

3. **AWARDED CONTRACTS, APPROVED CHANGE ORDERS FROM SEPTEMBER 4, 2020 THROUGH OCTOBER 11, 2020 AND REAL PROPERTY AGREEMENTS GRANTED AND ACCEPTED FROM SEPTEMBER 4, 2020 THROUGH OCTOBER 11, 2020:**
RECOMMENDATION: Receive the report.
(Procurement: Jana Vargas, Director)
4. **NOVEMBER 2020 LEGISLATIVE REPORT:**
RECOMMENDATION: Adopt Resolution No. 2020-0101, approving the November 2020 Legislative Report.
(Government Relations: Matt Harris, Director)
5. **AMEND AUTHORITY POLICY 8.24 - LOST AND FOUND PROPERTY:**
RECOMMENDATION: Adopt Resolution No. 2020-0102, amending Authority Policy 8.24 – Lost and Found Property
(Planning & Environmental Affairs: Brendan Reed, Director)

CLAIMS

COMMITTEE RECOMMENDATIONS

6. **ACCEPT THE UNAUDITED FINANCIAL STATEMENTS FOR THE THREE MONTHS ENDED SEPTEMBER 30, 2020:**
RECOMMENDATION: The Finance Committee recommends that the Board accept the information.
(Scott Brickner, Vice President/CFO)
7. **ACCEPT THE AUTHORITY'S INVESTMENT REPORT AS OF SEPTEMBER 30, 2020:**
RECOMMENDATION: The Finance Committee recommends that the Board accept the report.
(Business and Financial Management: Geoff Bryant, Manager, Airport Finance)
8. **APPROVE THE SEVENTH AMENDMENT TO THE AMENDED AND RESTATED RETIREMENT PLAN AND TRUST OF 2013:**
RECOMMENDATION: The Executive Personnel and Compensation Committee recommends that the Board adopt Resolution No. 2020-0103, approving the Seventh Amendment to the Plan to include Emergency Paid Sick Leave (EPSL)/Paid Family, Medical Leave Expansion Act (PFMLA), and the Organ and Bone Marrow Donor Leave as Pensionable Pay for both Classic and PEPRA members.
(Talent, Culture, & Capability: Monty Bell, Director)

9. ESTABLISH THE DATE AND TIME OF BOARD AND ALUC MEETINGS FOR 2021, AS INDICATED IN THE PROPOSED 2021 MASTER CALENDAR OF BOARD AND COMMITTEE MEETINGS:

RECOMMENDATION: The Executive Committee recommends that the Board adopt Resolution No. 2020-0104, establishing the date and time of Board and ALUC meetings; and Committee Meetings for 2021 as indicated on the proposed 2021 Master Calendar of Board and Committee Meetings.

(Board Services: Tony R. Russell, Director/Authority Clerk)

CONTRACTS AND AGREEMENTS

10. AWARD TWO AGREEMENTS FOR LABOR AND EMPLOYMENT LEGAL SERVICES:

RECOMMENDATION: Adopt Resolution 2020-0105, awarding a legal services agreement to Paul Plevin Sullivan & Connaughton LLP for a term of three years with two one-year options to renew for a maximum amount payable of \$500,000.

RECOMMENDATION: Adopt Resolution 2020-0106, awarding a legal services agreement to Burke Williams and Sorensen LLP for a term of three years with two one-year options to renew for a maximum amount payable of \$500,000.

(Legal: Amy Gonzalez, General Counsel)

CONTRACTS AND AGREEMENTS AND/OR AMENDMENTS TO CONTRACTS AND AGREEMENTS EXCEEDING \$1 MILLION

11. APPROVE AND AUTHORIZE THE AWARD OF A CONTRACT TO GRANITE CONSTRUCTION COMPANY FOR WEST SOLID WASTE FACILITY AND WEST REFUELER LOADING FACILITY AT SAN DIEGO INTERNATIONAL AIRPORT:

RECOMMENDATION: Adopt Resolution No. 2020-0107, awarding a contract to Granite Construction Company, in the amount of \$16,208,208 for Project No. 104274A West Solid Waste Facility and Project No. 104249A, West Refueler Loading Facility at San Diego International Airport.

(Airport Design & Construction: Bob Bolton, Director)

12. AWARD A CONTRACT TO S&L SPECIALTY CONSTRUCTION, INC. FOR QUIETER HOME PROGRAM PHASE 10, GROUP 10, PROJECT NO. 381010, THIRTY-SIX (36) SINGLE-FAMILY AND MULTI-FAMILY UNITS ON TWENTY-ONE (21) NON-HISTORIC RESIDENTIAL PROPERTIES LOCATED EAST AND WEST OF THE SAN DIEGO INTERNATIONAL AIRPORT:

RECOMMENDATION: Adopt Resolution No. 2020-0108, awarding a contract to S&L Specialty Construction, Inc. in the amount of \$1,387,835.53 for Phase 10, Group 10, Project No. 381010, of the San Diego County Regional Airport Authority's ("Authority") Quieter Home Program.

(Planning & Environmental Affairs: Brendan Reed, Director)

- 13. APPROVE AND AUTHORIZE AN INCREASE IN THE PRESIDENT/CEO'S CHANGE ORDER AUTHORITY FOR QUIETER HOME PROGRAM PHASE 10, GROUP 8, WITH S&L SPECIALTY CONSTRUCTION, INC.:**
RECOMMENDATION: Adopt Resolution No. 2020-0109, authorizing an increase in the President/CEO's change order authority for Quieter Home Program Phase 10, Group 8, with S&L Specialty Construction, Inc., in the amount of \$156,600.00, to a new total contract value of \$1,901,356.23.
(Planning & Environmental Affairs: Brendan Reed, Director)

PUBLIC HEARINGS:

OLD BUSINESS:

NEW BUSINESS:

- 14. RESCIND RESOLUTION NO. 2019-0020 AND AUTHORIZE THE PRESIDENT/CEO TO NEGOTIATE, GRANT AND EXECUTE LEASE AGREEMENTS WITH SOUTHWEST AIRLINES, AMERICAN AIRLINES, UNITED AIRLINES, AND DELTA AIRLINES TO OCCUPY AND USE SPACE WITHIN THE NEWLY DEVELOPED AIRLINE SUPPORT BUILDING AND ASSOCIATED LANDSIDE AND AIRSIDE EXTERIOR AREAS TO OPERATE AIRLINE CARGO SERVICES, AIRCRAFT PROVISIONING, GROUND SERVICE EQUIPMENT STAGING, PARKING AND OPERATIONS, AND RELATED ACTIVITIES WITH A LENGTH OF TERM THROUGH JUNE 30, 2026 AND WITH THE OPTION FOR THE RESPECTIVE PARTIES TO EXTEND, BY MUTUAL CONSENT, THE LEASES THROUGH JUNE 30, 2031:**
RECOMMENDATION: Rescind Resolution No. 2019-0020 and Adopt Resolution No. 2020-0110, authorizing the President/CEO to negotiate, grant and execute Lease Agreements with Southwest Airlines, American Airlines, United Airlines, and Delta Airlines to occupy and use space within the newly developed Airline Support Building and associated landside and airside exterior areas to operate airline cargo services, aircraft provisioning, ground service equipment staging, parking and operations, and related activities with a length of term through June 30, 2026 and with the option for the respective parties to extend, by mutual consent, the leases through June 30, 2031.
(Financial Management: John Dillon, Director)

- 15. APPROVE AND AUTHORIZE AN INCREASE OF \$21,300,000 TO THE FY2021- FY2025 CAPITAL IMPROVEMENT PROGRAM BUDGET TO FUND TENANT IMPROVEMENTS TO THE AIRLINE SUPPORT BUILDING AND APPROVE AND AUTHORIZE AN INCREASE OF \$21,300,000 TO THE PRESIDENT/CEO'S AUTHORITY TO NEGOTIATE AND EXECUTE CHANGE ORDERS TO THE CONTRACT WITH SUNDT CONSTRUCTION, INC. FOR THE AIRPORT SUPPORT FACILITIES PROJECT AT SAN DIEGO INTERNATIONAL AIRPORT:**
RECOMMENDATION: Adopt Resolution No. 2020-0111, approving and authorizing 1) an increase of \$21,300,000 to the Fiscal Year 2021 - Fiscal Year 2025 Capital Improvement Program Budget from \$3,728,201,069 to \$3,749,501,069; and 2) an increase of \$21,300,000 to the President/CEO's change order authority to the Airport Support Facilities contract with Sundt Construction, Inc., for a total change order authority of \$31,583,365.
(Development: Dennis Probst, Vice President & Chief Development Officer)

- 16. OPEN TAXI SYSTEM TRANSITION UPDATE:**
RECOMMENDATION: Accept the report.
(Ground Transportation: Marc Nichols, Director)

- 17. RATIFY ONE YEAR EXTENSION AGREEMENTS WITH CALIFORNIA TEAMSTERS LOCAL 911:**
RECOMMENDATION: Adopt Resolution No. 2020-0112, ratifying one year extension agreements between the Authority and California Teamsters Local 911 for Facilities Maintenance, Operations, & Crafts; Airport Traffic Officers; and General Supervisors Units effective October 1, 2020 through September 30, 2021.
(Legal: Amy Gonzalez, General Counsel)

CLOSED SESSION:

- 18. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)
Name of Case: Future DB International, Inc. v. San Diego County Regional Airport Authority, et al.
San Diego Superior Court Case No. 37-2018-00001531-CU-CR-CTL
- 19. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)
Name of Case: Park Assist LLC v. San Diego County Regional Airport Authority, et al.
United States District Court Case No. 18 CV2068 LAB MDD
- 20. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)
Name of Case: Quiet Skies San Diego v. San Diego County Regional Airport Authority
San Diego Superior Court Case No. 37-2020-00007998-CU-TT-CTL

- 21. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Section 54956.9)
Name of case: In re Hertz Global Holdings, Inc., Case No. 20-11219-MFW
- 22. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Section 54956.9)
Name of case: Elizabeth Stillwagon v. San Diego County Regional Airport Authority
San Diego Superior Court Case No. 37-2020-00015509-CU-OE-CTL
- 23. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Cal. Gov. Code §54956.9)
Number of cases: 2
- 24. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Cal. Gov. Code §54956.9)
Investigative Order No. R9-2012-0009 by the California Regional Water Quality Control Board pertaining to an investigation of bay sediments at the Downtown Anchorage Area in San Diego.
Number of potential cases: 1
- 25. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Cal. Gov. Code §54956.9)
Number of potential cases: 1
- 26. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Cal. Gov. Code §54956.9)
Order No. WQ 2019-0005-DWQ by the State Water Resources Control Board pertaining to PFAS
Number of potential cases: 1
- 27. CONFERENCE WITH LABOR NEGOTIATORS:**
(Cal. Gov. Code section 54957.6)
Agency designated representatives: Angela Shafer-Payne, Monty Bell, Lola Barnes, Greg Halsey, Rod Betts
Employee organization: California Teamsters Local 911
- 28. CONFERENCE WITH REAL PROPERTY NEGOTIATORS:**
(Government Code §54956.8)
Property: 2554-2610 California Street, San Diego CA 92101
Agency negotiator: Hampton Brown, Eric Podnieks
Negotiating parties: Ryan King, Voit Estate Services
Under negotiation: Price and terms of payment

- 29. THREAT TO PUBLIC SERVICES OR FACILITIES:**
Consultation with: General Counsel and President/CEO

REPORT ON CLOSED SESSION:

GENERAL COUNSEL REPORT:

BUSINESS AND TRAVEL EXPENSE REIMBURSEMENT REPORTS FOR BOARD MEMBERS, PRESIDENT/CEO, CHIEF AUDITOR AND GENERAL COUNSEL WHEN ATTENDING CONFERENCES, MEETINGS, AND TRAINING AT THE EXPENSE OF THE AUTHORITY:

BOARD COMMENT:

ADJOURNMENT:

Policy for Public Participation in Board, Airport Land Use Commission (ALUC), and Committee Meetings (Public Comment)

- 1) Persons wishing to address the Board, ALUC, and Committees shall submit an email to the Clerk at clerk@san.org prior to the initiation of the portion of the agenda containing the item to be addressed (e.g., Public Comment and General Items). Failure to submit an email shall not preclude testimony, if permission to address the Board is granted by the Chair.
- 2) The Public Comment Section at the beginning of the agenda is reserved for persons wishing to address the Board, ALUC, and Committees on any matter for which another opportunity to speak is not provided on the Agenda, and on matters that are within the jurisdiction of the Board.
- 3) Persons wishing to speak on specific items listed on the agenda will be afforded an opportunity to speak during the presentation of individual items. Persons wishing to speak on specific items should reserve their comments until the specific item is taken up by the Board, ALUC and Committees.
- 4) If many persons have indicated a desire to address the Board, ALUC and Committees on the same issue, then the Chair may suggest that these persons consolidate their respective testimonies. Testimony by members of the public on any item shall be limited to **three (3) minutes per individual speaker and five (5) minutes for applicants, groups and referring jurisdictions.**
- 5) Pursuant to Authority Policy 1.33 (8), recognized groups must register with the Authority Clerk prior to the meeting.
- 6) After a public hearing or the public comment portion of the meeting has been closed, no person shall address the Board, ALUC, and Committees without first obtaining permission to do so.

Additional Meeting Information

NOTE: This information is available in alternative formats upon request. To request an Agenda in an alternative format, or to request a sign language or oral interpreter, or an Assistive Listening Device (ALD) for the meeting, please telephone the Authority Clerk's Office at (619) 400-2400 at least three (3) working days prior to the meeting to ensure availability.

For your convenience, the agenda is also available to you on our website at www.san.org.

For those planning to attend the Board meeting, parking is available in the public parking lot located directly in front of the Administration Building. Bring your ticket to the third floor receptionist for validation.

You may also reach the SDCRAA Building by using public transit via the San Diego MTS System, Route 992. For route and fare information, please call the San Diego MTS at (619) 233-3004 or 511.

Review of the Unaudited Financial Statements for the Three Months Ended September 30, 2020



SAN DIEGO
INTERNATIONAL AIRPORT

LET'S **GO.**

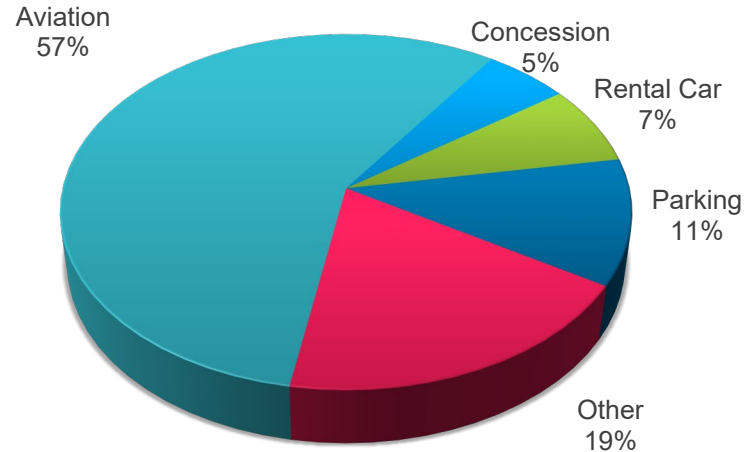
Presented by:
Scott Brickner
Chief Financial Officer

November 5, 2020

Operating Revenues

Three Months Ended September 30, 2020 (Unaudited)

Actual Operating Revenues by Percentage

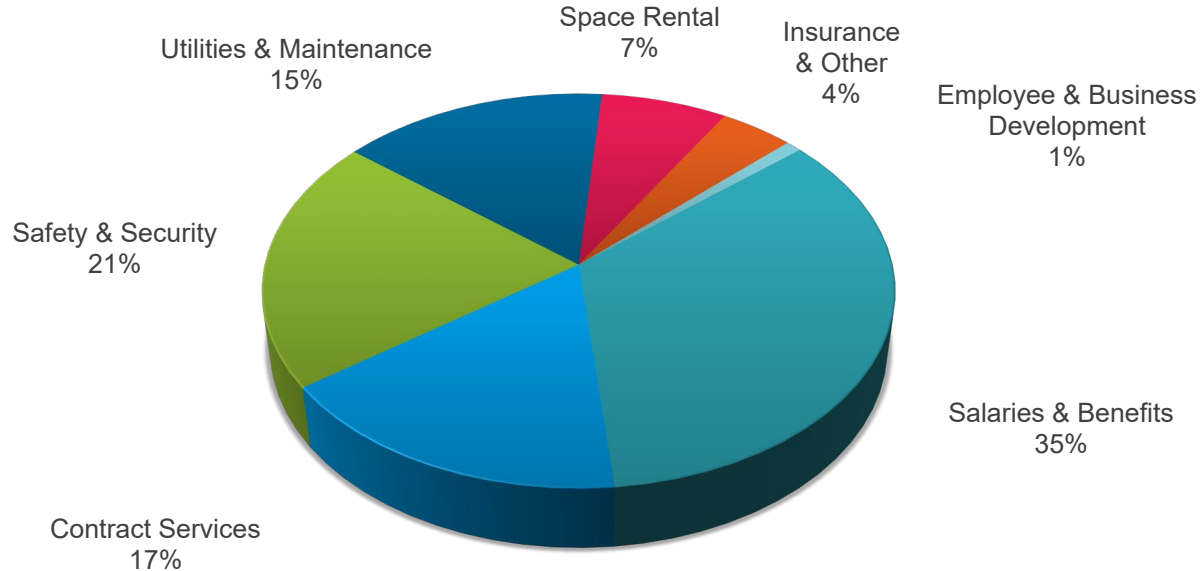


(in \$000s)	Aviation Revenue	Concession Revenue	Rental Car Revenue	Parking Revenue	Other Revenue	Total Operating Revenue
Prior Year	\$ 48,546	\$ 8,114	\$ 9,569	\$ 12,422	\$ 12,293	\$ 90,944
Budget	21,367	1,412	1,291	2,075	6,124	32,269
Actual	20,418	1,946	2,582	4,105	6,839	35,890
Variance	\$ (949)	\$ 534	\$ 1,291	\$ 2,030	\$ 715	\$ 3,621

Operating Expenses

Three Months Ended September 30, 2020 (Unaudited)

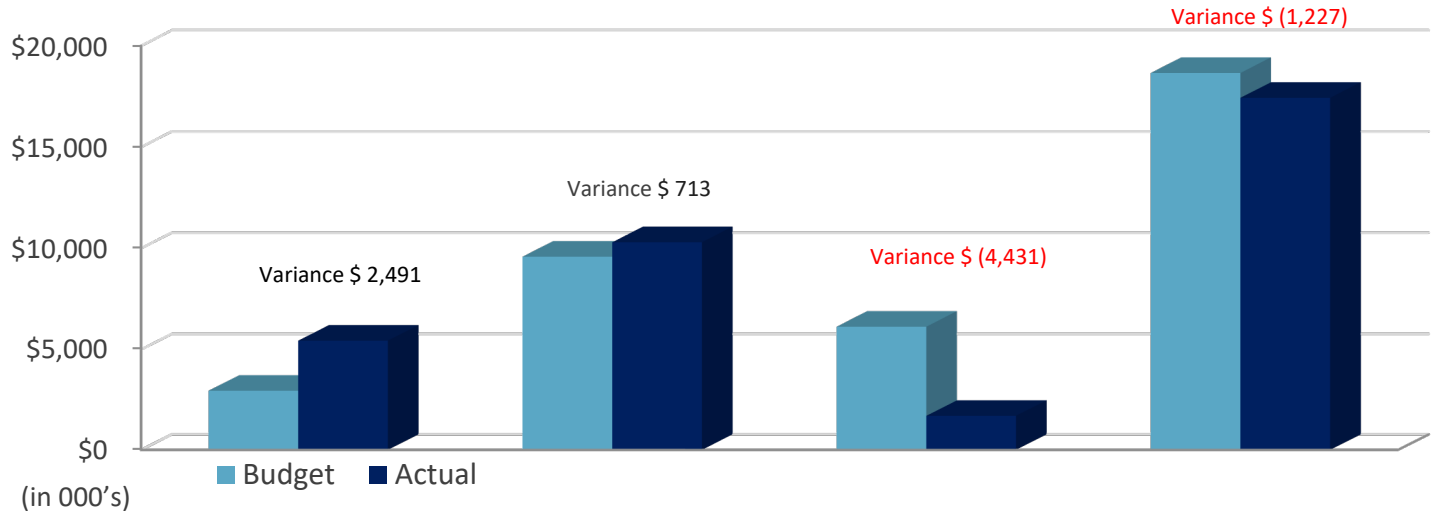
Actual Operating Expenses by percentage



(in \$000s)	Salaries & Benefits	Contract Services	Safety & Security	Utilities & Maintenance	Space Rental	Insurance & Other	Employee & Business Dev.	Total Operating Expenses
Prior Year	\$ 12,077	\$ 10,644	\$ 8,120	\$ 7,039	\$ 2,547	\$ 1,576	\$ 761	\$ 42,764
Budget	12,497	6,888	8,285	6,782	2,551	1,869	283	39,155
Actual	11,986	5,776	7,230	5,370	2,551	1,485	323	34,721
Variance	\$ 511	\$ 1,112	\$ 1,055	\$ 1,412	\$ 0	\$ 384	\$ (40)	\$ 4,434

Non-operating Revenue & Expenses

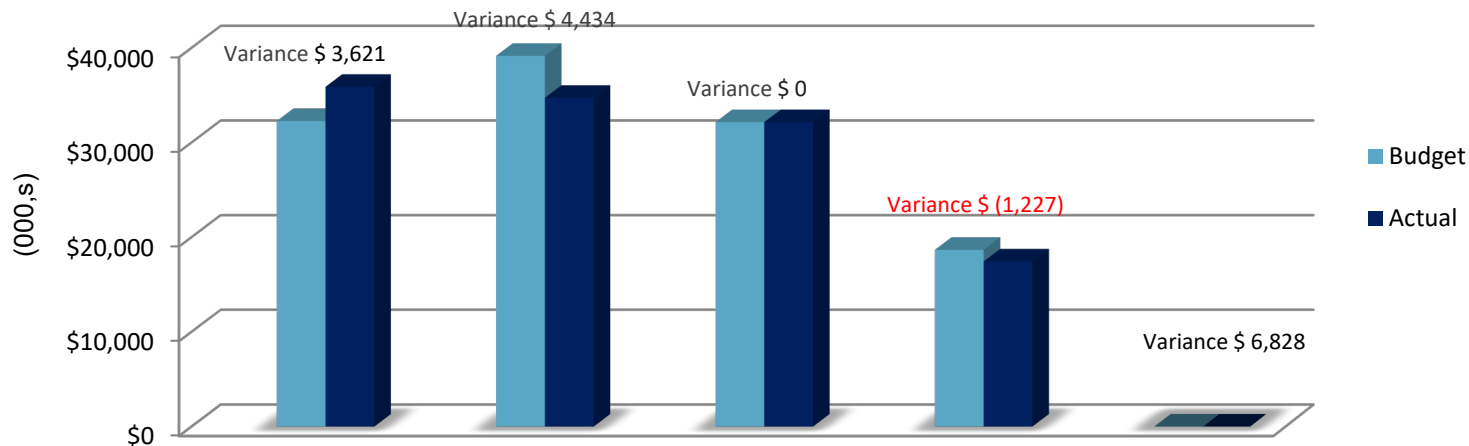
Three Months Ended September 30, 2020 (Unaudited)



(in \$000s)	Passenger Facility Charge, Customer Facility Charge, & Quieter Home Program	Interest expense, interest income, & other non-operating revenue	Capital grant contributions	Total non-operating revenue, (net)
Prior Year	\$ 22,743	\$ (10,726)	\$ 347	\$ 12,364
Budget	2,946	9,586	6,127	18,659
Actual	5,437	10,299	1,696	17,432
Variance	\$ 2,491	\$ 713	\$ (4,431)	\$ (1,227)

Financial Summary

Three Months Ended September 30, 2020 (Unaudited)



(\$000s)	Total operating revenues	Total operating expenses	Depreciation	Total non-operating revenues, (net)	Change in Net Position
Prior Year	\$ 90,944	\$ 42,764	\$ 31,126	\$ 12,364	\$ 29,418
Budget	32,269	39,155	32,151	18,659	(20,378)
Actual	35,890	34,721	32,151	17,432	(13,550)
Variance	\$ 3,621	\$ 4,434	\$ 0	\$ (1,227)	\$ 6,828

Statement of Net Position as of September 30, 2020 (Unaudited)

Assets (000's)

Total: \$2,876,001

Other Assets & Deferred Outflows
(Long-term investments & note receivables)

\$271,524
9%

Current Assets
(Cash, investments & receivables)

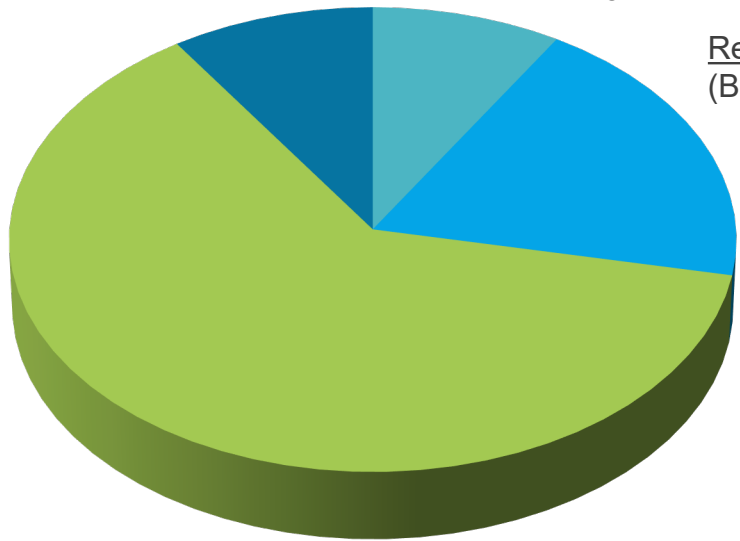
\$253,273
9%

Restricted Assets
(Bond proceeds/reserves, PFC & CFC)

\$556,327
19%

Capital Assets, net
(Land, building, runway,
roadways & equipment)

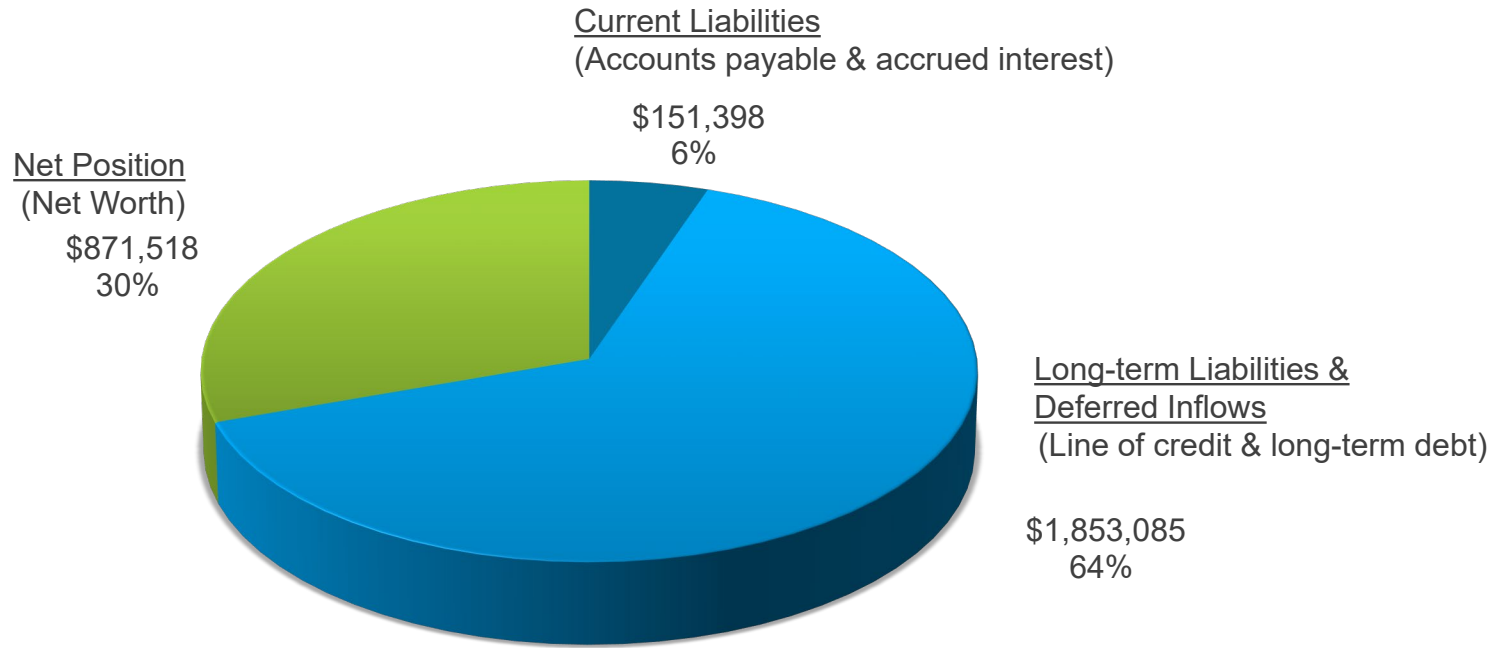
\$1,794,877
63%



Statement of Net Position as of September 30, 2020 (unaudited)

Liabilities & Net Position (000's)

Total: \$2,876,001





Questions?



DRAFT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY BOARD
MINUTES
THURSDAY, OCTOBER 1, 2020
SAN DIEGO INTERNATIONAL AIRPORT
BOARD ROOM

CALL TO ORDER: Vice Chair Robinson called the meeting of the San Diego County Regional Airport Authority Board to order at 9:58 a.m. on Thursday, October 1, 2020, electronically and via teleconference pursuant to Executive Order N-29-20 at the San Diego International Airport, Administration Building, 3225 North Harbor Drive, San Diego, CA 92101.

ROLL CALL:

PRESENT: Board Members: Cox, Dockery (Ex-Officio), Kersey, Lloyd, McNamara, Robinson, Schiavoni

ABSENT: Board Members: Blakespear, Boling, Dallarda (Ex-Officio), Miller (Ex-Officio), West

ALSO PRESENT: Kimberly J. Becker, President/CEO; Amy Gonzalez, General Counsel; Tony R. Russell, Director, Board Services/Authority Clerk; Dustin Heick, Assistant Authority Clerk I

PRESENTATIONS:

A. CONCESSION MANAGEMENT APPROACH SOLICITATIONS:

Hampton Brown, Interim Vice President, Revenue Generation & Partnership and Eric Podnieks, Program Manager, Revenue Generation & Partnership Development provided a presentation titled Informational Item: Concession Management Approach Solicitations that included Background, Multiple Prime Model, Developer Model, Fee Management Model, Formal Solicitation Process Advanced, Formal Solicitations – Desired Outcome and Next Step.

REPORTS FROM BOARD COMMITTEES, AD HOC COMMITTEES, AND CITIZEN COMMITTEES AND LIAISONS:

- **AUDIT COMMITTEE:** Board Member Kersey reported that the Audit Committee last met on September 10th where they performed an annual review of charters, received the Fiscal Year 2020 Annual Reports from the Audit Committee and Office of the Chief Auditor and accepted a revision to the Office of the Chief Auditor's Audit Plan.
- **CAPITAL IMPROVEMENT PROGRAM OVERSIGHT COMMITTEE:** None.
- **EXECUTIVE PERSONNEL AND COMPENSATION COMMITTEE:** None.
- **FINANCE COMMITTEE:** Board Member Kersey reported that the Finance Committee last met on September 21st where they reviewed the Unaudited

Financial Statements for the two months ended August 31, 2020 and the Authority's Investment Report as of August 31, 2020.

ADVISORY COMMITTEES

- **AUTHORITY ADVISORY COMMITTEE:** None.
- **ART ADVISORY COMMITTEE:** Chris Chalupsky, Senior Manager, Art & Community Partnership, reported that selection interviews with the four finalists for the Airport Development Program (ADP) Lead Artist opportunity will take place in late October. He reported that a Request for Qualifications (RFQ) for six additional ADP public art solicitations are also planned for October. He reported that the Airport's Fall Performing Arts Resident, Margaret Noble, has released her second round of monthly interactive digital "scrolls" through her [Sky][Muse] project. He reported that recent local and national media articles have been produced covering the Arts Program's work such as San Diego Design Week, the Performing Arts Residency Program, and the new Admiral Boland Way public art mural.

LIAISONS

- **CALTRANS:** None.
- **INTER-GOVERNMENTAL AFFAIRS:** Board Member Cox reported that negotiations between Congress and the White House continue on a COVID-19 stimulus package and that both sides are slowly working through a variety of issues. He reported that Congress did pass, and the President signed, a continuing resolution on September 30, 2020, which was the last day of Fiscal Year 2020, avoiding a government shut down and keeping the government open until December 11, 2020. He also reported that the continuing resolution includes a critical \$14 billion general fund infusion into the Airport and Airway Trust Fund. He reported that the Legislature has adjourned until December 7, and that the Airport Authority's Government Relations team is currently working with partners at the California Airports to prepare for the upcoming state legislative session.
- **MILITARY AFFAIRS:** Board Member Dockery reported that in the afternoon of October 1, 2020, Marine Corps Air Station Miramar, will perform the first Microgrid power plant demonstration where, for the first time, airplanes will be flying around Miramar while the airfield is being powered independent of shore power and the SDG&E grid and that Council Member Chris Kate and Supervisor Kristin Gaspar will both be on hand to witness the demonstration. He reported that they are targeting October 1st for the release of the virtual airshow movie.
- **PORT:** None.
- **WORLD TRADE CENTER:** Hampton Brown, Interim Vice President, Revenue Generation & Innovation, reported that the last meeting was held on September

24th where they heard an update on the status of the license holder deliverables and 2020 Work Plan. He reported that the plan to cultivate exporting companies and promote global connectivity had to pivot as a result of the COVID-19 pandemic and that the team at the World Trade Center (WTC) has pivoted from attracting new international service to helping with the retention of International service. He reported that the WTC team plans to refresh the Strategic Plan which has been delayed and that interviews are currently taking place. He reported that the WTC team has helped businesses triage their small business issues with financing and loans as a result of the COVID-19 pandemic and that they have received a multi-year small business administration contract of \$200,000 that will help small business exporters which has stabilized the MetroConnect funding. He also reported that the private investors have validated that they can continue to invest in the coming years. He reported that a Global Competitive Council (GCC) meeting update was provided and there was a discussion on artificial intelligence and supply chain resilience for the region. He also reported that a conversation and supply chain resilience for the region. He also reported that a conversation was had regarding the impact of COVID-19 and the future goals and plans of World Trade Center San Diego and on license holder collaboration with the GCC.

BOARD REPRESENTATIVES (EXTERNAL)

- **SANDAG BOARD OF DIRECTORS:** None.
- **SANDAG TRANSPORTATION COMMITTEE:** Board Member Schiavoni reported that the Committee received updates on various transportation projects, including improvements to Interstates 5, 15, and 805, as well as State Routes 52, 67, and 78, and updates on the Central Mobility Station and the Mid-Coast Trolley Project. She reported that the Committee also conducted a public hearing on and forward to the SANDAG Board of Directors the proposed final 2020 Transnet Program of Projects and 2018 Regional Transportation Improvement Amendment Number 14. She reported that the Committee heard an update on the North County Regional Corridor Comprehensive Multimodal Corridor Plan and Interstate 15/State Route 78 Project.

CHAIR'S REPORT: Vice Chairman Robinson reported that the Airport Authority's Director of Environmental Affairs, Brendan Reed, was recently invited to participate in the prestigious National Academies of Sciences, Engineering and Medicines Panel on Transportation Resilience. He reported that the Federal Aviation Administration (FAA) awarded the Authority's Quieter Home Program (QHP) a grant for \$18 million. He also reported that the Authority will now start a non-residential program to sound insulate noise-sensitive properties such as schools and churches. He reported that San Diego International Airport received a "Carbon Neutrality" Accreditation by the Airport Council International's Airport Carbon Accreditation program. He reported that the Authority has been honored with iCommute San Diego's Gold-Tier Diamond Award for its exemplary employee commute programs. He reported that the Authority received the Industrial Environmental Association's 2020 Environmental Excellence Award for its science-driven environmental leadership and best practices behind the Northside Stormwater Capture

Cistern. He reported that the Authority received a Certificate of Achievement for Excellence in Financial Reporting by the Government Finance Officers Association of the United States and Canada.

PRESIDENT/CEO'S REPORT: Kim Becker, President/CEO, reported that the number of people through the TSA checkpoint was down 69% from last year. She also reported that Labor Day weekend was the busiest weekend yet and that SAN reached 15,000 passengers through the TSA checkpoint on two separate days. She also reported that SAN continues to be doing better than other large California airports, and it is in line with the nation as far as passenger volumes. She reported that including currently served, seasonal, and announced new markets, SAN has nonstop service to 57 destinations. She also reported that as of September 14, travelers arriving in the United States from some international destinations will no longer have to go through enhanced health screenings and temperature checks which is one more obstacle removed on SAN's journey to resume international service. She reported that SAN continues to participate in the Airports Council International's Health Accreditation Program which is a third-party accreditation program that enables airports to demonstrate and reassure passengers, staff, regulators, and governments that the airport is prioritizing health and safety in a measurable, established manner. She reported that SAN has had a total of seventy tenant employees and five Airport Authority employees test positive for COVID-19. She reported that the Authority's annual United Way Workplace Giving Campaign is being held throughout this month in a virtual format and that several Airport Authority team members are championing the campaign. She also reported that last year the Airport Authority raised more than \$63,000.

NON-AGENDA PUBLIC COMMENT: Tony R. Russell, Authority Clerk, reported that all non-agenda public comments received by the Authority Clerk via e-mail were sent to the Board. He read the following comments into the record.

BELAL QARGHA, requested that the Board grandfather current taxi permit holders as it relates to opening the Airport to all taxis.

ADRIAN KWIATKOWSKI, provided recommendations for operations for the open taxi system at San Diego International Airport.

CONSENT AGENDA (Items 1 - 12):

ACTION: Moved by Board Member Schiavoni and seconded by Board Member Kersey to approve the Consent Agenda. Motion carried by the following votes: YES – Cox, Kersey, Lloyd, McNamara, Robinson, Schiavoni; NO- None; ABSENT – Blakespear, Boling, West; (Weighted Vote Points: YES – 62; NO – 0; ABSENT – 38)

1. APPROVAL OF MINUTES:

RECOMMENDATION: Approve the minutes of the August 24, 2020 special and September 3, 2020 regular Board meetings.

- 2. ACCEPTANCE OF BOARD AND COMMITTEE MEMBERS WRITTEN REPORTS ON THEIR ATTENDANCE AT APPROVED MEETINGS AND PRE-APPROVAL OF ATTENDANCE AT OTHER MEETINGS NOT COVERED BY THE CURRENT RESOLUTION:**
RECOMMENDATION: Accept the reports and pre-approve Board Member attendance at other meetings, trainings and events not covered by the current resolution.
- 3. AWARDED CONTRACTS, APPROVED CHANGE ORDERS FROM AUGUST 10, 2020 THROUGH SEPTEMBER 3, 2020 AND REAL PROPERTY AGREEMENTS GRANTED AND ACCEPTED FROM AUGUST 10, 2020 THROUGH SEPTEMBER 3, 2020:**
RECOMMENDATION: Receive the report.
- 4. OCTOBER 2020 LEGISLATIVE REPORT:**
RECOMMENDATION: Adopt Resolution No. 2020-0091, approving the October 2020 Legislative Report.
- 5. AMEND THE AUTHORITY RECORDS RETENTION SCHEDULE FOR AUTOMATED LICENCE PLATE RECOGNITION (ALPR) DATA:**
RECOMMENDATION: Adopt Resolution No. 2020-0092, authorizing the President/CEO to amend the Authority Record Retention Schedule for Automated License Plate Recognition (ALPR) data from one (1) year to six (6) months.

CLAIMS

COMMITTEE RECOMMENDATIONS

- 6. FISCAL YEAR 2020 ANNUAL REPORT FROM THE AUDIT COMMITTEE:**
RECOMMENDATION: The Audit Committee recommends that the Board accept the report.
- 7. FISCAL YEAR 2020 ANNUAL REPORT FROM THE OFFICE OF THE CHIEF AUDITOR:**
RECOMMENDATION: The Audit Committee recommends that the Board accept the report.
- 8. ANNUAL REVIEW OF THE CHARTER OF THE AUDIT COMMITTEE:**
RECOMMENDATION: The Audit Committee recommends that the Board adopt Resolution No. 2020-0097, approving the revision to the Charter of the Audit Committee.
- 9. ANNUAL REVIEW OF THE CHARTER FOR THE OFFICE OF THE CHIEF AUDITOR:**
RECOMMENDATION: The Audit Committee recommends that the Board adopt Resolution No. 2020-0098, approving the revision to the Charter for the Office of the Chief Auditor.

10. REVISION TO THE FISCAL YEAR 2021 AUDIT PLAN OF THE OFFICE OF THE CHIEF AUDITOR:

RECOMMENDATION: The Audit Committee recommends that the Board adopt Resolution No. 2020-0093, approving the revision to the Fiscal Year 2021 Audit Plan of the Office of the Chief Auditor.

CONTRACTS AND AGREEMENTS

11. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE A LICENSING AGREEMENT WITH JET-SET OFFSET FOR THE ADMINISTRATION OF “THE GOOD TRAVELER” CARBON OFFSET PROGRAM AND THE SUPPLY OF CARBON OFFSETS:

RECOMMENDATION: Adopt Resolution No. 2020-0094, approving and authorizing the President/CEO to execute a licensing agreement with Jet-Set Offset for the administration of ‘The Good Traveler’ program and the supply of carbon offsets.

12. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE AN AMENDMENT TO THE AGREEMENT WITH GATZKE DILLON & BALANCE LLP:

RECOMMENDATION: Adopt Resolution No. 2020-0095, approving and authorizing the President/CEO to execute an Amendment to the Agreement with Gatzke Dillon & Ballance LLP for Professional Legal Services increasing the compensation amount by \$200,000 for a total not-to-exceed amount of \$1,025,000.

CONTRACTS AND AGREEMENTS AND/OR AMENDMENTS TO CONTRACTS AND AGREEMENTS EXCEEDING \$1 MILLION

PUBLIC HEARINGS:

OLD BUSINESS:

NEW BUSINESS:

13. AUTHORIZE THE PRESIDENT/CEO TO NEGOTIATE AND EXECUTE A FOURTH AMENDMENT TO THE RENTAL CAR CENTER (“RCC”) SHUTTLE BUS OPERATIONS AGREEMENT WITH SP PLUS:

Angela Shaefer Payne, Vice President and Chief Operating Officer, and Marc Nichols, Director, Ground Transportation provided a presentation titled Rental Car Center Bus Operations Contract Amendment which included Contract Elements, COVID-19 Activity Level Reductions, Cost Savings and Operation Adjustments, Current Contract Projected Expenditures, Recommended Increase to Contract Value and 2021 RFP Timeline.

RECOMMENDATION: Adopt Resolution No. 2020-0096, authorizing the President/CEO to negotiate and execute a Fourth Amendment to the Rental Car Center (“RCC”) Shuttle Bus Operations Agreement with SP Plus Corporation to:

(1) Memorialize COVID-19 budget revisions; (2) Extend the contract term nine (9) months to expire on September 30, 2021; and (3) Increase the total maximum amount payable from \$45,000,000 to \$46,300,000.

ACTION: Moved by Board Member Cox and seconded by Board Member McNamara to approve staff's recommendation. Motion carried by the following votes: YES – Cox, Kersey, Lloyd, McNamara, Robinson, Schiavoni; NO- None; ABSENT – Blakespear, Boling, West; (Weighted Vote Points: YES – 62; NO – 0; ABSENT – 38)

CLOSED SESSION: The Board did not recess into Closed Session.

- 14. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)
Name of Case: Future DB International, Inc. v. San Diego County Regional Airport Authority, et al.
San Diego Superior Court Case No. 37-2018-00001531-CU-CR-CTL
- 15. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)
Name of Case: Park Assist LLC v. San Diego County Regional Airport Authority, et al.
United States District Court Case No. 18 CV2068 LAB MDD
- 16. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)
Name of Case: M.W. Vasquez Construction Co. Inc. v. San Diego County Regional Airport Authority, et al.
San Diego Superior Court Case No. 37-2019-00021
- 17. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)
Name of Case: Quiet Skies San Diego v. San Diego County Regional Airport Authority
San Diego Superior Court Case No. 37-2020-00007998-CU-TT-CTL
- 18. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Section 54956.9)
Name of case: In re Hertz Global Holdings, Inc., Case No. 20-11219-MFW
- 19. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Cal. Gov. Code §54956.9)
Number of cases: 2

- 20. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Cal. Gov. Code §54956.9)
Investigative Order No. R9-2012-0009 by the California Regional Water Quality Control Board pertaining to an investigation of bay sediments at the Downtown Anchorage Area in San Diego.
Number of potential cases: 1
- 21. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Cal. Gov. Code §54956.9)
Number of potential cases: 1
- 22. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Cal. Gov. Code §54956.9)
Order No. WQ 2019-0005-DWQ by the State Water Resources Control Board pertaining to PFAS
Number of potential cases: 1
- 23. CONFERENCE WITH LABOR NEGOTIATORS:**
(Cal. Gov. Code section 54957.6)
Agency designated representatives: Angela Shafer-Payne, Monty Bell, Lola Barnes, Greg Halsey, Rod Betts
Employee organization: California Teamsters Local 911
- 24. CONFERENCE WITH REAL PROPERTY NEGOTIATORS:**
(Government Code §54956.8)
Property: 2554-2610 California Street, San Diego CA 92101
Agency negotiator: Hampton Brown, Eric Podnieks
Negotiating parties: Ryan King, Voit Estate Services
Under negotiation: Price and terms of payment
- 25. THREAT TO PUBLIC SERVICES OR FACILITIES:**
Consultation with: General Counsel and President/CEO

REPORT ON CLOSED SESSION: None.

GENERAL COUNSEL REPORT: None.

BUSINESS AND TRAVEL EXPENSE REIMBURSEMENT REPORTS FOR BOARD MEMBERS, PRESIDENT/CEO, CHIEF AUDITOR AND GENERAL COUNSEL WHEN ATTENDING CONFERENCES, MEETINGS, AND TRAINING AT THE EXPENSE OF THE AUTHORITY: None.

BOARD COMMENT: None.

ADJOURNMENT: The meeting adjourned at 10:47 a.m.

APPROVED BY A MOTION OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY BOARD THIS 5TH DAY OF NOVEMBER, 2020.

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

STAFF REPORT

Meeting Date: **NOVEMBER 5, 2020**

Subject:

Acceptance of Board and Committee Members Written Reports on Their Attendance at Approved Meetings and Pre-Approval of Attendance at Other Meetings Not Covered by the Current Resolution

Recommendation:

Accept the reports and pre-approve Board Member attendance at other meetings, trainings and events not covered by the current resolution.

Background/Justification:

Authority Policy 1.10 defines a “day of service” for Board Member compensation and outlines the requirements for Board Member attendance at meetings.

Pursuant to Authority Policy 1.10, Board Members are required to deliver to the Board a written report regarding their participation in meetings for which they are compensated. Their report is to be delivered at the next Board meeting following the specific meeting and/or training attended. The reports (Attachment A) were reviewed pursuant to Authority Policy 1.10 Section 5 (g), which defines a “day of service”. The reports were also reviewed pursuant to Board Resolution No. 2019-0074, which granted approval of Board Member representation for attending events and meetings.

The attached reports are being presented to comply with the requirements of Policy 1.10 and the Authority Act.

Fiscal Impact:

Board and Committee Member Compensation is included in the FY 2021 Budget

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

Environmental Review:

- A. This Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act (CEQA), as amended. 14 Cal. Code Regs. Section 15378. This Board action is not a "project" subject to CEQA. Pub. Res. Code Section 21065.
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act, Pub. Res. Code Section 30106.
- C. NEPA: This Board action is not a project that involves additional approvals or actions by the Federal Aviation Administration ("FAA") and, therefore, no formal review under the National Environmental Policy Act ("NEPA") is required.

Application of Inclusionary Policies:

Not applicable.

Prepared by:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES/AUTHORITY CLERK

OCT 26 2020

Board Services

SAN DIEGO
COUNTY
REGIONAL
AIRPORT
AUTHORITY

BOARD MEMBER EVENT/MEETING/TRAINING REPORT SUMMARY

Directions: This Form permits Board Members to report their attendance at meetings, events, and training that qualifies for "day of service" compensation pursuant to Cal. Pub. Util. Code §170017, Board Policy 1.10 and Board Resolution 2019-0074 Unless attending a meeting held pursuant to the Brown Act, attendance must be pre-approved by the Board prior to attendance and a written report delivered at the next Board meeting. After completing this Form, please forward it to Board Services, Authority Clerk Staff.

Period Covered:	October 1-26, 2020	
Board Member Name:	Catherine Blakespear	
Date:	10/26/20	
Type of Meeting	Date/Time/Location of Event/Meeting/Training	Summary and Description of the Event/Meeting/Training
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	October 1, 2020 9 a.m. - 1:00 p.m. Microsoft Teams	Board/ALUC Meeting
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	October 26, 2020 9 a.m. - 11:00 a.m. Microsoft Teams	Special Board and Executive-Finance Committee Meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		

I certify that I was present for at least half of the time set for each meeting, event, and training listed herein.

Signature: Catherine Blakespear Digitally signed by Catherine Blakespear
Date: 2020.10.26 12:55:26 -07'00'

OCT 26 2020

Board Services



BOARD MEMBER EVENT/MEETING/TRAINING REPORT SUMMARY

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Period Covered:		OCTOBER, 2020
Board Member Name:		C. APRIL BOLING
Date:		10/26/2020
Type of Meeting	Date/Time/Location of Event/Meeting/Training	Summary and Description of the Event/Meeting/Training
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	10/23/20 9:00 VIA VIDEO CONFERENCE	SANDAG BOD Meeting
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	10/26/20 9:00 VIA VIDEO CONFERENCE	Exec./Finance & Special Board Meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
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<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		

I certify that I was present for at least half of the time set for each meeting, event, and training listed herein.

Signature: 

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
Board Member Event/Meeting/Training Report Summary
 Period Covered: OCT 1 - OCT 31, 2020

SDCRAA

OCT 28 2020

Board Services

Directions: This Form permits Board Members to report their attendance at meetings, events, and training that qualify for "day of service" compensation pursuant to Cal. Pub. Util. Code §170017, Board Policy 1.10 and Board Resolution 2009-0149R. Unless attending a Board or Board Committee meeting held pursuant to the Brown Act, attendance must be pre-approved prior to attendance and a written report delivered at the next Board meeting. After completing this Form, please forward it to Tony Russell, Authority Chief Clerk.

BOARD MEMBER NAME: (Please print)		DATE OF THIS REPORT:
GREG COX		OCTOBER 26, 2020
TYPE OF MEETING	DATE/TIME/LOCATION OF EVENT/MEETING/TRAINING	SUMMARY AND DESCRIPTION OF THE EVENT/MEETING/TRAINING
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: OCT 1, 2020 Time: 9:00am Location: ZOOM MEETING	SOCRAA BOARD MEETING AIRPORT LAND USE COMMISSION MEETING
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: OCT 5, 2020 Time: 10:00am Location: ZOOM MEETING	SPECIAL EXECUTIVE PERSONNEL AND COMPENSATION COMMITTEE MEETING SPECIM BOARD MEETING
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: OCT. 15, 2020 Time: 11:00am Location: ZOOM MEETING	CAPITAL IMPROVEMENT PROGRAM OUGHSIGHT COMMITTEE
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: OCT. 26, 2020 Time: 9:00am Location: ZOOM MEETING	SPECIAL BOARD MEETING EXECUTIVE BOARD FINANCE COMMITTEE MEETING
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	

I certify that I was present for at least half of the time set for each meeting, event and training listed herein.

Signature: Greg Cox



OCT 26 2020

Board Services

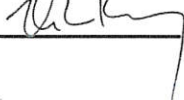
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BOARD MEMBER EVENT/MEETING/TRAINING REPORT SUMMARY

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Period Covered:	October 2020	
Board Member Name:	Mark Kersey	
Date:	10/26/20	
Type of Meeting	Date/Time/Location of Event/Meeting/Training	Summary and Description of the Event/Meeting/Training
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	10/1/2020 9:00 AM Teleconference	Board and ALUC Meeting
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	10/15/2020 11:00 AM Teleconference	CIPOC
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	10/26/2020 9:00 AM Teleconference	Executive/Finance Committee and Special Board Meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
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I certify that I was present for at least half of the time set for each meeting, event, and training listed herein.

Signature: 

OCT 26 2020

Board Services

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BOARD MEMBER EVENT/MEETING/TRAINING REPORT SUMMARY

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Period Covered:	Oct 2020	
Board Member Name:	Robert T Lloyd	
Date:	10/26/20	
Type of Meeting	Date/Time/Location of Event/Meeting/Training	Summary and Description of the Event/Meeting/Training
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	Oct 1 2020 , Virtual , ALUC	Board of Directors Meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	Oct 15 2020 11:00 AM Virtual	Capital Improvements
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	Oct 26 2020 9:00Am Virtual	Executive Finance Committee
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
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<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		

I certify that I was present for at least half of the time set for each meeting, event, and training listed herein.

Signature: 

OCT 26 2020

Board Services

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COUNTY
REGIONAL
AIRPORT
AUTHORITY

BOARD MEMBER EVENT/MEETING/TRAINING REPORT SUMMARY

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Period Covered:		October 2020
Board Member Name:		Paul McNamara
Date:		10/26/20
Type of Meeting	Date/Time/Location of Event/Meeting/Training	Summary and Description of the Event/Meeting/Training
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	10/26/2020/0900/Zoom	Exec-Finance Committee Meeting
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	10/1/2020/0900/Zoom	Board/ALCU Meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
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<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		

I certify that I was present for at least half of the time set for each meeting, event, and training listed herein.

Signature: Paul McNamara
Digitally signed by Paul McNamara
 Date: 2020.10.26 14:20:47 -07'00'

OCT 26 2020

Board Services

SAN DIEGO
COUNTY
REGIONAL
AIRPORT
AUTHORITY

BOARD MEMBER EVENT/MEETING/TRAINING REPORT SUMMARY

Directions: This Form permits Board Members to report their attendance at meetings, events, and training that qualifies for "day of service" compensation pursuant to Cal. Pub. Util. Code §170017, Board Policy 1.10 and Board Resolution 2019-0074. Unless attending a meeting held pursuant to the Brown Act, attendance must be pre-approved by the Board prior to attendance and a written report delivered at the next Board meeting. After completing this Form, please forward it to Board Services, Authority Clerk Staff.

Period Covered:		
Board Member Name:		Robinson
Date:		10/1/20
Type of Meeting	Date/Time/Location of Event/Meeting/Training	Summary and Description of the Event/Meeting/Training
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	9:00 a.m. - 10/1/20 Micro Soft Mtg	SDCRAA Bd ALUC Mtgs.
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	10:00 a.m. - 10/5/20 Micro Soft Mtg	EPAC Mtg
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	11:00 a.m. - 10/15/20 Micro Soft Mtg	CIPOC Mtg
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	4:00 a.m. - 10/21/20 Micro Soft Mtg	Airport Advisory Committee
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	9:00 a.m. - 10/26/20 Micro Soft Mtg	Special Board Exec. / Finance Comm Mtgs
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		

I certify that I was present for at least half of the time set for each meeting, event, and training listed herein.

Signature: FE. Robinson



BOARD MEMBER EVENT/MEETING/TRAINING REPORT SUMMARY

Directions: This Form permits Board Members to report their attendance at meetings, events, and training that qualifies for “day of service” compensation pursuant to Cal. Pub. Util. Code §170017, Board Policy 1.10 and Board Resolution 2019-0074 Unless attending a meeting held pursuant to the Brown Act, attendance must be pre-approved by the Board prior to attendance and a written report delivered at the next Board meeting. After completing this Form, please forward it to Board Services, Authority Clerk Staff.

Period Covered:		9/22/2020-10/26/2020
Board Member Name:		Johanna S. Schiavoni
Date:		10/26/20
Type of Meeting	Date/Time/Location of Event/Meeting/Training	Summary and Description of the Event/Meeting/Training
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	10/1/2020, 9:00am	SDCRAA Board meeting
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	10/2/2020, 9:00am	SANDAG Transportation Committee meeting
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	10/5/2020, 10:00am	Executive Personnel and Compensation Committee
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input checked="" type="checkbox"/> Res. 2019-0074	10/12/2020, 2:00pm	Airport security and badging
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	10/16/2020, 9:00am	SANDAG Transportation Committee meeting
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	10/21/2020, 9:00am	SDCRAA Authority Advisory Committee
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	10/26/2020, 9:00am	SDCRAA Finance/Executive Committee and Special Board Meeting
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		



I certify that I was present for at least half of the time set for each meeting, event, and training listed herein.

Signature: *Johanna Schiavoni*

OCT 26 2020

Board Services



BOARD MEMBER EVENT/MEETING/TRAINING REPORT SUMMARY

Directions: This Form permits Board Members to report their attendance at meetings, events, and training that qualifies for "day of service" compensation pursuant to Cal. Pub. Util. Code §170017, Board Policy 1.10 and Board Resolution 2019-0074 Unless attending a meeting held pursuant to the Brown Act, attendance must be pre-approved by the Board prior to attendance and a written report delivered at the next Board meeting. After completing this Form, please forward it to Board Services, Authority Clerk Staff.

Period Covered:	October	
Board Member Name:	Mark West	
Date:	10/27/20	
Type of Meeting	Date/Time/Location of Event/Meeting/Training	Summary and Description of the Event/Meeting/Training
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	Date: Oct. 1 2020 Time: 9-12 pm Location: Microsoft Teams	Board/ALUC
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	Date: Oct 15, 2020 Time: 11 am - 1 pm Location: MS Teams	CIPOC meeting
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	Date: Oct 16, 2020 Time: 9- 11 am Location: SDCRAA	Badge Exchange
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	Date: Oct 20, 2020 Time: 6-8 pm Location: Zoom	Turner Graduation
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	Date: Oct 26, 2020 Time: 9-11 pm Location: MS Teams	Special Board and Executive-Finance
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		

I certify that I was present for at least half of the time set for each meeting, event, and training listed herein.

Signature: mark west

Digitally signed by mark west
Date: 2020.10.27 11:52:34 -0700

BOARD MEMBER EVENT/MEETING/TRAINING REPORT SUMMARY

SDCRAA

OCT 08 2020

Board Services

Directions: This Form permits Board Members to report their attendance at meetings, events, and training that qualifies for "day of service" compensation pursuant to Cal. Pub. Util. Code §170017, Board Policy 1.10 and Board Resolution 2019-0074. Unless attending a meeting held pursuant to the Brown Act, attendance must be pre-approved by the Board prior to attendance and a written report delivered at the next Board meeting. After completing this Form, please forward it to Board Services, Authority Clerk Staff.

Period Covered:	September 2020	
Board Member Name:	Agnes Wong Nickerson	
Date:	9/23/20	
Type of Meeting	Date/Time/Location of Event/Meeting/Training	Summary and Description of the Event/Meeting/Training
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	September 8, 2020 at 2:00-3:30pm via Zoom	Airport Authority Audit Committee Member Orientation
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	September 10, 2020 at 10am to 12pm via Zoom	Airport Authority Audit Committee Meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		

I certify that I was present for at least half of the time set for each meeting, event, and training listed herein.

Signature: 

STAFF REPORT

Meeting Date: **NOVEMBER 5, 2020**

Subject:

Awarded Contracts, Approved Change Orders from September 4, 2020 through October 11, 2020 and Real Property Agreements Granted and Accepted from September 4, 2020 through October 11, 2020

Recommendation:

Receive the Report.

Background/Justification:

Policy Section Nos. 5.01, Procurement of Services, Consulting, Materials, and Equipment, 5.02, Procurement of Contracts for Public Works, and 6.01, Leasing Policy, require staff to provide a list of contracts, change orders, and real property agreements that were awarded and approved by the President/CEO or her designee. Staff has compiled a list of all contracts, change orders (Attachment A) and real property agreements (Attachment B) that were awarded, granted, accepted, or approved by the President/CEO or her designee since the previous Board meeting.

Fiscal Impact:

The fiscal impact of these contracts and change orders are reflected in the individual program budget for the execution year and on the next fiscal year budget submission. Amount to vary depending upon the following factors:

1. Contracts issued on a multi-year basis; and
2. Contracts issued on a Not-to-Exceed basis.
3. General fiscal impact of lease agreements reflects market conditions.

The fiscal impact of each reported real property agreement is identified for consideration on Attachment B.

Authority Strategies/Focus Areas:

This item supports one or more of the following:

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

Environmental Review:

- A. CEQA: This Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act ("CEQA"), as amended. 14 Cal. Code Regs. §15378. This Board action is not a "project" subject to CEQA. Cal. Pub. Res. Code §21065.
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act. Cal. Pub. Res. Code §30106.
- C. NEPA: This Board action is not a project that involves additional approvals or actions by the Federal Aviation Administration ("FAA") and, therefore, no formal review under the National Environmental Policy Act ("NEPA") is required.

Application of Inclusionary Policies:

Inclusionary Policy requirements were included during the solicitation process prior to the contract award.

Prepared by:

JANA VARGAS
DIRECTOR, PROCUREMENT

Attachment "A"

AWARDED CONTRACTS AND CHANGE ORDERS SIGNED BETWEEN September 4, 2020 to October 11, 2020

New Contracts

Date Signed	CIP #	Company	Description	Solicitation Method	Owner	Contract Value	End Date
9/30/2020		Cushman & Wakefield Western	The Contractor will provide Commercial Real Estate Appraisal Services for the San Diego County Regional Airport Authority.	Informal RFP	Revenue Generation & Business Development	\$4,900.00	11/27/2020
10/2/2020		Rockwest Technology Group, Inc. dba Multicard	The Contractor will provide ID Card Printer Maintenance Services for the San Diego County Regional Airport Authority.	Informal RFP	Aviation Security & Public Safety	\$12,825.00	8/31/2022

Attachment "A"

AWARDED CONTRACTS AND CHANGE ORDERS SIGNED BETWEEN September 4, 2020 to October 11, 2020

New Contracts Approved by the Board

Date Signed	CIP #	Company	Description	Solicitation Method	Owner	Contract Value	End Date
9/12/2020		Turner-Flatiron, A Joint Venture	The Contract was approved by the Board at the September 3, 2020 Board Meeting. The Contractor will provide the design-build of terminal and roadways at the San Diego International Airport.	RFP	Airport Design & Construction	\$80,000,000.00	7/31/2021
9/18/2020		Global Aviation Management Group, Corp.	The Contract was approved by the Board at the July 9, 2020 Board Meeting. The Contractor will provide security officer services for the San Diego County Regional Airport Authority.	RFP	Aviation Security & Public Safety	\$40,000,000.00	10/31/2023
9/21/2020		U.S. Bank National Association	The Contract was approved by the Board at the May 7, 2020 Board Meeting. The Contractor will provide banking services for the San Diego County Regional Airport Authority.	RFP	Finance & Risk Management	\$1,000,000.00	7/28/2025
9/23/2020	381007	S&L Specialty Construction, Inc.	The Contract was approved by the Board at the May 7, 2020 Board Meeting. The Contractor will provide the sound attenuation for designated residential properties located around the San Diego International Airport.	RFB	QHP & Noise Mitigation	\$1,266,599.29	7/6/2021
9/28/2020	104278	Granite Construction Company	The Contract was approved by the Board at the July 9, 2020 Board Meeting. The Contractor will provide services to rehabilitate apron pavement at the San Diego International Airport.	RFB	Airport Design & Construction	\$3,636,636.00	5/16/2021
9/30/2020	381008	S&L Specialty Construction, Inc.	The Contract was approved by the Board at the July 9, 2020 Board Meeting. The Contractor will provide the sound attenuation for designated residential properties located around the San Diego International Airport.	RFB	QHP & Noise Mitigation	\$1,744,756.23	8/30/2021

Attachment "A"

AWARDED CONTRACTS AND CHANGE ORDERS SIGNED BETWEEN September 4, 2020 to October 11, 2020

Amendments and Change Orders

Date Signed	CIP #	Company	Description of Change	Owner	Previous Contract Amount	Change Order Value (+ / -)	Change Order Value (%) (+ / -)	New Contract Value	New End Date
9/8/2020		Liquid Environmental Solutions of California, LLC	The Acknowledgment and Consent Assignment transfers rights, duties and obligations under the current Service and Consulting Agreement to Liquid Environmental Solutions of California, LLC from Atlas Portable Services, Inc. dba Atlas Pumping Service for grease interceptor maintenance services at the San Diego International Airport. There is no increase in compensation.	Facilities Management	\$241,350.00	\$0.00	0%	\$241,350.00	9/9/2021
9/11/2020		Gatzke Dillon & Ballance LLP	The 3rd Amendment cancels and voids the duplicate 1st Amendment, extends the term by one (1) year and increases the total compensation amount by \$75,000.00. The increase in compensation is needed for defense of ongoing Litigations. The Contractor provides general legal services for the San Diego County Regional Airport Authority.	General Counsel	\$750,000.00	\$75,000.00	10%	\$825,000.00	9/30/2021
9/11/2020		HID Global SAFE, Inc.	The 2nd Amendment modifies the Customs and Border Protection application interface with the current software and increases the total compensation by \$6,000.00. The Contractor provides the identity management system used in credentials for the San Diego County Regional Airport Authority.	Aviation Security & Public Safety	\$662,476.00	\$6,000.00	1%	\$668,476.00	11/30/2020
9/30/2020		Bentley Systems, Inc.	The Acknowledgment and Consent Assignment transfers rights, duties and obligations under the current Service and Consulting Agreement to Bentley Systems, Inc. from Notevault for voice to text transcription recording system services for the San Diego County Regional Airport Authority. There is no increase in compensation.	Airport Planning	\$33,284.86	\$0.00	0%	\$33,284.86	1/31/2021
10/2/2020		C & S Engineers, Inc.	The 1st Amendment corrects an error on the payment schedule dates in Exhibit B. There are no changes in total compensation. The Contractor provides environmental consulting services for the San Diego County Regional Airport Authority.	Environmental Affairs	\$2,900,000.00	\$0.00	0%	\$2,900,000.00	7/31/2022

Attachment "A"

AWARDED CONTRACTS AND CHANGE ORDERS SIGNED BETWEEN September 4, 2020 to October 11, 2020

Amendments and Change Orders Approved by the Board

Date Signed	CIP #	Company	Description of Change	Owner	Previous Contract Amount	Change Order Value (+ / -)	Change Order Value (%) (+ / -)	New Contract Value	New End Date
			NO AWARDED AMENDMENTS APPROVED BY THE BOARD						

Attachment "B"

REAL PROPERTY AGREEMENTS EXECUTED FROM SEPTEMBER 4, 2020 through OCTOBER 11, 2020



Real Property Agreements

Begin/End Dates	Authority Doc. #	Tenant/Company	Agreement Type	Property Location	Use	Property Area (s.f)	Consideration	Comments
7/1/2020 - 12/31/2020	LE-1073	Prepango, LLC	UOP (Pilot Program)	T1 & T2 Bag Claim, T2E & T2W Ticket Counters	PPE Vending Machines	N/A	Percentage Rent, 20% of gross receipts	6-month pilot program for pre-security vending machines to sell PPE



Real Property Agreement Amendments and Assignments

Effective Date	Authority Doc. #	Tenant/Company	Agreement Type	Property Location	Use	Property Area (s.f)	Consideration	Comments
9/15/20	LE-0875	G&P Partners dba B.C.B Company	Temporary Rent Forebearance & Abatement Amendment	Rental Car Center	Food/Beverage/Retail Operations	N/A	N/A	Special program in response to COVID19 Pandemic
9/15/20	LE-0651	Mission Yogurt, Inc.	Temporary Rent Forebearance & Abatement Amendment	Terminals 1 & 1	Food/Beverage Operations	N/A	N/A	Special program in response to COVID19 Pandemic
9/22/20	LE-0649	High Flying Foods San Diego Partnership	Temporary Rent Forebearance & Abatement Amendment	Terminals 1 & 2	Food/Beverage Operations	N/A	N/A	Special program in response to COVID19 Pandemic
9/22/20	LE-0650	High Flying Foods San Diego Partnership	Temporary Rent Forebearance & Abatement Amendment	Terminals 1 & 3	Food/Beverage Operations	N/A	N/A	Special program in response to COVID19 Pandemic
5/27/20	LE-1000	Baggage Nanny, LLC	Amendment	T1 Bag Claim, T2 Bag Claim	Operation of a Luggage Pick-Up and Drop-Off Concession	N/A	N/A	Amendment #1, Exhibit B2, Monthly Summary Concession Rent Report, deleted in its entirety and replaced with updated Exhibit B2 to allow for multi
6/30/20	LE-0760	BW-Budget-SDA, LLC	Assignment	Rental Car Center	Non-Exclusive On-Airport Rental Car Concession	N/A	N/A	Agreement assigned to Avis Budget Car Rental, LLC
6/30/20	LE-0761	BW-Budget-SDA, LLC	Assignment	Rental Car Center	Rental Car Center Lease Agreement	N/A	N/A	Agreement assigned to Avis Budget Car Rental, LLC
7/9/20	LE-1000	Baggage Nanny, LLC	Notice of Term Extension	T1 Bag Claim, T2 Bag Claim	Operation of a Luggage Pick-Up and Drop-Off Concession	N/A	No MAG, Percentage Rent of 10% of gross receipts	Exercised first 1-year term extension option
7/23/20	LE-0933	Denise Pullen dba The Classic Shine Company	Amendment	T1E, T1W, T2E, T2W	Operation of Shoeshine Services	N/A	N/A	Amendment #1, Exhibit A deleted in its entirety and replaced with updated Exhibit A to reflect current locations
4/1/20	LE-0670	Hudson	Rent Abatement Amendment	N/A	N/A	N/A	N/A	Amendment was approved in September due to outstanding balances

STAFF REPORT

Meeting Date: **NOVEMBER 5, 2020**

Subject:

November 2020 Legislative Report

Recommendation:

Adopt Resolution No. 2020-0101, approving the November 2020 Legislative Report

Background/Justification:

The Authority's Legislative Advocacy Program Policy requires that staff present the Board with monthly reports concerning the status of legislation with potential impact to the Authority. The Authority Board provides direction to staff on legislative issues by adoption of a monthly Legislative Report (Attachment A). The November 2020 Legislative Report updates Board members on legislative activities that have taken place since the previous Board meeting. In directing staff, the Authority Board may take a position on pending or proposed legislation that has been determined to have a potential impact on the Authority's operations and functions.

Federal Legislative Action

The Authority's legislative team does not recommend that the Board adopt any new positions on Federal legislation.

Congressional leaders and White House officials continued negotiations on another COVID-19 relief package over the past month. As previously reported, the Senate sought a targeted \$500 billion package while House leadership proposed \$2.2 trillion in relief. The White House, after initially proposing a \$1.8 trillion package, pivoted to a focus on standalone legislation that would allow the Administration to distribute approximately \$130 billion in unused Paycheck Protection Program funding for businesses that continue to show a decline in revenues. All sides remain at an impasse and discussions involving a subsequent relief package are expected to resume post-election.

The Airport Authority's Government Relations staff and Federal legislative consultants continue to be in regular contact with Federal elected officials and their staff, Federal agencies, industry associations and other aviation stakeholders to advocate for additional funding for San Diego International Airport in the next relief package.

State Legislative Action

The Authority's legislative team does not recommend that the Board adopt any new positions on State legislation.

September 30, 2020 marked the last day for Governor Newsom to take action on legislation passed during the 2020 Legislative Session. Attachment A includes the final action taken by the Governor and Legislature for the year. The Governor took action on the following bills, all of which were included in the Authority's Legislative Report with "WATCH" positions:

AB 685 (Reyes), which was signed by the Governor and is effective January 1, 2021, requires a public or private employer to provide notifications to its employees, the Division of Occupational Safety and Health, and the State Department of Public Health, relating to the exposure of its employees to COVID-19 that the employer knew of or should have reasonably known of.

AB 2731, which was signed by the Governor and is effective January 1, 2021, streamlines the California Environmental Quality Act (CEQA) regulations for the development of the NAVWAR site adjacent to the Old Town Transit Center. This bill would authorize the San Diego Association of Governments (SANDAG) to obtain site control to support the redevelopment of the Old Town Center site, including a transit and transportation facilities project, in the City of San Diego before completing the environmental review for those actions.

SB 1044 (Allen), which was signed by the Governor and is effective January 1, 2022, prohibits the manufacture, sale, distribution, and use of class B firefighting foam containing per- and polyfluoroalkyl substances (PFAS chemicals) by January 1, 2022, with some exceptions, and requires notification of the presence of PFAS in the protective equipment of firefighters.

SB 1159 (Hill), which was signed by the Governor and became effective September 17, 2020, defines "injury" for a critical worker, as specified, to include illness or death that results from exposure to coronavirus disease 2019 (COVID-19) under specified circumstances and would create a disputable presumption that an injury that develops or manifests itself while a critical worker is employed arose out of and in the course of the employment.

AB 3216 (Kalra), which was vetoed by the Governor, would have required an employer to offer its laid-off employees specified information about job positions that become available for which the laid-off employees are qualified, and to offer positions to those laid-off employees based on a preference system, in accordance with specified timelines and procedures.

The Legislature is not expected to return to Sacramento until December 7, 2020, when the 2021-22 Session begins.

Government Relations staff is working with the Authority's Federal and State legislative consultants and the California Airports Council on the Airport Authority's 2021 Legislative Agenda which will be presented at the January 2021 Board Meeting.

Fiscal Impact:

Not applicable.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

Environmental Review:

- A. CEQA: This Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act ("CEQA"), as amended. 14 Cal. Code Regs. §15378. This Board action is not a "project" subject to CEQA. Cal. Pub. Res. Code §21065.
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act. Cal. Pub. Res. Code §30106.
- C. NEPA: This Board action is not a project that involves additional approvals or actions by the Federal Aviation Administration ("FAA") and, therefore, no formal review under the National Environmental Policy Act ("NEPA") is required.

Application of Inclusionary Policies:

Not applicable.

Prepared by:

MATT HARRIS
DIRECTOR, GOVERNMENT RELATIONS

RESOLUTION NO. 2020-0101

A RESOLUTION OF THE BOARD OF THE SAN DIEGO
COUNTY REGIONAL AIRPORT AUTHORITY APPROVING
THE NOVEMBER 2020 LEGISLATIVE REPORT

WHEREAS, the San Diego County Regional Airport Authority (“Authority”) operates San Diego International Airport and plans for necessary improvements to the regional air transportation system in San Diego County, including serving as the responsible agency for airport land use planning within the County; and

WHEREAS, the Authority has a responsibility to promote public policies consistent with the Authority’s mandates and objectives; and

WHEREAS, Authority staff works locally and coordinates with legislative advocates in Sacramento and Washington, D.C. to identify and pursue legislative opportunities in defense and support of initiatives and programs of interest to the Authority; and

WHEREAS, under the Authority’s Legislative Advocacy Program Policy, the Authority Board provides direction to Authority staff on pending legislation; and

WHEREAS, the Authority Board, in directing staff, may adopt positions on legislation that has been determined to have a potential impact on the Authority’s operations and functions.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby APPROVES the November 2020 Legislative Report (“Attachment A”); and

BE IT FURTHER RESOLVED that the Board finds that this action is not a “project” as defined by the California Environmental Quality Act (“CEQA”) (California Public Resources Code §21065); and

BE IT FURTHER RESOLVED that the Board finds that this action is not a “development” as defined by the California Coastal Act (California Public Resources Code §30106); and

BE IT FURTHER RESOLVED that the Board finds that this action is not a project that involves additional approvals or actions by the Federal Aviation Administration (“FAA”) and, therefore, no formal review under the National Environmental Policy Act (“NEPA”) is required.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 5th day of November 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY RUSSELL
DIRECTOR, BOARD SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

November 2020 Legislative Report

State Legislation

New Assembly Bills

There are no new Assembly Bills to report.

Assembly Bills from Previous Report

Legislation/Topic

AB 245 (Muratsuchi) – California Aerospace and Aviation Commission

Background/Summary

AB 245 would establish a 15-member California Aerospace and Aviation Commission (Commission) within the Governor’s Office of Business and Economic Development. The Commission would serve as a central point of contact for businesses engaged in the aerospace and aviation industries and support the health and competitiveness of these industries in California. AB 245 would require the Commission to make recommendations on legislative and administration action that may be necessary or helpful to maintain or improve the state’s aerospace and aviation industries and would require the Commission to report and provide recommendations to the Governor and State Legislature.

Anticipated Impact/Discussion

Although this legislation is not expected to have any significant impact on the Airport Authority or San Diego International Airport (SDIA), if the bill were enacted, the Airport Authority’s legislative team would work with the California Airports Council to identify any potential opportunities to engage with the Commission on actions that could impact California airports.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/14/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 685 (Reyes) – Occupational Safety: COVID-19 Exposure: Notification

Background/Summary

This bill would require a public or private employer to provide specified notifications to its employees, the Division of Occupational Safety and Health, and the State Department of Public Health, relating to the exposure of its employees to COVID-19 that the employer knew of or should have reasonably known of, as specified. The bill would define “exposure to COVID-19.” The bill would make it a misdemeanor if an employer violates the notification requirements of these provisions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. The bill would require the Division of Occupational Safety and Health and the State Department of Public Health to make the information publicly available on their internet websites, as specified.

Anticipated Impact/Discussion

Although the Airport Authority has implemented notification and contact tracing protocols under the guidance and direction of federal, local and state health orders, this bill could create duplicative requirements that may differ from the various health agency directives. The Airport Authority’s legislative team is working with the California Airports Council, which is seeking to amend the bill to exempt public sector employers if they are otherwise working to develop or have implemented notification and contact tracing protocols under the guidance and direction of their county health department.

Status: 09/17/20 – This bill was signed by the Governor and takes effect January 1, 2021.

Position: Watch (09/03/20)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 1112 (Friedman) – Motorized Scooters

Background/Summary

AB 1112 would authorize a local agency, as defined, to regulate motorized scooters by assessing limited penalties for moving or parking violations involving the use of motorized scooters. This bill would also allow a local authority to regulate scooter share operators by requiring a scooter share operator to pay fees that do not exceed the reasonable cost to the local authority of regulating the scooter share operator. The local authority would also be authorized to require a scooter share company to provide the local authority with trip data for all trips starting or ending within the jurisdiction of the local authority and would prohibit the disclosure of the information pursuant to public records requests received by the local authority.

Anticipated Impact/Discussion

This bill could benefit San Diego International Airport (SDIA) by providing the Airport Authority with additional enforcement tools to deter unsafe motorized scooter operations at or near SDIA.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (05/02/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 1190 (Irwin) – Unmanned Aircraft: State and Local Regulations

Background/Summary

AB 1190 would prohibit a state or local agency from adopting any law or regulation that bans the operation of an unmanned aircraft system. This bill would also include the operation of small unmanned aircraft systems within the definition of hazardous recreational activity for purposes of public entity liability. Existing law provides a local public entity or employee immunity as to any person engaging in hazardous recreational activity and for damage to an unmanned aircraft while the local entity or employee is providing emergency services. Additionally, AB 1190 would authorize a state or local agency to adopt regulations to enforce a requirement that a small unmanned aircraft system be properly registered under existing federal regulations and authorize a state or local agency to require proof of such registration from an unmanned aircraft operator.

Anticipated Impact/Discussion

This bill could benefit San Diego International Airport (SDIA) by providing the Airport Authority with enforcement tools to deter unsafe unmanned aircraft system operations at or near SDIA. However, this bill would also prohibit the Airport Authority, the City of San Diego, or other governmental entities from banning the operation of unmanned aircraft on or near airport property or in the flight path.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/14/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 1782 (Chau) – Personal information: contact tracing.

Background/Summary

Existing law requires an Automated License Plate Recognition (ALPR) end-user, as defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Existing law requires that the privacy policy include the length of time ALPR information will be retained, and the process the ALPR end-user will utilize to determine if and when to destroy retained ALPR information. AB 1782, as amended, would require that the privacy policy include a procedure to ensure the destruction of all non-anonymized ALPR information no more than 60 days from the date of collection, except as provided. The bill would also require the privacy policy to include a procedure to ensure that all ALPR information that is shared with an outside entity be anonymized, as defined, to protect the privacy of the license plate holder.

This bill was amended to generally regulate public health entities and businesses that provide technology-assisted contact tracing (TACT) services. The amended language would require a business or public health entity offering TACT to provide a simple mechanism for a user to revoke consent for the collection, use, maintenance, or disclosure of data and permit revocation at any time.

Anticipated Impact/Discussion

Although this legislation in its newly amended form is not expected to have a direct impact on the Airport Authority or San Diego International Airport (SDIA), the Airport Authority's legislative team will continue to monitor as it moves through the legislative process.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/14/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 1850 (Gonzalez) – Employee Classification

Background/Summary

AB 1850 clarifies the statutory provisions established by Assembly Bill 5 (2019) and provides exemptions for professional services including, but not limited to still photographers, photojournalists, freelance writers, editors, and newspaper cartoonists.

Anticipated Impact/Discussion

The Authority’s legislative team will closely monitor the development of this bill language for any impact on San Diego International Airport (SDIA) and the Airport Authority.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/05/20)

Legislation/Topic

AB 2081 (Boerner Horvath) – Coastal Resources: Research: Landslides and Erosion: Early Warning System: County of San Diego

Background/Summary

AB 2081 (Boerner Horvath) would appropriate from the General Fund the sum of \$2,500,000 to Scripps Institution of Oceanography at the University of California San Diego to conduct research on coastal cliff landslides and erosion in the County of San Diego, as provided. The bill would require the research to be completed by January 1, 2023. The bill would require by no later than March 15, 2023, the institution to provide a report to the Legislature with recommendations for developing an early warning coastal cliff landslide and erosion warning system based on that research.

Anticipated Impact/Discussion

If enacted, this bill could provide additional educational resources for the Airport Authority to use when planning and developing mitigation measures for sea level rise that may impact the airport’s daily operations. In May, the Author’s office confirmed that the bill will not move forward in the 2020 Legislative Session. The Authority’s legislative team will continue to monitor the issue.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/05/20)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 2093 (Gloria) – Public Records: Writing Transmitted by Electronic Mail: Retention

Background/Summary

AB 2093 (Gloria) would, unless a longer retention period is required by statute or regulation, or established by the Secretary of State pursuant to the State Records Management Act, require a public agency, for purposes of the California Public Records Act, to retain and preserve for at least 2 years every public record, as defined, that is transmitted by electronic mail.

Anticipated Impact/Discussion

If enacted, the Airport Authority would need to amend its retention schedule to conform with the bill's provisions. In April, the Author's office confirmed that the bill will not move forward in the 2020 Legislative Session. The Authority's legislative team will continue to monitor the issue.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/05/20)

Legislation/Topic

AB 2138 (Chau) – California Public Records Act

Background/Summary

AB 2138 (Chau) is a placeholder (spot bill) making non-substantive changes to the California Public Records Act and would become operative on January 1, 2022.

Anticipated Impact/Discussion

The Authority's legislative team will closely monitor the development of this bill language for any impact on San Diego International Airport (SDIA) and the Airport Authority.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/05/20)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 2145 (Ting) – Transportation Electrification: Vehicle Charging Stations

Background/Summary

AB 2145 (Ting) would require the Public Utilities Commission (PUC) to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to meet the goal of installing at least 1,000,000 electric vehicle charging ports by December 31, 2030. The bill would require the statewide assessment prepared by the Energy Commission to include as a goal the installation of at least 1,000,000 electric vehicle charging ports by December 31, 2030.

Anticipated Impact/Discussion

The Authority's legislative team will closely monitor this bill language for any impact on San Diego International Airport (SDIA) and the Airport Authority as it moves through the legislative process.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/05/20)

Legislation/Topic

AB 2148 (Quirk) – Climate Change: Adaptation: Regional Plans

Background/Summary

AB 2148 (Quirk) declares the intent of the Legislature to enact legislation that would foster regional-scale adaptation, as specified; give regions a time to develop their regional plans, as specified; and consider, among other things, sea level rise and fire vulnerability.

Anticipated Impact/Discussion

In May, the Author's office confirmed that the bill will not move forward in the 2020 Legislative Session. The Authority's legislative team will continue to monitor the issue.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/05/20)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 2331 (Muratsuchi) – Greenhouse gases: aviation sector: reporting

Background/Summary

AB 2331 would require the State Air Resources Board to adopt regulations to require the reporting of emissions of greenhouse gases from the aviation sector, as provided. The bill would require the state board to include in the greenhouse gases inventory the emissions of greenhouse gases from the aviation sector. The bill would require the state board, by July 1, 2022, to submit recommendations to the appropriate policy committees of the Legislature on actions the state board could take to achieve reductions in the emissions of greenhouse gases in the aviation sector.

Anticipated Impact/Discussion

San Diego International Airport has partnered with airports, airlines, sustainable aviation fuel producers and other stakeholders to find ways to reduce greenhouse gas emissions in the aviation sector. In April, the Author's office confirmed that the bill will not move forward in the 2020 Legislative Session. The Authority's legislative team will continue to monitor the issue.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/23/20)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 2731 (Gloria) – California Environmental Quality Act: City of San Diego: transit and transportation facilities projects

Background/Summary

This bill would require a lead agency, in certifying the environmental impact report and in granting approvals for a transit and transportation facilities project, which is defined as a multimodal regional transportation facility, including a central mobility hub, to serve as a connection to link regional transit to the San Diego International Airport, to comply with specified procedures.

Anticipated Impact/Discussion

In September 2019, the San Diego Association of Governments (SANDAG) signed an initial agreement with the United States Navy to explore the redevelopment of the Old Town Center to include a Central Mobility Hub. The Airport Authority participated in a SANDAG Airport Connectivity Work Group and continues to engage with SANDAG, partner agencies and regional stakeholders to improve connectivity to the airport. The Airport Authority's legislative team will closely monitor the development of this bill language as it moves through the legislative process.

Status: 09/29/20 – This bill was signed by the Governor and takes effect January 1, 2021.

Position: Watch (06/04/20)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 2902 (Kalra) – Fine art: physical alternation or destruction

Background/Summary

The California Art Preservation Act (CAPA) prohibits certain acts relating to the physical alteration or destruction of fine art, defined as an original painting, sculpture, or drawing, or an original work of art in glass, of recognized quality, other than a work prepared under contract for commercial use by its purchaser, including the intentional defacing, mutilating, altering, or destruction of a work of fine art except by an artist who owns and possesses a work of fine art that the artist has created. The law also provides that if a work of fine art can be removed from a building without substantial harm to the fine art, and in the course of or after removal, the owner intends to cause or allow the fine art to suffer physical defacement, mutilation, alteration, or destruction, the rights and duties described above apply unless the owner of the building has provided, or diligently attempted to provide, written notice to the artist or the artist's heir, beneficiary, devisee, or personal representative, and the notified parties have failed to remove the work or pay for its removal within 90 days.

This bill would require a trier of fact to additionally rely on the visibility of the work, community recognition awards attributable to the work, and recognition and awards received by the artist of the work before it can be removed. This bill would additionally include an interested community and a city art commission in the list of required recipients of the written notice described above and would authorize a court to extend the 90-day period within which a noticed party is required to act to remove the art from the building.

Anticipated Impact/Discussion

San Diego International Airport has a robust art program that includes several temporary art installations throughout the airport. If enacted as currently drafted, this legislation could require additional approval from other public and non-public entities prior to the removal of these art installations. As drafted, this additional approval process could create delays in the removal of art installations throughout the airport. In June, the Author's office confirmed that the bill will not move forward in the 2020 Legislative Session. The Authority's legislative team will continue to monitor the issue.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/23/20)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 3041 (Low) – Peer-to-Peer Car Sharing

Background/Summary

Current law prohibits an insurer from classifying a private passenger motor vehicle as a commercial vehicle, for-hire vehicle, permissive use vehicle, or livery solely because its owner allows it to be shared if specified criteria are met. Current law requires a personal vehicle sharing program to provide insurance coverage for the vehicle and driver that is equal to or greater than the coverage maintained by the vehicle owner, but no less than 3 times the minimum coverage amounts for private passenger vehicles. This bill would repeal the above insurance coverage requirement and would instead require a peer-to-peer car sharing program to assume the liability for a loss during the sharing period in an amount not less than the minimum coverage amounts for private passenger vehicles. AB 3041 excludes airports by allowing a commercial airport authority to regulate access to an airport and set access fees for a peer-to-peer car sharing program.

Anticipated Impact/Discussion

Although this legislation is not expected to have a direct impact on the Airport Authority or San Diego International Airport (SDIA), the Airport Authority's legislative team will continue to monitor as peer-to-peer car sharing is a method of transportation passengers utilize when traveling to and from the airport. In April, the Author's office confirmed that the bill will not move forward in the 2020 Legislative Session. The Authority's legislative team will continue to monitor the issue.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/23/20)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 3216 (Kalra) – Unemployment: Rehiring and Retention: State of Emergency

Background/Summary

AB 3216 would require an employer to offer its laid-off employees specified information about job positions that become available for which the laid-off employees are qualified, and to offer positions to those laid-off employees based on a preference system, in accordance with specified timelines and procedures. The bill would also require an incumbent employer, within 15 days after the execution of a transfer document, to provide to the successor employer specified information pertaining to eligible employees and would require the successor employer to maintain and hire from a preferential hiring list for a specified time period. The bill would authorize an employee to enforce violations of these provisions by filing an action with the Division of Labor Standards or bringing a civil action, as specified, and would authorize various remedies, including hiring and reinstatement rights and awarding of back pay.

Anticipated Impact/Discussion

AB 3216 specifically includes airports and airport hospitality operations, among other industries, as employers subject to this proposed new law. The Airport Authority's Government Relations staff is working with the California Airports Council and our State Legislative Consultants to determine any impacts this bill will have on the Airport Authority and San Diego International Airport (SDIA). The legislative team will continue to monitor as the bill moves through the legislative process.

Status: 09/30/20 – This bill was vetoed by the Governor.

Position: Watch (03/23/20)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 3248 (Waldron) – San Diego Association of Governments: San Diego County Regional Transportation Commission: Transactions and Use Tax: Expenditure Plan

Background/Summary

AB 3248 would prohibit SANDAG's board of directors, serving as the San Diego County Regional Transportation Commission, from changing the allocation of revenues to any component of the expenditure plan contained in the TransNet Extension Ordinance by more than an unspecified percentage unless the board, serving as the commission, adopts a resolution proposing to change the allocation of revenues in the expenditure plan, holds 4 public meetings in specified regions of the county to share the details of the proposed change, and the proposed change is approved by 2/3 of the electors voting on the measure at a special election called by the board, serving as the commission.

Anticipated Impact/Discussion

Although this legislation is not expected to have an impact on the Airport Authority or San Diego International Airport (SDIA), the legislative team will continue to monitor as it moves through the legislative process. In May, the Author's office confirmed that the bill will not move forward in the 2020 Legislative Session.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/23/20)

*Shaded text represents new or updated legislative information

New Senate Bills

There are no new Senate Bills to report.

Senate Bills from Previous Report

Legislation/Topic

SB 648 (Chang) – Unmanned Aircraft Systems: Accident Notification

Background/Summary

SB 648 would require, except as specified, the operator of an unmanned aircraft system (UAS) involved in an accident resulting in injury to an individual or damage to property to immediately land the UAS at the nearest location that will not jeopardize the safety of others and to provide certain information to the injured individual or the owner or person in charge of the damaged property, or place that information in a conspicuous place on the damaged property.

Anticipated Impact/Discussion

The bill is not expected to directly impact San Diego International Airport.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/14/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

SB 931 (Wieckowski) – Local Government Meetings: Agenda and Documents

Background/Summary

SB 931 (Wieckowski) would require a local government legislative body to email a copy of the agenda or a copy of all the documents constituting the agenda packet if so requested.

Anticipated Impact/Discussion

Currently, the Airport Authority, if requested, sends meeting agendas and provides links to the agenda and/or meeting materials by email. As currently drafted, it is unclear if this bill would require the Airport Authority to email the agenda packet as an email attachment, potentially creating delivery issues depending on the size of the packet. In April, the Author's office confirmed that the bill will not move forward in the 2020 Legislative Session. The Authority's legislative team will continue to monitor the issue.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/05/20)

*Shaded text represents new or updated legislative information

Legislation/Topic

SB 964 (Skinner) – Chemicals: outdoor application: residential areas

Background/Summary

SB 964 was amended to require a government agency or an entity with which the government agency contracts to submit a plan for the application of a chemical to the Office of Environmental Health Hazard Assessment before applying the chemical outdoors in a residential area. Government agencies are defined as a city, county, special district or other state or local government agency. Residential areas are defined as a neighborhood, school, daycare center, park and recreational facility, or other location where infants and children generally spend time. The bill requires the office to conduct an independent study of the chemicals and if there is evidence that the chemical may cause harm, the bill prohibits the government agency or contractor from using the chemical in the residential area.

Anticipated Impact/Discussion

In 1999, Senate Bill 25, known as the Children’s Environmental Health Protection Act was enacted to establish environmental and public health protections for children. SB 964 is intended to strengthen the Act by creating a process in which government agencies notify Office of Environmental Health Hazard Assessment before applying a chemical outdoors in a residential area. This process will allow the office to determine if those chemicals may harm children and provides a mechanism to prevent such use.

Although this legislation is not expected to have an impact on the Airport Authority or San Diego International Airport (SDIA), the legislative team will continue to monitor as it moves through the legislative process.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/05/20)

*Shaded text represents new or updated legislative information

Legislation/Topic

SB 988 (McGuire) – Aviation Fuel

Background/Summary

SB 988 would require an aviation fuel retailer to provide a quarterly information return, as specified, and would require the California Department of Tax and Fee Administration to collect and disseminate, as specified, information from those returns and calculate the amount of revenue collected from the sale, storage, use, or consumption of aviation fuel in the state. This bill would also require the department to report corresponding tax revenue information to local tax entities.

Anticipated Impact/Discussion

The Airport and Airway Safety and Capacity Expansion Act of 1987, narrowed the permitted uses of airport revenues and required local taxes on aviation fuel to be spent on the airport or, in the case of state taxes on aviation fuel, state aviation programs including noise mitigation. In 2014, the FAA finalized a policy clarification in effort to educate and direct out of compliance jurisdictions to resolve revenue diversion of aviation fuel taxes. In recent months the FAA has moved to an enforcement posture for entities still out of compliance and has been in communication with California to comply. SB 988 would create a reporting and enforcement mechanism of aviation fuel sales taxes collected in the state. If enacted, this bill could provide the Airport Authority with an additional source of funds. In April, the Author's office confirmed that the bill will not move forward in the 2020 Legislative Session. The Authority's legislative team will continue to monitor the issue.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/05/20)

*Shaded text represents new or updated legislative information

Legislation/Topic

SB 1044 (Allen) – Firefighting Equipment and Foam: PFAS Chemicals

Background/Summary

This bill, commencing January 1, 2022, would require any person, including a manufacturer, as defined, that sells firefighter personal protective equipment to any person or public entity to provide a written notice to the purchaser at the time of sale if the firefighter personal protective equipment contains perfluoroalkyl and polyfluoroalkyl substances (PFAS), and would provide that a violation of this requirement is punishable by a specified civil penalty.

The bill, commencing January 1, 2022, would prohibit a manufacturer of class B firefighting foam from manufacturing, or knowingly selling, offering for sale, distributing for sale, or distributing for use in this state class B firefighting foam to which PFAS chemicals have been intentionally added, and would provide that a violation of this prohibition is punishable by a specified civil penalty. The bill would require a manufacturer to provide a specified notice to persons that sell the manufacturer's products in the state and to recall prohibited products, as provided. The bill would require the State Fire Marshal to develop guidance, provide information, and offer resources relating to this prohibition to assist public entities, as provided. The bill, commencing January 1, 2022, would prohibit a person or public entity from discharging or otherwise using for training purposes class B firefighting foam that contains intentionally added PFAS chemicals, and would provide that a violation of this prohibition is punishable by a specified civil penalty.

The bill was amended on August 5, 2020, to address concerns from airports regarding the transition period to switch from the current firefighting foam to the alternative when it becomes available. Specifically, the bill states that if a federal requirement to include PFAS in class B firefighting foam is revoked after the enactment of this bill, the prohibition on manufacture, sale, distribution, or use shall not apply for six months after the requirement is revoked.

Anticipated Impact/Discussion

Although SB 1044 provides an exemption for entities that are required by federal law to use PFAS in their firefighting foam, the Authority's legislative team will continue to engage with the California Airports Council (CAC) to develop an industry wide position on this bill and will continue to monitor as it moves through the process. The final version of the bill that is now on the Governor's desk includes the transition period for airports as mentioned above.

Status: 09/29/20 – This bill was signed by the Governor and takes effect January 1, 2022.

Position: Watch (03/23/20)

*Shaded text represents new or updated legislative information

Legislation/Topic

SB 1056 (Portantino) – Drinking Water: Testing: Perfluoroalkyl and Polyfluoroalkyl Substances

Background/Summary

SB 1056 would require the State Water Resources Board, on or before January 1, 2022, to certify a methodology or methodologies for testing drinking water, groundwater, and surface water for perfluoroalkyl and polyfluoroalkyl substances, as provided, and to accredit qualified laboratories in California to analyze perfluoroalkyl and polyfluoroalkyl substances pursuant to the adopted methodology or methodologies.

Anticipated Impact/Discussion

SB 1056 could have a direct on impact on San Diego International Airport (SDIA) as airports are federally mandated to use PFAS in their firefighting foam. Although the current bill language does not currently place responsibility on airports for the cost of developing these methodologies, it could create additional liabilities for SDIA.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/23/20)

*Shaded text represents new or updated legislative information

Legislation/Topic

SB 1100 (Atkins) – Coastal Resources: Sea Level Rise

Background/Summary

SB 1100 (Atkins) would include, as part of the procedures the California Coastal Commission is required to adopt, recommendations and guidelines for the identification, assessment, minimization, and mitigation of sea level rise within each local coastal program, as provided. The bill would delete the timeframe by which the commission is required to adopt these procedures and would require the commission to take into account the effects of sea level rise in coastal resource planning and management policies and activities, as provided. In addition, the bill would require state and regional agencies to identify, assess, and, to the extent feasible and consistent with their statutory authorities, minimize and mitigate the impacts of sea level rise.

This bill would also create within state government the California Sea Level Rise State and Regional Support Collaborative. The bill would require the collaborative to consist of 5 members, as provided, including the Secretary for Environmental Protection and the Secretary of the Natural Resources Agency. The bill would require the collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, and, where feasible, the mitigation of sea level rise. The bill would require, upon appropriation in the annual Budget Act, the collaborative to expend no more than \$100,000,000 annually from appropriate bond funds and other sources for the purpose of making grants to local governments to update local and regional land use plans to take into account sea level rise and for directly related investments to implement those plans, as provided. The bill would require the Secretary for Environmental Protection and the Secretary of the Natural Resources Agency, as part of the adoption of the annual Budget Act, to annually appear before the budget committees of both houses of the Legislature regarding the implementation of the above provisions.

Anticipated Impact/Discussion

If enacted, bonds and other sources of funding for the purposes of making grants to local governments could be used to help implement the Authority's goals and efforts to implement the Climate Resilience Plan and airport development plan mitigation efforts. SB 1100 was pulled back from Senate policy committees on May 12, 2020. The Government Relations team will continue to monitor throughout the remainder of the session.

Status: 08/31/20 – This bill did not move forward in the 2020 Legislative Session.

Position: Watch (03/05/20)

*Shaded text represents new or updated legislative information

Legislation/Topic

SB 1159 (Hill) – Workers’ Compensation: COVID-19: Critical Workers

Background/Summary

This bill would define “injury” for a critical worker, as specified, to include illness or death that results from exposure to coronavirus disease 2019 (COVID-19) under specified circumstances. The bill would create a disputable presumption, as specified, that an injury that develops or manifests itself while a critical worker is employed arose out of and in the course of the employment.

Anticipated Impact/Discussion

Although this legislation is not expected to have a negative impact on the Airport Authority or San Diego International Airport (SDIA), the legislative team will continue to work with the California Airports Council and our State Legislative Consultants to monitor as it moves through the legislative process.

Status: 09/17/20 – This bill was signed by the Governor and takes effect September 17, 2020.

Position: Watch (09/03/20)

*Shaded text represents new or updated legislative information

Federal Legislation

New House Bills

There are no new House Bills to report.

House Bills from Previous Report

Legislation/Topic

H.R. 2 (DeFazio) Moving Forward Act

Background/Summary

H.R. 2 is a \$1.5 trillion infrastructure proposal that includes investments in airports, roads, bridges, transit, rail, schools, housing, broadband, drinking and wastewater systems, the postal service, clean energy and health care infrastructure. Specifically related to airports, the proposal increases authorization for the regular Airport Improvement Program (AIP) to \$4 billion for fiscal years 2021-2025 and holds enplanements for future entitlement calculations to calendar year 2019 if traffic has not yet recovered to those levels.

The proposal authorizes new supplemental funding programs for airports, subject to appropriations from the general fund, including up to \$4 billion annually to help airports pay for COVID-19 related expenses and capital needs.

Anticipated Impact/Discussion

H.R. 2 would provide additional funding for airport projects, stimulating local economic growth through additional funding for infrastructure related projects. The Legislative team is monitoring the status of this bill and working with industry partners and associations to advocate for additional airport funding and resources.

Status: 07/20/20 – This bill passed the House on a 233 – 188 vote and is now in the Senate.

Position: Support (07/09/20)

*Shaded text represents new or updated legislative information

Legislation/Topic

H.R. 535 (Dingell) PFAS Action Act of 2019

Background/Summary

H.R. 535 requires the Environmental Protection Agency (EPA) to designate certain perfluoroalkyl and polyfluoroalkyl (PFAS) chemicals as hazardous substances within one year of enactment. An amendment to H.R. 535 created an exemption from liability for federally required use of PFAS at airports, so long as such use follows FAA standards and guidance. H.R. 535 passed the House in a 247-159 vote.

Anticipated Impact/Discussion

H.R. 535 could have a direct on impact on San Diego International Airport (SDIA) as airports are federally mandated to use PFAS in their firefighting foam. While the Senate is not planning on considering H.R. 535, it is possible that language from the bill could be inserted in other legislation that could place liability for the cost of remediation on airports including SDIA.

Status: 01/13/20 – Received in the Senate and read twice and referred to the Committee on Environment and Public Works.

Position: Watch (02/06/20)

Legislation/Topic

H.R. 976 (Lynch) – Air Traffic Noise and Pollution Expert Consensus Act of 2019

Background/Summary

H.R. 976 would require the Federal Aviation Administration (FAA) to enter into arrangements with the National Academies of Sciences, Engineering, and Medicine to provide a report on the health impacts of air traffic noise and pollution caused by aircraft flying over residential areas.

Anticipated Impact/Discussion

This bill would not directly impact operations at San Diego International Airport (SDIA), however, the information collected by the study may be useful in helping the community and the Airport Authority assess any environmental and health impacts of air traffic noise and pollution.

Status: 02/07/19 – Referred to House Committee on Transportation & Infrastructure Subcommittee on Aviation

Position: Support (03/14/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

H.R. 1108 (DeFazio) – Aviation Funding Stability Act of 2019

Background/Summary

H.R. 1108 would provide funding from the Airport and Airway Trust Fund for all Federal Aviation Administration (FAA) activities in the event of a Government shutdown. This would only apply to funds not otherwise appropriated and would be available on the first day of a lapse in appropriations and end on the date that the regular appropriation bill for that fiscal year becomes law.

Anticipated Impact/Discussion

This bill would help minimize the impact of another government shutdown on the Airport Authority and San Diego International Airport by ensuring that there would be no disruption in FAA operations due to a lack of appropriations.

Status: 03/27/19 – The bill is before the full House for consideration.

Position: Support (03/14/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

H.R. 1171 (DeFazio) – Funding for Aviation Screeners and Threat Elimination Restoration (FASTER) Act

Background/Summary

In 2013, Congress started diverting one-third of the revenue collected from airline passenger security fees to be deposited into the general fund of the Treasury. In Fiscal Year 2019, an estimated \$1.36 billion will be diverted away from aviation security and used for unrelated government spending. H.R. 1171 would repeal the requirement to divert funds, and ensure that passenger security fees are used for aviation security purposes. H.R. 1171 would also give the Transportation Security Administration (TSA) access to September 11 Security Fee revenue in the event of a lapse in appropriations. This means that, in the event of another government shutdown, TSA would be able to continue paying its officers.

Anticipated Impact/Discussion

Giving TSA access to the full amount of airline passenger security fee revenue would allow TSA to invest in new equipment as well as hire additional staff to better serve passengers, airlines, and airports, including San Diego International Airport (SDIA). This bill would also help minimize the impact of another government shutdown on SDIA by ensuring that there would be no disruption in TSA operations due to a lack of appropriations.

Status: 03/04/19 Referred to the House Committee on Homeland Security's Subcommittee on Transportation and Maritime Security.

Position: Support (03/14/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

H.R. 3791 (Massie) – Investing in America: Rebuilding America’s Airport Infrastructure Act

Background/Summary

H.R. 3791 would remove the federal cap on the Passenger Facility Charge (PFC), which is currently set at \$4.50. In exchange for removing the PFC cap, the bill proposes to reduce Airport Improvement Program funding by \$400 million annually and eliminate funding entitlements for large hub airports.

Anticipated Impact/Discussion

The Passenger Facility Charge Program allows commercial airports controlled by public agencies to collect up to \$4.50 for every eligible passenger. Airports use these fees to fund FAA-approved projects, including those that enhance safety, security or capacity; reduce noise; or increase air carrier completion. This bill would allow airports the flexibility to set the PFC and these fees could be used to fund FAA-approved projects, including infrastructure upgrades that improve the overall passenger experience. This bill could provide additional funding for San Diego International Airport infrastructure development projects.

Status: 07/18/19 – This bill was referred to the Subcommittee on Aviation.

Position: Support (03/14/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

H.R. 5802 (Correa) – TSA Child CARE Act

Background/Summary

H.R. 5802 would direct the Transportation Security Administration to commission an outside assessment of the agency's policies, procedures, and practices regarding personnel who are parents or guardians of a dependent minor with child care needs or who are expectant parents or guardians of a dependent minor with child care needs. The entity conducting this assessment is directed to consult with appropriate stakeholders, including labor organizations, airport operators, air carriers, and other aviation industry stakeholders.

Anticipated Impact/Discussion

Although the legislative proposal does not have a direct impact on San Diego International Airport (SDIA) or the Airport Authority, it does require that the entity conducting the study to consult with airport operators.

Status: 02/12/20 – The bill is before the full House for consideration.

Position: Watch

Legislation/Topic

H.R. 5823 (Richmond) – State and Local Cybersecurity Improvement Act

Background/Summary

H.R. 5823 would authorize a new federal grant program at DHS to address cybersecurity vulnerabilities on State and local government networks. Specifically, the bill would: establish a \$400 million Department of Homeland Security (DHS) grant program that incentivizes States to increase their own cybersecurity funding; require DHS's Cybersecurity and Infrastructure Security Agency (CISA) develop a strategy to improve the cybersecurity of State, local, tribal, and territorial governments; require State, local, tribal, and territorial governments develop comprehensive Cybersecurity Plans to guide use of grant dollars; and establish a State and Local Cybersecurity Resiliency Committee so State, local, tribal, and territorial governments can advise CISA on their cybersecurity needs.

Anticipated Impact/Discussion

H.R. 5823, if enacted, could create an opportunity for the Airport Authority to apply for grants for the purposes of enhancing San Diego International Airport's (SDIA) cyber security infrastructure.

Status: 02/10/20 – The bill is before the full House for consideration.

Position: Watch

*Shaded text represents new or updated legislative information

Legislation/Topic

H.R. 5827 (Lesko) Trusted Traveler REAL ID Relief Act of 2020

Background/Summary

H.R. 5827 allow airline travelers in the U.S. to use PreCheck as an alternative to REAL ID when traveling beginning on October 1, 2020. This bill also requires TSA to develop a contingency plan to address travelers who attempt to travel without REAL ID-compliant credentials after October 1, 2020.

Anticipated Impact/Discussion

H.R. 535 could have a direct on impact on San Diego International Airport (SDIA) as domestic travelers are required to obtain a REAL ID-compliant identification by October 1, 2020, to proceed through Transportation Security Administration (TSA) security screening.

Status: 02/10/20 – Introduced in House of Representatives

Position: Watch

Legislation/Topic

H.R. 7523 (Garamendi) TIFIA for Airports Act

Background/Summary

H.R. 7523 would expand Transportation Infrastructure Finance and Innovation Act (TIFIA) eligibility to airports. As of the end of Fiscal Year 2019, approximately \$1.88 billion of federal financing is available. Privately owned airports or general aviation airport projects are not eligible

Anticipated Impact/Discussion

H.R. 7523 would provide an additional low-interest federal funding option for airport projects, including the Airport Authority's Airport Development Plan (ADP) and other capital projects. These projects stimulate local economic growth that is desperately needed during and post-COVID-19 pandemic. The Legislative team is monitoring the status of this bill and working with industry partners and associations to support this measure any for any additional sources of airport funding and resources.

Status: 07/09/20 – Introduced in the House of Representatives.

Position: Support (09/03/20)

*Shaded text represents new or updated legislative information

New Senate Bills

There are no new Senate Bills to report.

Senate Bills from Previous Report

Legislation/Topic

S. 563 (Duckworth) – Transportation Infrastructure Finance and Innovation Act (TIFIA) for Airports

Background/Summary

S. 563 would allow eligible airport-related projects to participate in the TIFIA program which provides credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to projects of national or regional significance.

Anticipated Impact/Discussion

In enacted, the Airport Authority could apply for loans through the TIFIA program to pay for certain projects related to the Airport Development Plan (ADP). These loans would significantly decrease the Airport Authority's interest expenses and thus reduce the total cost of the ADP.

Status: 02/26/19 – Read twice and referred to the Committee on Environment and Public Works

Position: Support (05/02/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

S. 1004 (Peters) – Securing America’s Ports of Entry Act of 2019

Background/Summary

S. 1004 would fully staff United States Ports of Entry by requiring Customs and Border Protection (CBP) to hire no less than 600 additional officers per year until CBP’s staffing needs are met. This bill also authorizes CBP to hire support staff to perform non-law enforcement administrative duties in support of CBP Officers.

Anticipated Impact/Discussion

If enacted, this bill would help ensure that the CBP Offices at San Diego International Airport (SDIA) are always fully staffed, and avoid potential reassignments to other ports of entry, thus allowing daily operations at SDIA to continue as normal.

Status: 06/19/19 – The bill is before the full Senate for consideration.

Position: Support (05/02/19)

Legislation/Topic

S. 1710 (Cornyn) – Airport Infrastructure Resources Security Act of 2019

Background/Summary

This bill would prohibit funds made available under the Federal Aviation Administration’s Airport Improvement Program from being provided to entities that have violated the intellectual property rights of United States entities.

Anticipated Impact/Discussion

While this bill is not anticipated to have a direct impact on operations at San Diego International Airport (SDIA), the Airport Authority’s legislative team will monitor the development of the bill language for any potential impacts to SDIA or the Airport Authority.

Status: 06/04/19 – Read twice and referred to the Senate Committee on Commerce, Science and Transportation Senate.

Position: Watch

*Shaded text represents new or updated legislative information

Legislation/Topic

S. 2035 (Duckwork) – "TSA Credential and Endorsement Harmonization Act"

Background/Summary

S. 2035 would direct the TSA to develop a plan to expand eligibility for PreCheck to transportation workers who have already gone through security reviews to obtain Transportation Worker Identification Credentials or Hazardous Materials Endorsements.

Anticipated Impact/Discussion

Although this legislation is not expected to impact San Diego International Airport (SDIA) or the Airport Authority, the Authority's legislative team will closely monitor this bill for any potential impact to SDIA or the Airport Authority.

Status: 09/11/19 – Referred to the House Committee on Homeland Security

Position: Watch

Legislation/Topic

S. 3681 (Markey) – Ensuring Health Safety in the Skies Act of 2020

Background/Summary

S. 3681 would create a joint task force on the operation of air travel during and after the COVID-19 public health emergency. The Task Force is required to develop requirements, plans, and guidelines to address the health, safety, security, and logistical issues relating to the continuation of air travel during the COVID-19 public health emergency, and for the resumption of full operations of passenger air travel at airports after the pandemic ends. The Task Force will be chaired by the Secretary of Transportation. The legislation requires the Task Force to brief Congress on its preliminary recommendations within six months; a final report is due within 18 months.

Anticipated Impact/Discussion

If enacted, the establishment of the Task Force could help identify consistent guidelines and protocols that would promote overall passenger and employee safety and confidence in air travel. Airports and associations representing airports would be included on this advisory panel that will provide a briefing to Congress on recommendations for the resumption of full operations post COVID-19 pandemic.

Status: 05/20/20 – This bill passed the Senate Commerce, Science and Transportation Committee

Position: Support (06/04/20)

*Shaded text represents new or updated legislative information

STAFF REPORT

Meeting Date: **NOVEMBER 5, 2020**

Subject:

Amend Authority Policy 8.24 - Lost and Found Property

Recommendation:

Adopt Resolution No. 2020-0102, Amending Authority Policy 8.24 – Lost and Found Property

Background/Justification:

Authority Policy 8.24 “Lost and Found Property” establishes the policies for the receipt, custody, care, restitution, and disposal of lost items of personal property found at the Airports operated by the San Diego County Regional Airport Authority. Specifically, the policy addresses lost and found items that have not been claimed after three months. To further limit liability, better conform with existing law, and provide greater flexibility in determining the final disposition of these items, there are a number of policy revisions being recommended. These policy revisions are shown as strike-out/underline text in Attachment A.

Modern electronics have the potential to store personal information. In order to limit the Authority’s liability for the unintended and inadvertent release of personal information that might be stored on such electronics, staff recommends that the policy be revised to require, as a first priority, the destruction of electronics, which may contain stored personal information.

California Civil Code §2080.6 requires that public agencies must first offer unclaimed items, other than money, for public auction. Although Authority Policy 8.24 allows for public auction of unclaimed items, attempting to conduct a public auction is currently not required as the initial step in disposing of unclaimed items. Therefore, staff recommends that the policy be revised to better conform with existing law by requiring unclaimed items (other than money and electronics that may contain personal information) to be offered for public auction.

Currently, Authority Policy 8.24 only allows unclaimed computer items with a fair market value of less than one hundred dollars (\$100) to be donated to San Diego County-based organizations, which are exempt from taxation pursuant to 26 U.S.C. §501(c)(3) and which use computer equipment for the care, teaching, or training of children and/or disadvantaged adults. Given the fair market value limit of less than \$100 and the recommendation to destroy electronics that may contain stored personal information, there are few such computer items suitable for donation. Implementation of the current policy has, therefore, led to various and numerous unclaimed items that cannot be used by such organizations. Many of these same items are also not selling at public auction and instead are eventually being disposed as trash. As such, staff recommends that the policy be revised to allow for the donation of any unclaimed items to San Diego County-based organizations, which are exempt from taxation pursuant to 26 U.S.C. §501(c)(3) and which care for, teach, train, or assist children and/or disadvantaged adults.

Finally, Authority Policy 8.24 is silent on the final disposition of unclaimed items that are not donated or successfully auctioned. Staff recommends that the policy be revised to state that unclaimed items, which are not managed by any other method listed in the policy, can be recycled or properly disposed, as appropriate.

Fiscal Impact:

There is no anticipated impact to operating expenses to the immediate or succeeding fiscal year budget, which has been approved by the Board. Additionally, there is no anticipated impact to capital expenditures. It is possible that revenue from unclaimed items offered at public auction may be impacted.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

Environmental Review:

A. CEQA: This Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act ("CEQA"), as amended. 14 Cal. Code Regs. §15378. This Board action is not a "project" subject to CEQA. Cal. Pub. Res. Code §21065.

B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act. Cal. Pub. Res. Code §30106.

C. NEPA: This Board action is not a project that involves additional approvals or actions by the Federal Aviation Administration ("FAA") and, therefore, no formal review under the National Environmental Policy Act ("NEPA") is required.

Application of Inclusionary Policies:

Not applicable.

Prepared by:

BRENDAN REED
DIRECTOR, PLANNING & ENVIRONMENTAL AFFAIRS

RESOLUTION NO. 2020-0102

A RESOLUTION OF THE BOARD OF THE
SAN DIEGO COUNTY REGIONAL AIRPORT
AUTHORITY, AMENDING AUTHORITY POLICY 8.24
– LOST AND FOUND PROPERTY

WHEREAS, Authority Policy 8.24 “Lost and Found Property” establishes the policies for the receipt, custody, care, restitution, and disposal of lost items of personal property found at the Airports operated by the San Diego County Regional Airport Authority; and

WHEREAS, Authority Policy 8.24 addresses lost and found items that have not be claimed after three months; and

WHEREAS, modern electronics have the potential to store personal information; and

WHEREAS, California Civil Code §2080.6 requires that public agencies must first offer unclaimed items, other than money, for public auction; and

WHEREAS, attempting to conduct a public auction is currently not required as the initial step in disposing of unclaimed items under Authority Policy 8.24; and

WHEREAS, Authority Policy 8.24 currently allows donation of unclaimed computer items with a fair market value of less than one hundred dollars (\$100) to San Diego County-based organizations that are exempt from taxation pursuant to 26 U.S.C. §501(c)(3) and that use computer equipment for the care, teaching, or training of children and/or disadvantaged adults; and

WHEREAS, given the fair market value limit of less than one hundred dollars (\$100), there are few such computer items suitable for donation; and

WHEREAS, implementation of the current policy has led to various and numerous unclaimed items that cannot be used by such organizations and many of these same items are not selling at public auction either and instead are eventually being disposed as trash; and

WHEREAS, Authority Policy 8.24 is silent on the final disposition of unclaimed items that are not donated or auctioned; and

WHEREAS, the policy revisions would require, as a first priority, the destruction of electronics that may contain stored personal information; and

WHEREAS, the policy revisions would require unclaimed items (other than money and electronics that may contain personal information) to be offered for public auction or to be donated to San Diego County-based organizations, which are exempt from taxation pursuant to 26 U.S.C. §501(c)(3) and which care for, teach, train, or assist children and/or disadvantaged adults; and

WHEREAS, the policy revisions would allow unclaimed items that are not managed by any other method listed in the policy to be recycled or properly disposed, as appropriate.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby amends Authority Policy 8.24 - Lost and Found Property as set forth in Exhibit A; and

BE IT FURTHER RESOLVED that the Board finds that this action is not a “project” as defined by the California Environmental Quality Act (“CEQA”) (California Public Resources Code §21065); and

BE IT FURTHER RESOLVED that the Board finds that this action is not a “development” as defined by the California Coastal Act (California Public Resources Code §30106); and

BE IT FURTHER RESOLVED that the Board finds that this action is not a project that involves additional approvals or actions by the Federal Aviation Administration (“FAA”) and, therefore, no formal review under the National Environmental Policy Act (“NEPA”) is required.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 5th day of November, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY**POLICIES**

ARTICLE 8 - GENERAL OPERATIONS
PART 8.2 - AUTHORITY FACILITIES
SECTION 8.24 - LOST AND FOUND PROPERTY

PURPOSE: To establish the policy for the receipt, custody, care, restitution, and disposal of lost items of personal property found at the Airports operated by the San Diego County Regional Airport Authority.

"POLICY STATEMENT:

- (1) It shall be the Authority's policy to exert reasonable best efforts to return all lost property that is received at a Facility to the item's rightful owner and to maintain complete, accurate, and current records of the receipt, restitution and/or disposal of all lost property received at the Facility.
- (2) The Authority's President/Chief Executive Officer ("**President/CEO**") shall take appropriate and necessary actions required to implement the provisions of this policy.
- (3) Receipt of Lost Items at the Facility. The Facility shall not receive or take custody of personal property, including baggage lost onboard an aircraft, in for-hire vehicles such as door-to-door shuttles and taxis, in public busses, or in rental cars. Except for the below-listed Excluded Items, the Facility shall receive and take custody of all items of personal property found inside Airport terminals, Airport curbside areas, Airport parking areas operated by the Authority, and Airport-operated shuttle buses.
 - (a) Excluded Items. The Facility shall not accept custody of items that are classified in the following categories:
 - [1] Contraband.
 - [2] Animals. Lost animals shall be turned over to the San Diego Humane Society. The Custodian shall not take custody of a found animal, but may provide reasonable humanitarian assistance until the arrival of the San Diego County Animal Control Officer.
 - [3] Perishable Items. Perishable items, including foodstuffs shall be properly disposed of by the Custodian.
 - [4] Leaking Containers. Items evidencing leakage of materials contained inside shall be disposed of by the Custodian.

- [5] Hazardous Materials. Items that present a hazard to personnel or property shall be immediately turned over to the appropriate law enforcement agency.
- [6] Firearms and/or Ammunition. Any firearm or ammunition shall be immediately turned over to the appropriate law enforcement agency.
- [7] Money Recovered at Security Checkpoints. Money recovered at a Transportation Security Administration checkpoint shall be retained by the Transportation Security Administration pursuant to 49 U.S.C. §44945 or applicable succeeding statute.

(b) Procedures.

[1] Procedures for Facility's Receipt of Found Articles:

- [a] General Procedures. On receipt of each found article, the Custodian shall provide the individual turning in the found article with a numbered receipt stating the date and time the article was received by the Custodian, a description of the article, a good-faith estimate of the value of the article, the identity of the individual turning in the article, the time and location at which the article was found and the identity of the finder if known. Each receipt shall be signed by the Custodian and a copy of each receipt retained by the Facility.
- [b] Procedures for Receipt of Money. For each instance in which found money or found articles containing money are turned in to the Facility, the Custodian shall include on the receipt the total amount received and the inventory of the money by denomination. For articles containing money, the Custodian shall remove the money and place a copy of the receipt securely within the article.

[2] Procedures for Custody and Storage of Received Articles:

- [a] General. All articles turned into the Facility shall be securely stored commensurate with the value of the article and a running inventory shall be maintained. All unclaimed articles shall be held by the Facility for a minimum of three months.
- [b] Money. All money received by the Facility shall be turned over to the Authority's Treasurer with a copy of the issued receipt(s) no later than the close of each working day. The Treasurer shall maintain a separate accounting of all monies received from the Facility.

[3] Restitution of Claimed Articles:

- [a] Identification of Owner. The Custodian shall take all reasonable actions available to determine the identity of the owner of each article received by the Facility. Where the identity of the owner may be determined, the Custodian shall take all reasonable actions, including phone calls and written notification, to notify the owner that the article is being held by the Facility, and the procedure for claiming the article. For articles other than money, the notification shall advise that articles unclaimed after three months may be disposed of by the Authority at its sole discretion. For money, the notification shall advise that money will become the property of the Authority if unclaimed after three years.
- [b] Restitution of Articles Other Than Money. All requests for return of lost articles other than money shall be processed through the Facility. When an individual requests the return of an article and presents evidence reasonably confirming the requestor's ownership of the article, the Custodian shall provide the owner with the article after the requestor signs an appropriate receipt. The receipt shall identify the requestor's name and contact information, and describe the article and the evidence provided to confirm the requestor's ownership of the article.
- [c] Restitution of Money. An individual may timely file a claim for lost money with the Authority's Treasurer. Such claim shall include the claimant's name and address, the amount of the claim, the grounds on which the claim is based and other information as may be required by the Treasurer. The Treasurer shall accept or reject the claim. If the Treasurer rejects the claim, the claimant may file a verified compliant pursuant to Calif. Gov. Code §50052.

[4] Disposal of Unclaimed Articles:

~~[a]~~ [a] Articles Other Than Money and Electronics with Stored Personal Information. The Authority may dispose of unclaimed articles that have been held in the Facility for at least three months by:

~~[a]~~

[i] Public Auction. The Authority may ~~first attempt to conduct a public auction of unclaimed items.~~ The Authority may utilize a third party auctioneer. The Authority shall provide notice of the public auction at least five days prior to the auction by publication in a newspaper of general circulation published in San Diego County. After each auction or attempt to auction unclaimed items, the Authority may destroy or otherwise dispose of any unsold or non-auctioned articles in any of the following manners as determined by the President/CEO in her sole discretion.:

~~[iii]~~ [ii] Donation to Certain Charitable Organizations. "The President/CEO may, on behalf of the Airport, donate such unclaimed articles to a San Diego County-based organization that is exempt from taxation pursuant to 26 U.S.C. §501(c)(3) and that ~~uses such computer equipment for the care~~ for, teaching, or training of, or assist children and/or disadvantaged adults. Each

such donation shall be subject to the following conditions:

- [1] No single donated item has a fair market value exceeding One Hundred Dollars (\$100); and
- [2] The receiving organization takes appropriate action to publicly recognize the Authority's donations in a manner that increases the public's awareness of the Authority and acceptance of the Airport; and

[3] Following each donation, the charitable organization provides a donation receipt to the Authority, and the President/CEO provides the Board with a written report of donated unclaimed articles as provided on the donation receipt.~~the President/CEO provides the Board with a written report of each donation with a list of the donated computer equipment at the regularly scheduled Board meeting following the donation.~~

~~[iv][i] Public Auction. The Authority may conduct a public auction of unclaimed items. The Authority shall provide notice of the public auction at least five days prior to the auction by publication in a newspaper of general circulation published in San Diego County. After each auction, the Authority may destroy or otherwise dispose of any unsold articles.~~

[iii] Public Use. On written determination by the President/CEO, or the designee of the President/CEO, that an unclaimed article is needed for public use, the Authority may retain such article for such use.

[iv] Recycling and Landfill Disposal. The Authority may recycle recyclable items or dispose of items that are not managed by any of the methods listed above.

[b] Electronics Recycling. The Authority ~~may~~ must recycle electronic devices with that may have stored personal information and electronics that have been held in the Facility for at least three months. Receipt and certificates of recycling and/or destruction must be provided to the Authority by a certified recycler.

[b][c] Money. After unclaimed money has been in the custody of the Authority's Treasurer for three years, the Treasurer shall cause a notice to be published once a week for two consecutive weeks in a newspaper of general circulation within San Diego County. The notice shall state the amount of money, the account in which it is held, and that the money shall become the property of the Authority on a designated date not less than forty-five days nor more than sixty days after the first publication of the notice. If no valid claim for the money or verified complaint is filed prior to the designated date, the money shall become the property of the Authority on the designated date. If a verified complaint is filed prior to the designated date, the Treasurer shall hold the unclaimed money until

the court has rendered its decision on the complaint.

[Amended by Resolution No. 2019-0004 dated January 3, 2019.]
[Amended by Resolution No. 2018-00106 dated October 4, 2018.]
[Adopted by Resolution No. 2010-0055 dated May 6, 2010.]

Board Communication

Date: November 5, 2020
To: Board Members
Via: Kimberly J. Becker, President/CEO
From: Scott M. Brickner, Chief Financial Officer
Subject: Accept the Unaudited Financial Statements for Three Months Ended
September 30, 2020 and 2019:

Attached is the Authority's Unaudited Financial Statements for the Three Months Ended September 30, 2020 and 2019 that was presented to the Finance Committee on October 26, 2020.

Review of the Unaudited Financial Statements for the Three Months Ended September 30, 2020 and 2019



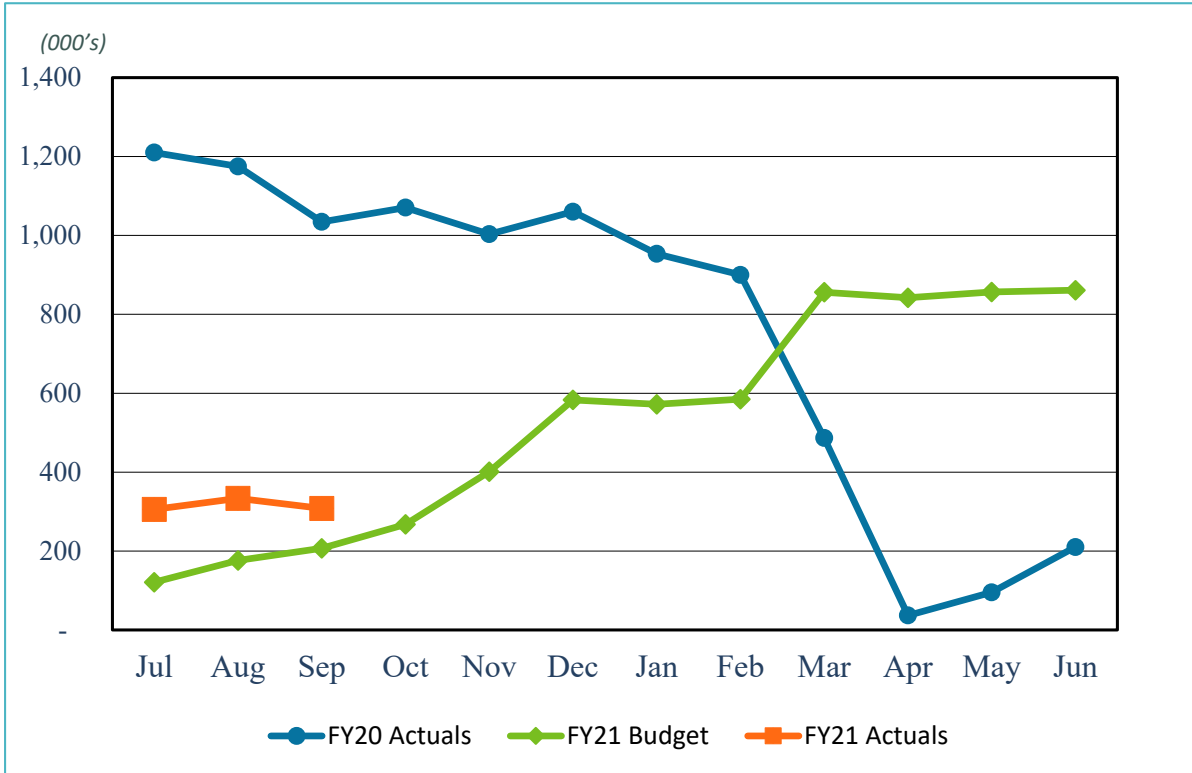
SAN DIEGO
INTERNATIONAL AIRPORT

LET'S **GO.**

Presented by:
Scott Brickner
Chief Financial Officer

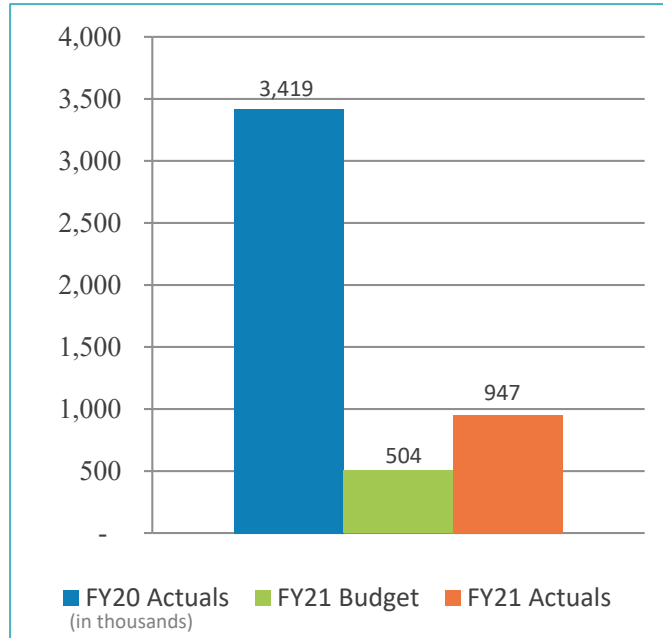
November 5, 2020

Enplanements

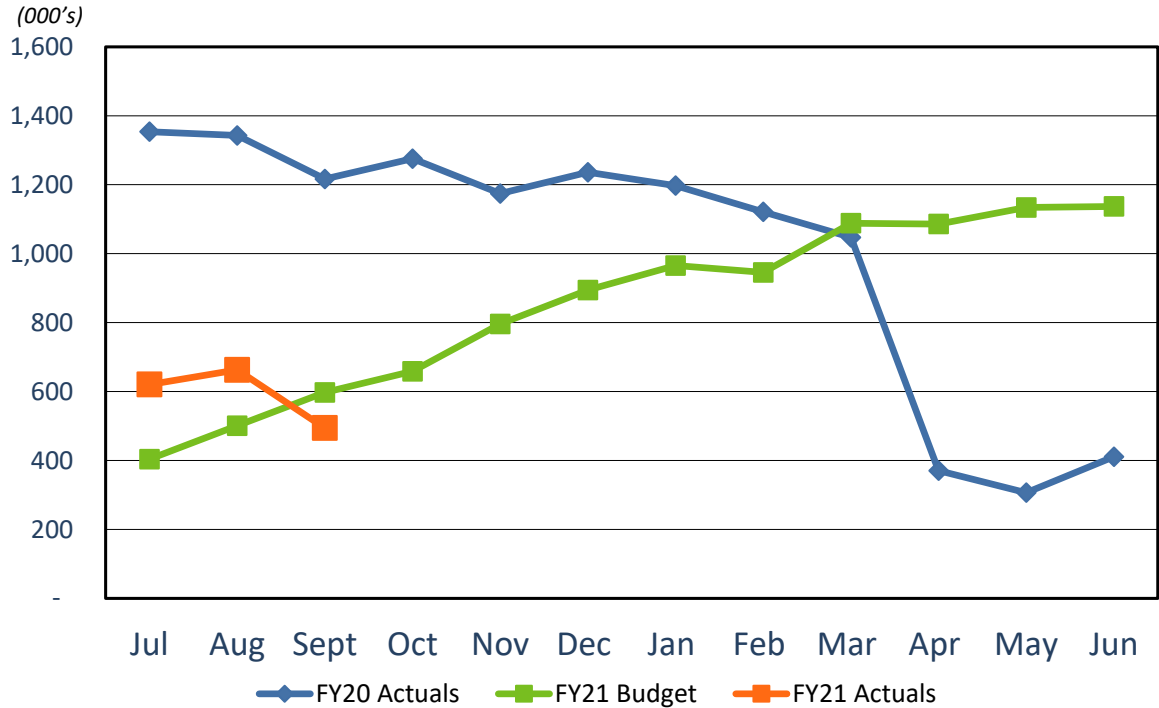


FY21 YTD Act Vs.
FY20 YTD Act
-72.3%

FY21 YTD Act Vs.
FY21 YTD Budget
87.9%

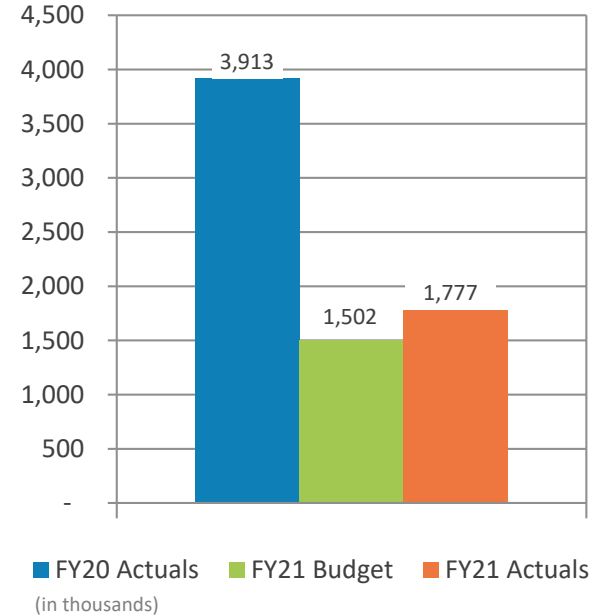


Gross Landing Weight Units (000 lbs)

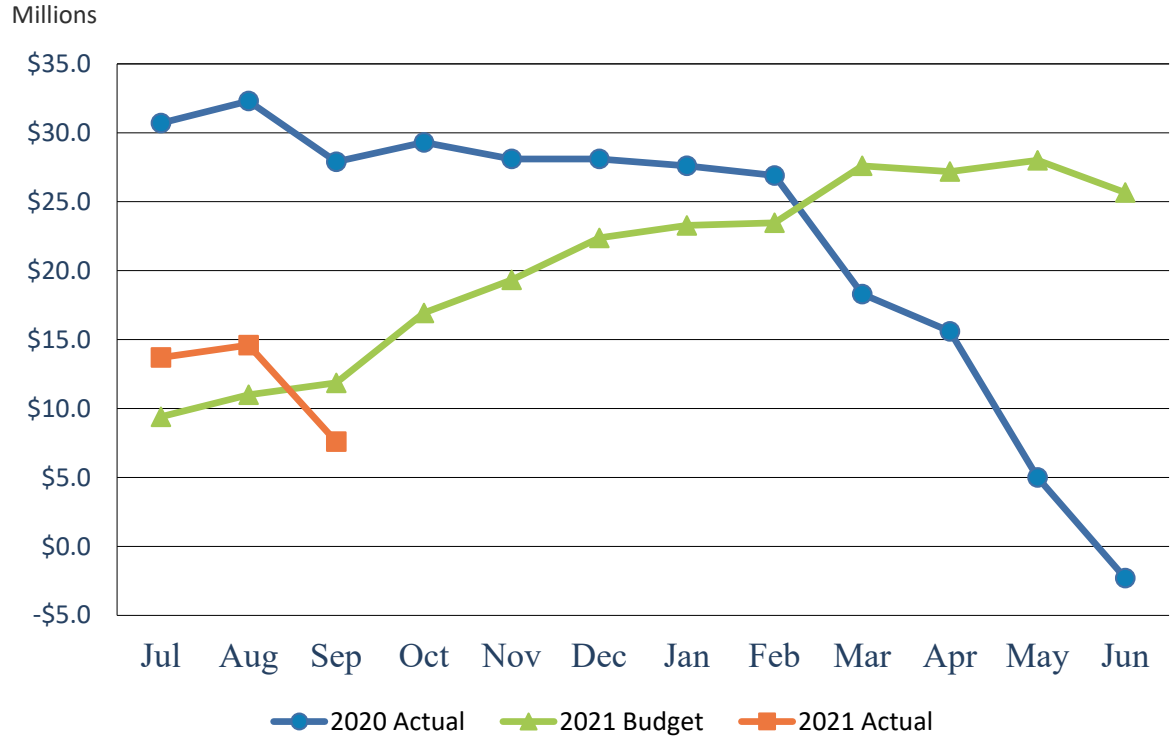


FY21 YTD Act Vs.
FY20 YTD Act
-54.6%

FY21 YTD Act Vs.
FY21 YTD Budget
18.3%

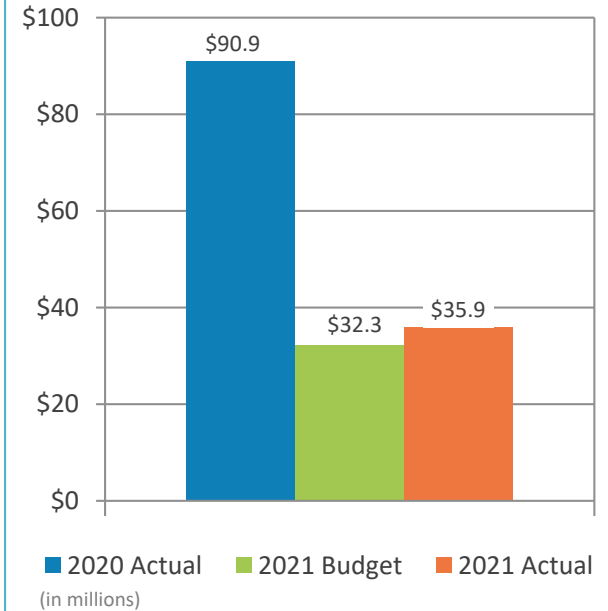


Total Operating Revenue (Unaudited)

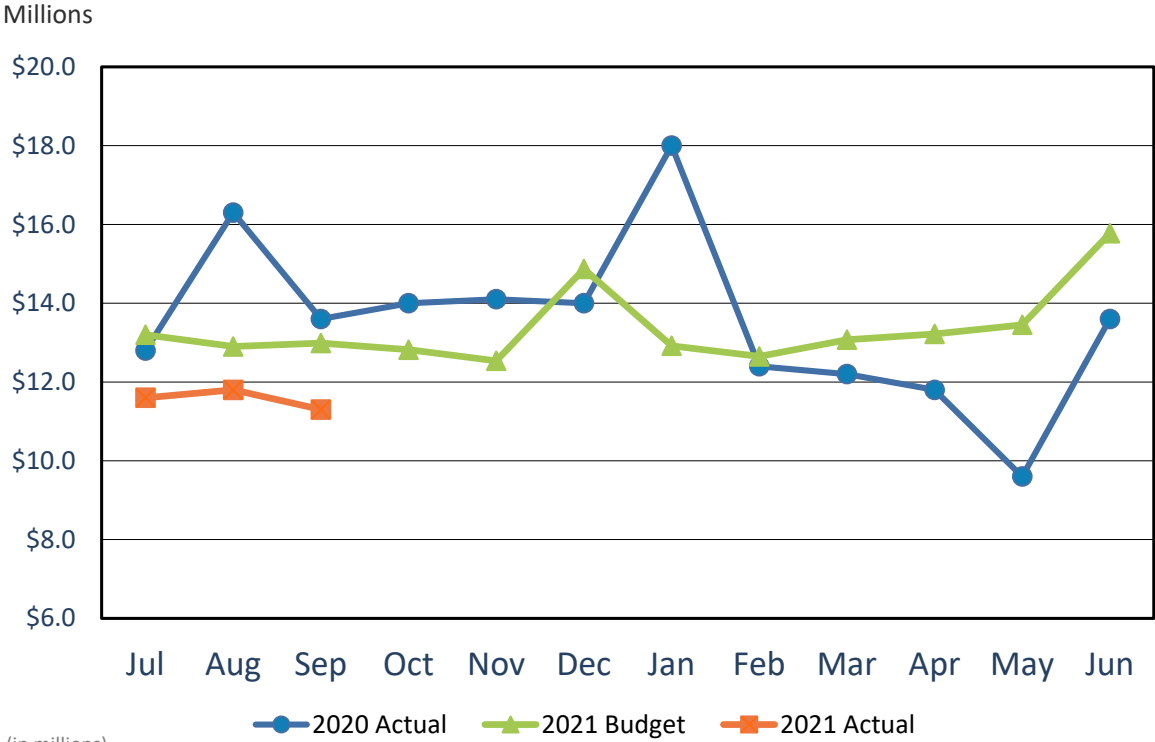


FY21 YTD Act Vs.
FY20 YTD Act
-60.5%

FY21 YTD Act Vs.
FY21 YTD Budget
11.1%



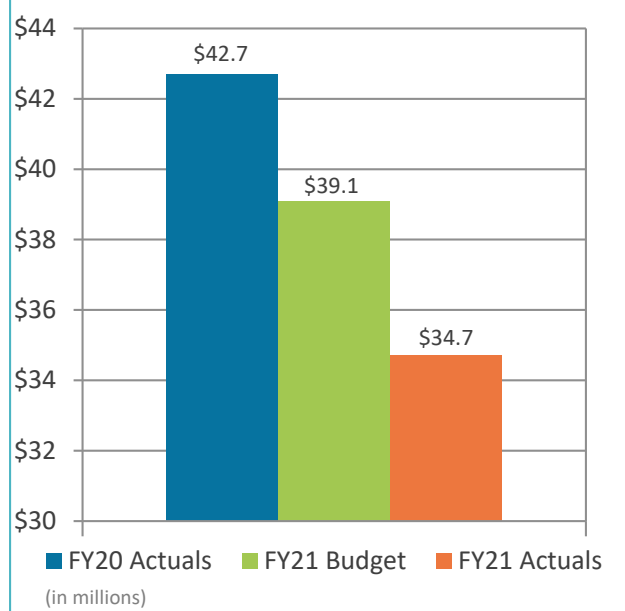
Total Operating Expenses (Unaudited)



(in millions)

FY20 YTD Act Vs.
FY19 YTD Act
18.7%

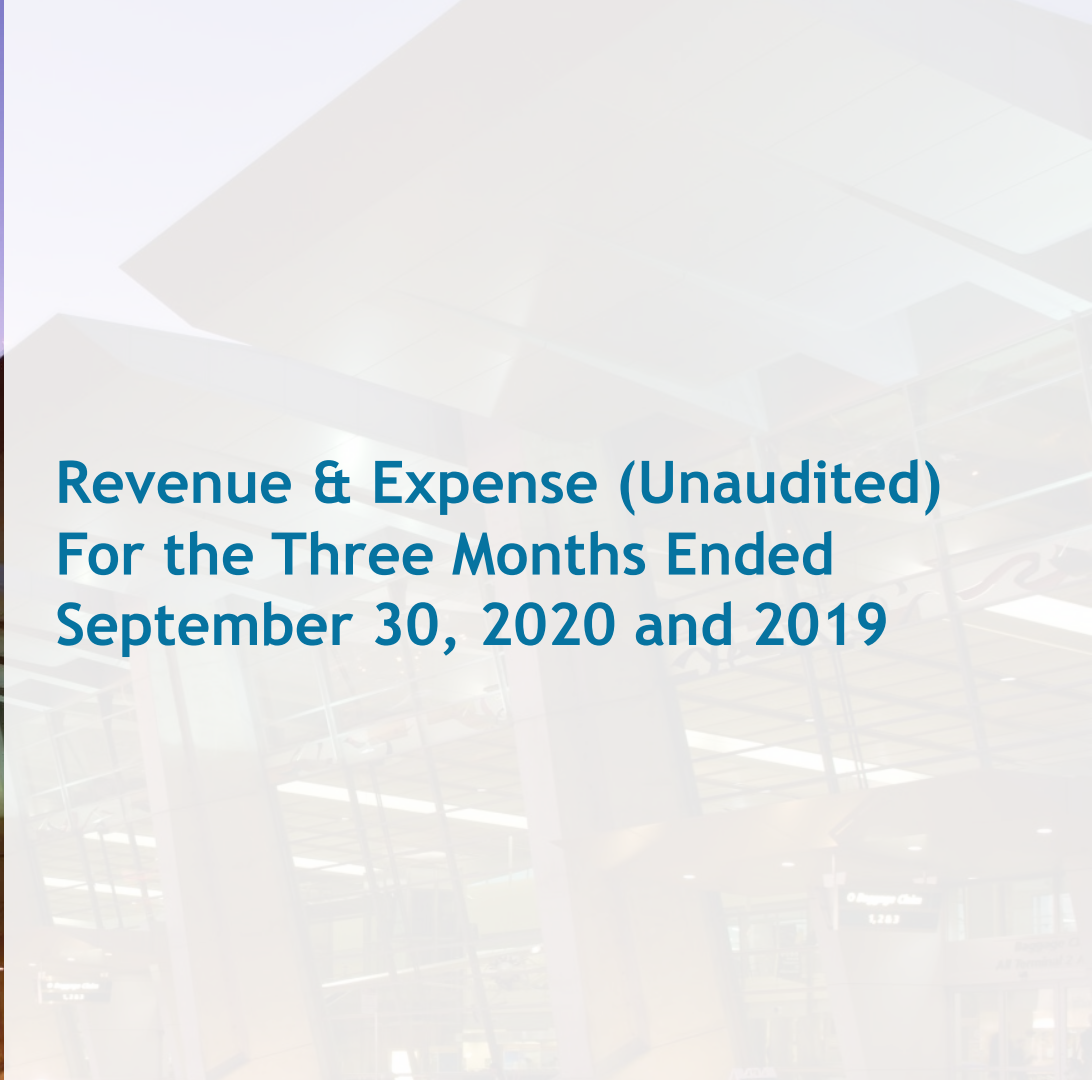
FY20 YTD Act Vs.
FY20 YTD Budget
11.3%



(in millions)



Revenue & Expense (Unaudited) For the Three Months Ended September 30, 2020 and 2019



Operating Revenues

for the Three Months Ended September 30, 2020 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Aviation	\$ 21,367	\$ 20,418	\$ (949)	(4)%	\$ 48,546
Terminal concessions	1,412	1,946	534	38%	8,114
Rental car	1,291	2,582	1,291	100%	9,569
Parking	2,075	4,105	2,030	98%	12,422
Other operating	6,124	6,839	715	12%	12,293
Total operating revenues	\$ 32,269	\$ 35,890	\$ 3,621	11%	\$ 90,944

Operating Expenses

for the Three Months Ended September 30, 2020 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Salaries and benefits	\$ 12,497	\$ 11,986	\$ 511	4%	\$ 12,077
Contractual services	6,888	5,776	1,112	16%	10,644
Safety and security	8,285	7,230	1,055	13%	8,120
Space rental	2,551	2,551	-	-	2,547
Utilities	4,033	3,225	808	20%	3,820
Maintenance	2,749	2,145	604	22%	3,219
Equipment and systems	84	22	62	74%	74
Materials and supplies	181	79	102	56%	174
Insurance	488	472	16	3%	416
Employee development and support	135	86	49	36%	287
Business development	148	237	(89)	(60)%	474
Equipment rental and repairs	1,116	912	204	18%	912
Total operating expenses	\$ 39,155	\$ 34,721	\$ 4,434	11%	\$ 42,764

Net Operating Income (Loss) Summary

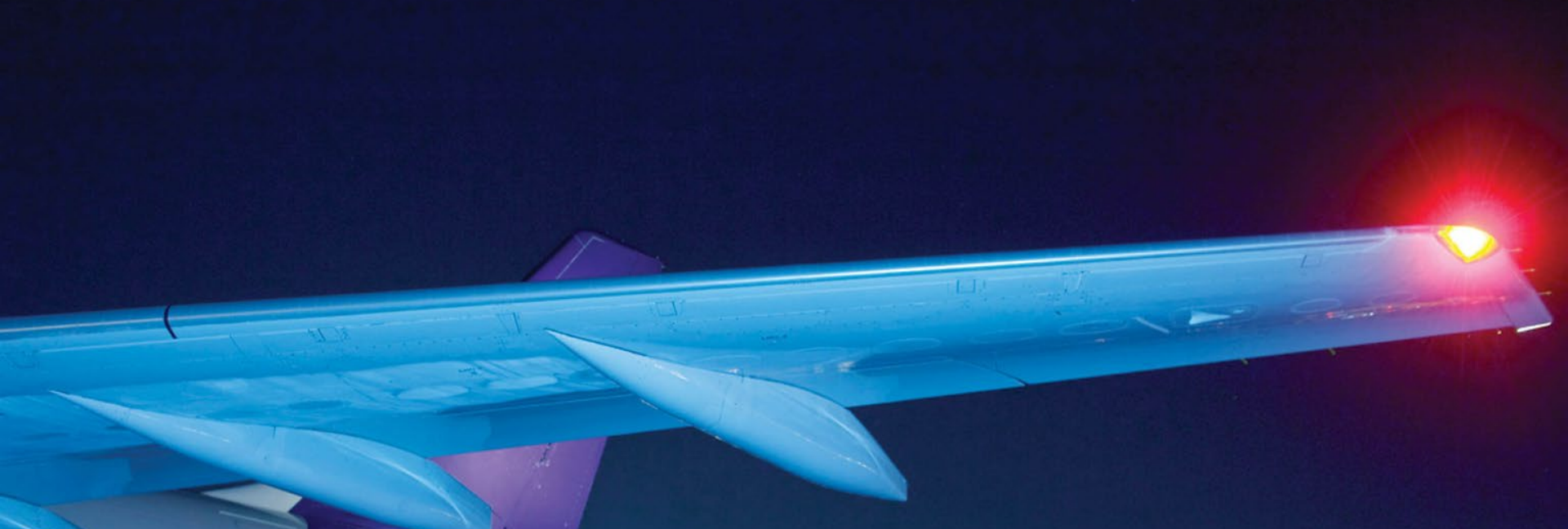
for the Three Months Ended September 30, 2020 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	%	Prior Year
Total operating revenues	\$ 32,269	\$ 35,890	\$ 3,621	11%	\$ 90,944
Total operating expenses	39,155	34,721	4,434	11%	42,764
Income from operations	(6,886)	1,169	8,055	117%	48,180
Depreciation	32,151	32,151	-	-	31,126
Operating income (loss)	\$ (39,037)	\$ (30,982)	\$ 8,055	21%	\$ 17,054

Nonoperating Revenues & Expenses

for the Three Months Ended September 30, 2020 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Passenger facility charges	\$ 1,969	\$ 3,007	\$ 1,038	53%	\$ 12,564
Customer facility charges (Rental Car Center)	1,679	3,008	1,329	79%	11,191
CARES Act Grant	24,673	25,093	420	2%	-
Quieter Home Program, net	(702)	(578)	124	18%	(1,012)
Interest income	3,022	4,296	1,274	42%	4,507
Interest expense (net)	(18,106)	(17,001)	1,105	6%	(17,266)
Other nonoperating revenue (expense)	(3)	(2,089)	(2,086)	-	2,033
Nonoperating revenue, net	12,532	15,736	3,204	26%	12,017
Change in net position before grant contributions	(26,505)	(15,246)	11,259	42%	29,071
Capital grant contributions	6,127	1,696	(4,431)	(72)%	347
Change in net position	\$ (20,378)	(13,550)	\$ 6,828	34%	\$ 29,418



**Statements of Net Position (Unaudited)
September 30, 2020 and 2019**

Statements of Net Position (Unaudited)

As of September 30, 2020 and 2019

(In Thousands)

	2020	2019
Assets and Deferred Outflows of Resources		
Current assets	\$ 113,309	\$ 168,182
Cash designated for capital projects and other	139,964	24,044
Restricted assets	556,327	400,341
Capital assets, net	1,794,877	1,723,937
Other assets	244,745	266,675
Deferred outflows of resources	26,779	31,055
Total assets and deferred outflows of resources	\$ 2,876,001	\$ 2,614,234

Statements of Net Position (Unaudited)

As of September 30, 2020 and 2019

(In Thousands)

	2020	2019
Liabilities and Deferred Inflows of Resources		
Current liabilities	\$ 100,178	\$ 72,351
Liabilities payable from restricted assets	51,220	82,915
Long term liabilities	1,841,255	1,569,288
Deferred inflows of resources	11,830	6,961
Total liabilities and deferred inflows of resources	\$ 2,004,483	\$ 1,731,515
 Total net position	 \$ 871,518	 \$ 882,719



Questions?

Board Communication

Date: November 5, 2020
To: Board Members
Via: Kimberly J. Becker, President/CEO
From: Scott M. Brickner, Vice President, CFO
Subject: Accept the Authority's Investment Report as of September 30, 2020:

Attached is the Authority's Investment Report as of September 30, 2020 that was presented to the Finance Committee on October 26, 2020.



SAN DIEGO
INTERNATIONAL AIRPORT
LET'S **GO.**

Investment Report

Period Ending
September 30, 2020

Presented by: Geoff Bryant
Manager Airport Finance
November 5, 2020



Section 1

Account Profile

Certification Page

This report is prepared for the San Diego County Regional Airport Authority (the “Authority”) in accordance with California Government Code Section 53646, which states that “the treasurer or chief fiscal officer may render a quarterly report to the chief executive officer, the internal auditor, and the legislative body of the local agency within 30 days following the end of the quarter covered by the report.”

The investment report was compiled in compliance with California Government Code 53646 and the Authority’s approved Investment Policy. All investment transactions made in the Authority’s portfolio during this period were made on behalf of the Authority. Sufficient liquidity and anticipated revenue are available to meet expenditure requirements for the next six months.



Scott Brickner, C.P.A.
Vice President, Chief Financial Officer
San Diego County Regional Airport Authority

Objectives

Investment Objectives

The San Diego County Regional Airport Authority's investment objectives, in order of priority, are to provide safety to ensure the preservation of capital in the overall portfolio, provide sufficient liquidity for cash needs and a market rate of return consistent with the investment program. In order to achieve these objectives, the portfolio invests in high quality fixed income securities consistent with the investment policy and California Government Code.

Portfolio Characteristics

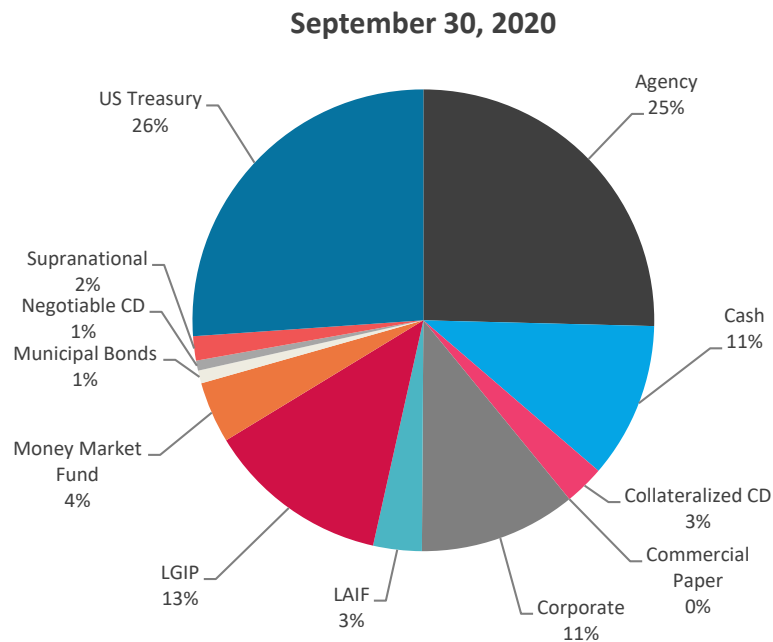
SDCRAA Consolidated

	9/30/2020	6/30/2020	Change
	Portfolio	Portfolio	Portfolio
Average Maturity (yrs)	1.24	1.43	(0.19)
Average Purchase Yield	1.55%	1.71%	(0.16%)
Average Market Yield	0.36%	0.51%	(0.15%)
Average Quality*	AA+/Aa1	AA+/Aa1	
Unrealized Gains/Losses	13,125,493	14,155,713	(1,030,220)
Total Market Value	591,327,217	583,607,506	7,719,711

*Portfolio is S&P and Moody's, respectively.

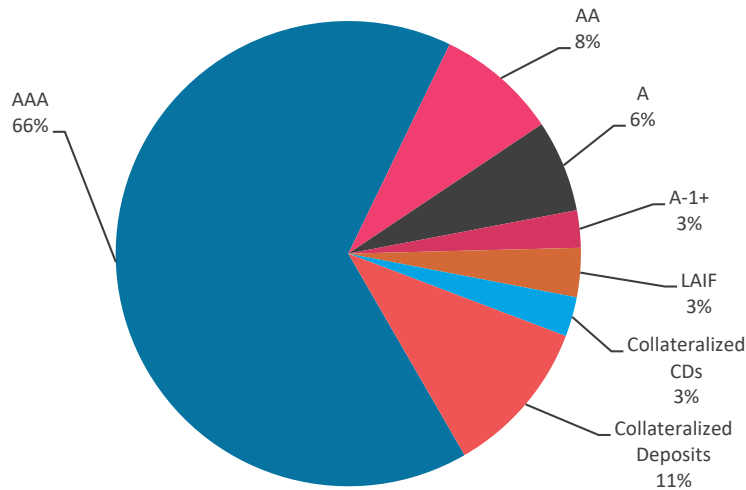
Sector Distribution

	September 30, 2020		June 30, 2020	
	Total Market Value	% of Portfolio	Total Market Value	% of Portfolio
Agency	149,409,335	25.3%	154,724,218	26.5%
Cash	64,449,152	10.9%	56,097,762	9.6%
Collateralized CD	16,312,127	2.8%	16,225,928	2.8%
Commercial Paper	-	0.0%	2,495,302	0.4%
Corporate	65,052,409	11.0%	65,393,093	11.2%
LAIF	20,169,953	3.4%	20,123,943	3.4%
LGIP	75,182,545	12.7%	75,122,804	12.9%
Money Market Fund	25,234,863	4.3%	17,435,951	3.0%
Municipal Bonds	5,265,792	0.9%	5,214,567	0.9%
Negotiable CD	4,044,787	0.7%	8,051,153	1.4%
Supranational	9,816,994	1.7%	9,873,360	1.7%
US Treasury	156,389,261	26.3%	152,849,426	26.2%
TOTAL	591,327,217	100.0%	583,607,506	100.0%



Quality & Maturity Distribution

September 30, 2020

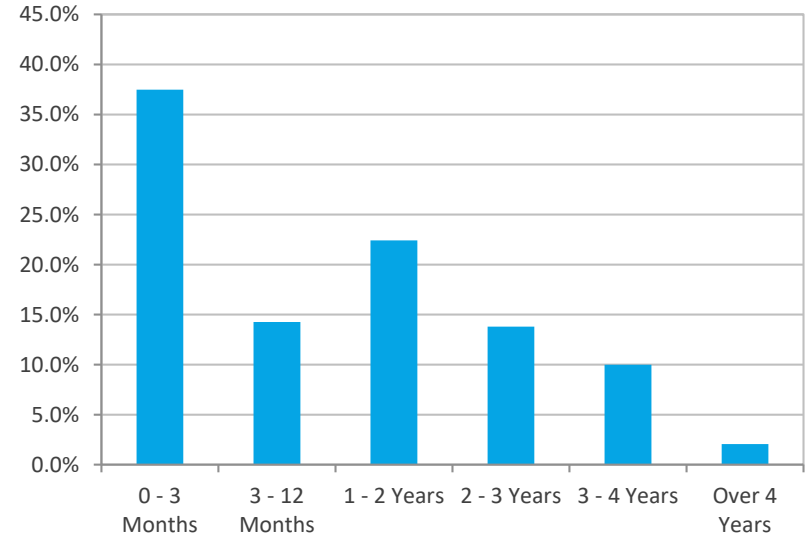


Notes:

Security ratings are based on the highest rating provided by Moody's, S&P and Fitch and is presented using the S&P ratings scale.

(1) Includes investments that have split ratings between S&P, Moody's and Fitch.

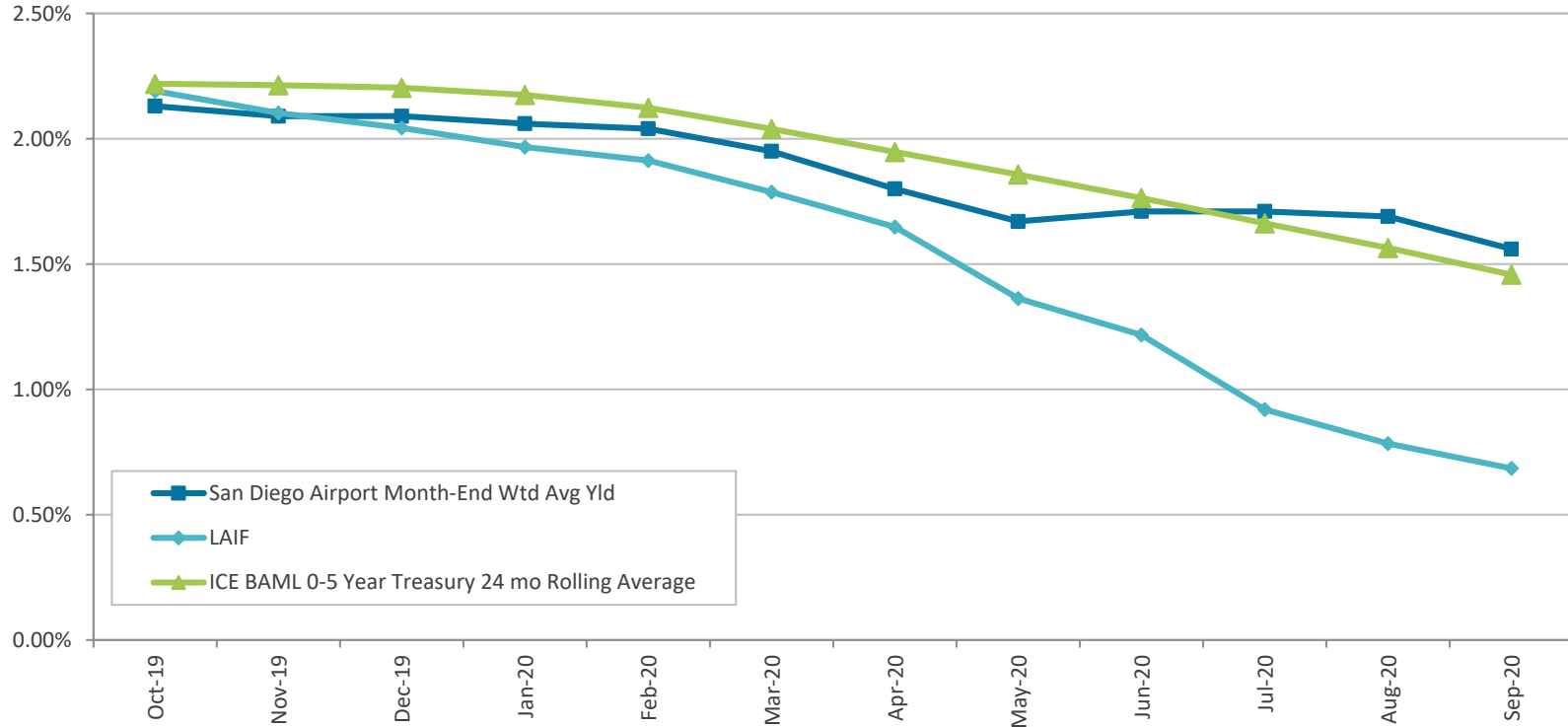
September 30, 2020



Notes:

(1) The 0-3 category includes investments held in LAIF, CalTrust, and the San Diego County Investment Pool.

Investment Performance





Section 2

Bond Proceeds

Bond Proceeds

Bond Proceeds Summary

Summary of 2013, 2014, 2017, 2019 & 2020 Bond Proceeds ⁽¹⁾

As of September 30, 2020

(in thousands)

	2014 Special Facility Revenue Bond	2013, 2017, 2019 & 2020 General Airport Revenue Bonds	Total Bond Proceeds ⁽²⁾	Yield	Rating
Project Fund					
LAIF	\$ -	\$ 95,028	\$ 95,028	0.66%	N/R
SDCIP	\$ -	\$ 89,222	\$ 89,222	1.20%	AAAf
Money Market Fund	\$ -	\$ 26,655	\$ 26,655	0.07%	AAAm
	\$ -	\$ 210,905	\$ 210,905	0.81%	
Debt Service Reserve & Coverage Funds					
SDCIP	\$ 29,646	\$ 75,115	\$ 104,761	1.20%	AAAf
LAIF	\$ -	\$ 10,937	\$ 10,937	0.66%	N/R
Torrey Pines Bank CD	\$ -	\$ 22,096	\$ 22,096	2.11%	N/R
Money Market Fund	\$ -	\$ 1,086	\$ 1,086	0.07%	AAAm
	\$ 29,646	\$ 109,234	\$ 138,880	1.29%	
Capitalized Interest Funds					
Money Market Fund		\$ 10,695	\$ 10,695	0.07%	AAAm
	\$ -	\$ 10,695	\$ 10,695	0.07%	
Cost of Issuance Funds					
Money Market Fund		\$ 59	\$ 59	0.07%	AAAm
	\$ -	\$ 59	\$ 59	0.07%	
TOTAL	\$ 29,646	\$ 330,893	\$ 360,539	0.98%	

(1) Bond Proceeds are not included in deposit limits as applied to operating funds

A low-angle photograph of a modern airport terminal building. The building features a complex, multi-tiered structure with large concrete overhangs and glass facades. The sky is bright and clear. A teal-colored overlay is present in the upper left quadrant, containing the text "Questions?".

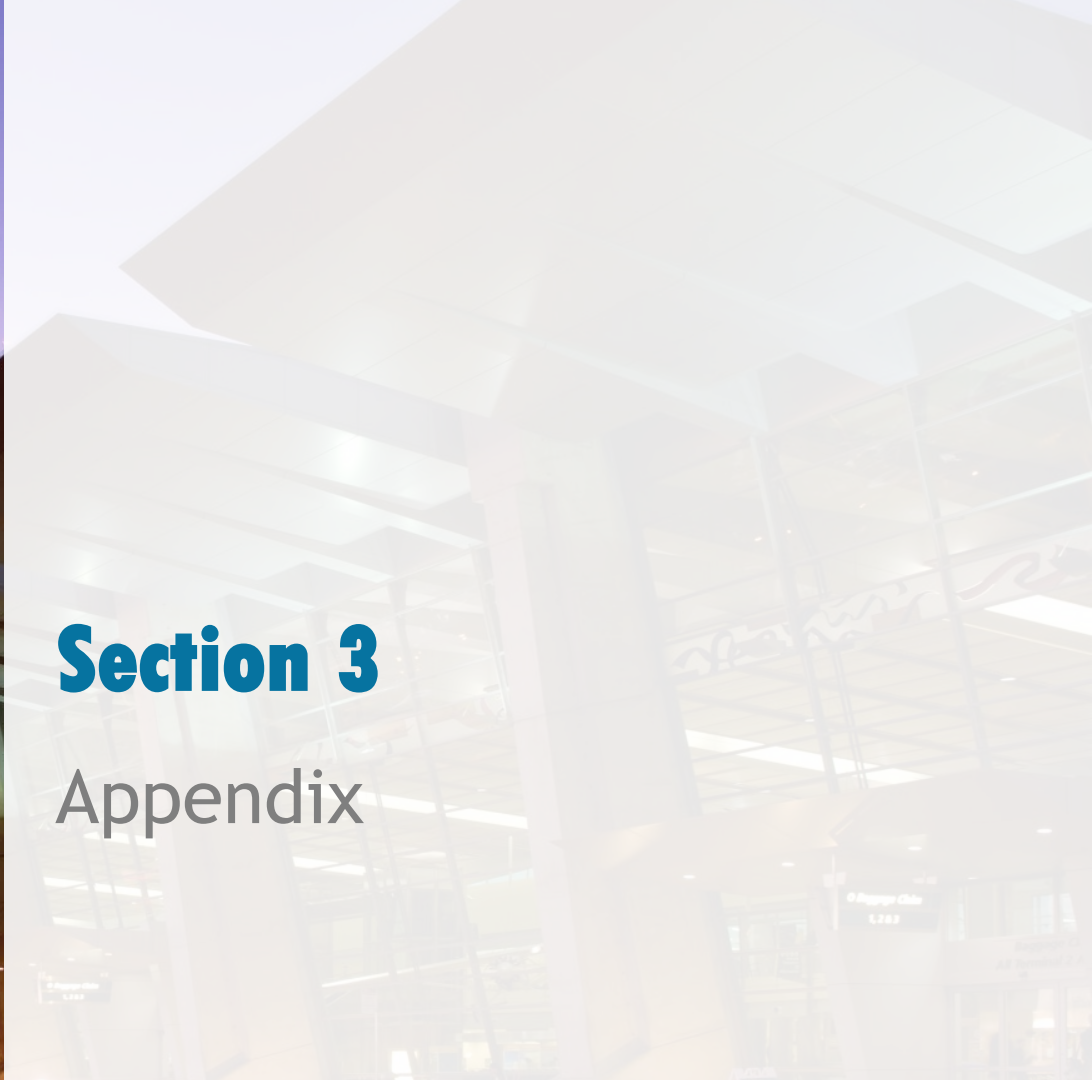
Questions?

● Ticketing
U S Airways



Section 3

Appendix



Compliance

September 30, 2020

This portfolio is a consolidation of assets managed by Chandler Asset Management and assets managed internally by SDCRAA. Chandler relies on SDCRAA to provide accurate information for reporting assets and producing this compliance statement.

Category	Standard	Comment
Treasury Issues	No Limit	Complies
Agency Issues	No Limit	Complies
Supranationals	"AA" rated or better by a Nationally Recognized Statistical Rating Organization ("NRSRO"); 30% maximum; 10% max per issuer; U.S. dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development ("IBRD"), the International Finance Corporation ("IFC") or the Inter-American Development Bank ("IADB")	Complies
Municipal Issues	"A" rated or better by a NRSRO; 20% maximum; 5% max per issuer	Complies
Banker's Acceptances	"A-1" rated or equivalent or highest category by a NRSRO; 40% maximum; 5% max per bank; 180 days max maturity	Complies
Commercial Paper	"A-1" rated or equivalent by a NRSRO; or "A" rated issuer or equivalent by a NRSRO, if any long-term debt; 25% maximum; 5% max per issuer (combined with any other securities from that issuer); 270 days max maturity; Entity organized and operating in the U.S. as a general corporation and has total assets >\$500 million; or Entity is organized within the U.S. as a special purpose corporation, trust, or limited liability company and has credit enhancements including, but not limited to, over collateralization, letters of credit, or surety bond.	Complies
Negotiable Certificates of Deposit ("NCD")	"A" rated issuer or better by a NRSRO; 30% maximum; 5% max per issuer (combined with any other securities from that issuer); Issued by nationally or state-chartered bank, a state or federal savings institution or by a federally licensed or state licensed branch of a foreign bank.	Complies
Time Deposits/Certificates of Deposit/ Bank Deposit	Bank Deposits, including, demand deposit accounts, savings accounts, market rate accounts, and time certificates of deposits ("TCD") in financial institutions located in California. 20% maximum; 5% max per TCD issuer in excess of FDIC limit (combined with other securities from that issuer); 3 years max maturity; Financial institutions with net worth of \$10 million and total assets of \$50 million; Deposits in each bank limited to 5% max of the total assets of bank; To be eligible to receive Authority deposits, financial institution must have received a minimum overall satisfactory rating, under the Community Reinvestment Act, for meeting the credit needs of California Communities; Bank Deposits are required to be collateralized as specified by Cal. Gov. Code §53630 et seq.; Collateralization may be waived for any portion that is covered by FDIC	Complies
Medium Term Notes	"A" rated or better by a NRSRO; 20% maximum; 5% max per issuer (combined with any other securities from that issuer); Issued by corporations organized and operating within the U.S. or by depository institutions licensed by the U.S.	Complies
Money Market Funds	Highest rating or "AAA" rated by two NRSROs; or SEC registered investment adviser with assets under management in excess of \$500 million and experience greater than 5 years; 20% maximum; 10% per fund; 5% max of total fund balance	Complies
Repurchase Agreements	"A" rated or better by a NRSRO; 1 year max maturity; U.S. Treasury or Federal Agency collateral only	Complies
Local Agency Investment Fund (LAIF)	Max program limit for LAIF; Pursuant to California Gov. Code Section 16429.1	Complies
San Diego County Investment Pool (SDCIP)	Max program limit for LAIF	Complies
Local Government Investment Pool (LGIP)	Max program limit for LAIF	Complies
Prohibited	Inverse floaters, Range notes, Interest-only strips from mortgaged backed securities; Common stocks; Zero interest accrual securities	Complies
Average Maturity	3 years	Complies
Maximum maturity	5 years	Complies

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending September 30, 2020

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
Agency									
3135G0U84	FNMA Note 2.875% Due 10/30/2020	5,000,000.00	10/30/2018 2.91%	4,996,750.00	100.22 0.17%	5,011,240.00 60,295.14	0.86% 14,490.00	Aaa / AA+ AAA	0.08 0.08
313371U79	FHLB Note 3.125% Due 12/11/2020	4,500,000.00	11/29/2018 2.86%	4,523,220.00	100.58 0.16%	4,526,275.50 42,968.75	0.77% 3,055.50	Aaa / AA+ AAA	0.20 0.20
3130A1W95	FHLB Note 2.250% Due 06/11/2021	7,500,000.00	07/19/2019 1.87%	7,552,725.00	101.47 0.14%	7,610,055.00 51,562.50	1.30% 57,330.00	Aaa / AA+ AAA	0.70 0.69
313378JP7	FHLB Note 2.375% Due 09/10/2021	7,500,000.00	08/27/2019 1.57%	7,620,375.00	102.11 0.14%	7,658,077.50 10,390.63	1.30% 37,702.50	Aaa / AA+ AAA	0.95 0.94
3130AF5B9	FHLB Note 3.000% Due 10/12/2021	4,500,000.00	10/22/2018 3.05%	4,493,385.00	102.95 0.14%	4,632,642.00 63,375.00	0.79% 139,257.00	Aaa / AA+ NR	1.03 1.01
313376C94	FHLB Note 2.625% Due 12/10/2021	5,000,000.00	01/28/2020 1.52%	5,101,350.00	102.95 0.15%	5,147,565.00 40,468.75	0.88% 46,215.00	Aaa / AA+ AAA	1.19 1.17
3133ELHR8	FFCB Note 1.600% Due 01/21/2022	7,500,000.00	02/03/2020 1.41%	7,527,300.00	101.88 0.16%	7,640,865.00 23,333.33	1.30% 113,565.00	Aaa / AA+ AAA	1.31 1.30
3130AEBM1	FHLB Note 2.750% Due 06/10/2022	7,150,000.00	Various 2.82%	7,131,662.00	104.40 0.15%	7,464,907.45 60,626.05	1.27% 333,245.45	Aaa / AA+ NR	1.69 1.65
3135G0W33	FNMA Note 1.375% Due 09/06/2022	5,000,000.00	09/06/2019 1.55%	4,974,800.00	102.35 0.16%	5,117,345.00 4,774.31	0.87% 142,545.00	Aaa / AA+ AAA	1.93 1.91
313383WD9	FHLB Note 3.125% Due 09/09/2022	4,000,000.00	09/27/2018 3.00%	4,019,040.00	105.67 0.20%	4,226,716.00 7,638.89	0.72% 207,676.00	Aaa / AA+ AAA	1.94 1.90
3135G0T78	FNMA Note 2.000% Due 10/05/2022	7,500,000.00	03/02/2020 0.86%	7,717,875.00	103.71 0.16%	7,778,070.00 73,333.33	1.33% 60,195.00	Aaa / AA+ AAA	2.01 1.96

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending September 30, 2020

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
3130A3KM5	FHLB Note	6,000,000.00	08/16/2018	5,924,640.00	105.08	6,304,836.00	1.07%	Aaa / AA+	2.19
	2.500% Due 12/09/2022		2.81%		0.18%		46,666.67		380,196.00
313383QR5	FHLB Note	4,900,000.00	09/11/2018	4,959,045.00	108.05	5,294,214.80	0.90%	Aaa / AA+	2.69
	3.250% Due 06/09/2023		2.97%		0.25%		49,544.44		335,169.80
3133EJUS6	FFCB Note	6,000,000.00	02/07/2019	6,078,480.00	107.38	6,443,064.00	1.10%	Aaa / AA+	2.79
	2.875% Due 07/17/2023		2.56%		0.23%		35,458.33		364,584.00
3133EKZK5	FFCB Note	7,000,000.00	08/19/2019	7,012,460.00	103.93	7,274,820.00	1.23%	Aaa / AA+	2.87
	1.600% Due 08/14/2023		1.55%		0.23%		14,622.22		262,360.00
313383YJ4	FHLB Note	7,000,000.00	Various	7,219,535.00	109.15	7,640,472.00	1.29%	Aaa / AA+	2.94
	3.375% Due 09/08/2023		2.65%		0.25%		15,093.75		420,937.00
3130A0F70	FHLB Note	6,850,000.00	Various	7,045,064.00	109.84	7,524,040.00	1.28%	Aaa / AA+	3.19
	3.375% Due 12/08/2023		2.75%		0.27%		72,567.19		478,976.00
3130AB3H7	FHLB Note	6,800,000.00	Various	6,805,744.00	107.06	7,279,746.80	1.23%	Aaa / AA+	3.44
	2.375% Due 03/08/2024		2.36%		0.31%		10,318.06		474,002.80
3133EKNX0	FFCB Note	5,000,000.00	07/19/2019	5,062,250.00	106.90	5,345,015.00	0.91%	Aaa / AA+	3.68
	2.160% Due 06/03/2024		1.89%		0.27%		35,400.00		282,765.00
3130A1XJ2	FHLB Note	8,000,000.00	06/12/2019	8,331,920.00	109.68	8,774,080.00	1.50%	Aaa / AA+	3.71
	2.875% Due 06/14/2024		2.00%		0.25%		68,361.11		442,160.00
3135G0V75	FNMA Note	7,350,000.00	07/19/2019	7,310,236.50	105.54	7,757,469.30	1.32%	Aaa / AA+	3.76
	1.750% Due 07/02/2024		1.87%		0.27%		31,798.96		447,232.80
3135G0W66	FNMA Note	5,000,000.00	12/03/2019	4,997,100.00	105.32	5,266,235.00	0.90%	Aaa / AA+	4.04
	1.625% Due 10/15/2024		1.64%		0.30%		37,465.28		269,135.00

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending September 30, 2020

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
3137EAEPO	FHLMC Note 1.500% Due 02/12/2025	6,500,000.00	03/04/2020 0.85%	6,703,710.00	104.96 0.35%	6,822,250.50 13,270.83	1.16% 118,540.50	Aaa / NR AAA	4.37 4.23
TOTAL Agency		141,550,000.00	2.08%	143,108,666.50	0.21%	148,540,001.85 869,333.52	25.27% 5,431,335.35	Aaa / AA+ Aaa	2.37 2.29

Cash									
PP2118\$00	U.S. Bank Checking Account	62,231.79	Various 0.00%	62,231.79	1.00 0.00%	62,231.79 0.00	0.01% 0.00	NR / NR NR	0.00 0.00
PP2118V\$7	EastWest Bank Deposit Account	25,369,804.08	Various 0.25%	25,369,804.08	1.00 0.25%	25,369,804.08 0.00	4.29% 0.00	NR / NR NR	0.00 0.00
PP2118V\$8	EastWest Bank Deposit Account	108,825.96	Various 0.25%	108,825.96	1.00 0.25%	108,825.96 0.00	0.02% 0.00	NR / NR NR	0.00 0.00
PP2118V\$9	U.S. Bank Checking Account	38,908,290.24	Various 0.00%	38,908,290.24	1.00 0.00%	38,908,290.24 0.00	6.58% 0.00	NR / NR NR	0.00 0.00
TOTAL Cash		64,449,152.07	0.10%	64,449,152.07	0.10%	64,449,152.07 0.00	10.90% 0.00	NR / NR NR	0.00 0.00

Collateralized CD									
PP2118\$10	EastWest Bank Collateralized CD 2.200% Due 07/07/2021	11,003,754.69	Various 2.26%	10,963,741.56	88.35 2.26%	10,963,741.56 663.24	1.85% 0.00	NR / NR NR	0.77 0.68

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending September 30, 2020

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
PP2118\$04	EastWest Bank Collateralized CD 1.800% Due 10/24/2021	5,353,666.35	Various 1.80%	5,345,848.11	92.38 1.80%	5,345,848.11 1,873.78	0.90% 0.00	NR / NR NR	1.07 1.05
TOTAL Collateralized CD		16,357,421.04	2.11%	16,309,589.67	2.11%	16,309,589.67 2,537.02	2.76% 0.00	NR / NR NR	0.87 0.80

Corporate

00440EAT4	Chubb INA Holdings Inc Callable Note Cont 10/3/2020 2.300% Due 11/03/2020	2,000,000.00	07/23/2019 2.25%	2,001,260.00	100.14 0.54%	2,002,826.00 18,911.11	0.34% 1,566.00	A3 / A A	0.09 0.01
17275RBD3	Cisco Systems Note 2.200% Due 02/28/2021	4,000,000.00	08/27/2019 1.79%	4,024,120.00	100.78 0.30%	4,031,252.00 8,066.67	0.68% 7,132.00	A1 / AA- NR	0.41 0.41
69371RN93	Paccar Financial Corp Note 2.800% Due 03/01/2021	1,000,000.00	04/03/2018 2.90%	997,270.00	101.05 0.29%	1,010,517.00 2,333.33	0.17% 13,247.00	A1 / A+ NR	0.42 0.42
911312BP0	UPS Note 2.050% Due 04/01/2021	2,280,000.00	11/14/2017 2.10%	2,276,397.60	100.87 0.31%	2,299,890.72 23,370.00	0.39% 23,493.12	A2 / A- NR	0.50 0.50
594918BP8	Microsoft Callable Note Cont 7/8/2021 1.550% Due 08/08/2021	3,000,000.00	09/15/2017 1.96%	2,954,280.00	101.08 0.15%	3,032,394.00 6,845.83	0.51% 78,114.00	Aaa / AAA AA+	0.85 0.77
69371RP42	Paccar Financial Corp Note 3.150% Due 08/09/2021	3,000,000.00	08/16/2018 3.09%	3,005,220.00	102.50 0.23%	3,075,006.00 13,650.00	0.52% 69,786.00	A1 / A+ NR	0.86 0.85
74005PAZ7	Praxair Note 3.000% Due 09/01/2021	3,300,000.00	Various 2.45%	3,335,280.00	102.42 0.36%	3,379,998.60 8,250.00	0.57% 44,718.60	A2 / A NR	0.92 0.91
69353REY0	PNC Bank Callable Note Cont 11/09/2021 2.550% Due 12/09/2021	2,000,000.00	07/13/2018 3.28%	1,953,160.00	102.53 0.26%	2,050,620.00 15,866.67	0.35% 97,460.00	A2 / A A+	1.19 1.09

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending September 30, 2020

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
459200JQ5	IBM Corp Note 2.500% Due 01/27/2022	2,000,000.00	08/16/2018 3.12%	1,960,160.20	102.93 0.28%	2,058,620.00 8,888.89	0.35% 98,459.80	A2 / A NR	1.33 1.31
037833AY6	Apple Inc Note 2.150% Due 02/09/2022	4,000,000.00	09/15/2017 2.10%	4,008,680.00	102.55 0.27%	4,102,132.00 12,422.22	0.70% 93,452.00	Aa1 / AA+ NR	1.36 1.34
74005PBA1	Praxair Callable Note Cont 11/15/2021 2.450% Due 02/15/2022	1,000,000.00	06/11/2018 3.18%	974,800.00	102.33 0.38%	1,023,258.00 3,130.56	0.17% 48,458.00	A2 / A NR	1.38 1.11
69353RFB9	PNC Bank Callable Note Cont 1/18/2022 2.625% Due 02/17/2022	2,000,000.00	06/11/2018 3.35%	1,950,240.00	103.03 0.29%	2,060,576.00 6,416.67	0.35% 110,336.00	A2 / A A+	1.38 1.28
00440EAU1	Chubb INA Holdings Inc Callable Note Cont 9/3/2022 2.875% Due 11/03/2022	2,000,000.00	09/27/2018 3.47%	1,955,180.00	104.60 0.47%	2,092,048.00 23,638.89	0.36% 136,868.00	A3 / A A	2.09 1.86
24422EUA5	John Deere Capital Corp Note 2.700% Due 01/06/2023	3,500,000.00	Various 3.22%	3,422,355.00	105.19 0.40%	3,681,587.00 22,312.50	0.63% 259,232.00	A2 / A A	2.27 2.20
89236TEL5	Toyota Motor Credit Corp Note 2.700% Due 01/11/2023	2,000,000.00	07/13/2018 3.34%	1,946,860.00	104.90 0.53%	2,098,022.00 12,000.00	0.36% 151,162.00	A1 / A+ A+	2.28 2.21
44932HAH6	IBM Credit Corp Note 3.000% Due 02/06/2023	2,000,000.00	09/11/2018 3.34%	1,972,280.00	106.28 0.31%	2,125,662.00 9,166.67	0.36% 153,382.00	A2 / A NR	2.35 2.28
084670BR8	Berkshire Hathaway Callable Note Cont 1/15/2023 2.750% Due 03/15/2023	2,000,000.00	07/13/2018 3.20%	1,961,020.00	105.34 0.41%	2,106,784.00 2,444.44	0.36% 145,764.00	Aa2 / AA A+	2.45 2.23
037833AK6	Apple Inc Note 2.400% Due 05/03/2023	2,000,000.00	07/19/2019 2.13%	2,019,760.00	105.29 0.35%	2,105,754.00 19,733.33	0.36% 85,994.00	Aa1 / AA+ NR	2.59 2.50
58933YAF2	Merck & Co Note 2.800% Due 05/18/2023	3,000,000.00	07/22/2019 2.11%	3,075,480.00	106.62 0.27%	3,198,678.00 31,033.33	0.55% 123,198.00	A1 / AA- A+	2.63 2.53

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending September 30, 2020

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
931142EK5	Wal-Mart Stores Callable Note Cont 5/26/2023 3.400% Due 06/26/2023	2,000,000.00	09/27/2018 3.31%	2,008,020.00	108.04 0.36%	2,160,752.00 17,944.44	0.37% 152,732.00	Aa2 / AA AA	2.74 2.54
06406FAD5	Bank of NY Mellon Corp Callable Note Cont 6/16/2023 2.200% Due 08/16/2023	4,000,000.00	Various 2.22%	3,996,200.00	104.88 0.39%	4,195,312.00 11,000.00	0.71% 199,112.00	A1 / A AA-	2.88 2.64
857477AM5	State Street Bank Note 3.700% Due 11/20/2023	2,000,000.00	08/19/2019 2.06%	2,132,940.00	110.18 0.43%	2,203,582.00 26,927.78	0.38% 70,642.00	A1 / A AA-	3.14 2.96
89236TFS9	Toyota Motor Credit Corp Note 3.350% Due 01/08/2024	2,000,000.00	02/07/2019 3.07%	2,025,380.00	108.67 0.67%	2,173,340.00 15,447.22	0.37% 147,960.00	A1 / A+ A+	3.27 3.10
91159HHV5	US Bancorp Callable Note Cont 1/5/2024 3.375% Due 02/05/2024	2,000,000.00	02/07/2019 3.19%	2,017,220.00	108.80 0.64%	2,176,078.00 10,500.00	0.37% 158,858.00	A1 / A+ A+	3.35 3.10
438516BW5	Honeywell Intl Callable Note Cont 7/15/2024 2.300% Due 08/15/2024	4,000,000.00	12/03/2019 1.96%	4,059,840.00	106.64 0.53%	4,265,664.00 11,755.56	0.72% 205,824.00	A2 / A A	3.88 3.64
TOTAL Corporate		62,080,000.00	2.61%	62,033,402.80	0.37%	64,710,353.32 342,056.11	11.00% 2,676,950.52	A1 / A+ A+	1.92 1.81
LAIF									
90LAIF\$00	Local Agency Investment Fund State Pool	20,129,642.96	Various 0.66%	20,129,642.96	1.00 0.66%	20,129,642.96 40,309.57	3.41% 0.00	NR / NR NR	0.00 0.00
TOTAL LAIF		20,129,642.96	0.66%	20,129,642.96	0.66%	40,309.57	0.00	NR	0.00

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending September 30, 2020

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
Local Gov Investment Pool									
90SDCP\$00	County of San Diego Pooled Investment Pool	58,803,591.00	Various 1.20%	58,803,591.00	1.00 1.20%	58,803,591.00 0.00	9.94% 0.00	NR / NR AAA	0.00 0.00
09CATR\$04	CalTrust Short Term Fund	1,621,678.63	Various 0.69%	16,226,485.08	10.10 0.69%	16,378,954.12 0.00	2.77% 152,469.04	NR / AA NR	0.00 0.00
TOTAL Local Gov Investment Pool		60,425,269.63	1.09%	75,030,076.08	1.09%	75,182,545.12 0.00	12.71% 152,469.04	NR / AA Aaa	0.00 0.00
Money Market Fund FI									
262006307	Dreyfus Gov't Cash Management Money Market Fund	25,234,862.98	Various 0.01%	25,234,862.98	1.00 0.01%	25,234,862.98 0.00	4.27% 0.00	Aaa / AAA NR	0.00 0.00
TOTAL Money Market Fund FI		25,234,862.98	0.01%	25,234,862.98	0.01%	25,234,862.98 0.00	4.27% 0.00	Aaa / AAA NR	0.00 0.00
Municipal Bonds									
649791PP9	New York St Taxable-GO 2.01% Due 02/15/2024	5,000,000.00	10/29/2019 2.01%	5,000,000.00	105.06 0.50%	5,252,950.00 12,841.67	0.89% 252,950.00	Aa1 / AA+ AA+	3.38 3.27
TOTAL Municipal Bonds		5,000,000.00	2.01%	5,000,000.00	0.50%	5,252,950.00 12,841.67	0.89% 252,950.00	Aa1 / AA+ AA+	3.38 3.27

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending September 30, 2020

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
Negotiable CD									
87019U6D6	Swedbank Inc Negotiable CD 2.270% Due 11/16/2020	4,000,000.00	11/17/2017 2.27%	4,000,000.00	100.25 0.35%	4,009,980.00 34,806.67	0.68% 9,980.00	Aa3 / A+ A+	0.13 0.13
TOTAL Negotiable CD		4,000,000.00	2.27%	4,000,000.00	0.35%	4,009,980.00 34,806.67	0.68% 9,980.00	Aa3 / A+ A+	0.13 0.13
Supranational									
45950KCM0	International Finance Corp Note 2.250% Due 01/25/2021	2,125,000.00	02/13/2018 2.43%	2,113,992.50	100.64 0.25%	2,138,570.25 8,765.63	0.36% 24,577.75	Aaa / AAA NR	0.32 0.32
4581X0CV8	Inter-American Dev Bank Note 1.250% Due 09/14/2021	2,500,000.00	04/03/2018 2.66%	2,385,100.00	100.98 0.23%	2,524,402.50 1,475.69	0.43% 139,302.50	Aaa / NR NR	0.96 0.95
459058FY4	Intl. Bank Recon & Development Note 2.000% Due 01/26/2022	3,000,000.00	03/16/2018 2.73%	2,920,650.00	102.34 0.22%	3,070,290.00 10,833.33	0.52% 149,640.00	Aaa / NR AAA	1.32 1.31
4581X0CN6	Inter-American Dev Bank Note 1.750% Due 04/14/2022	2,000,000.00	09/27/2018 3.03%	1,914,620.00	102.32 0.24%	2,046,420.00 16,236.11	0.35% 131,800.00	Aaa / AAA AAA	1.54 1.51
TOTAL Supranational		9,625,000.00	2.71%	9,334,362.50	0.23%	9,779,682.75 37,310.76	1.66% 445,320.25	Aaa / AAA Aaa	1.05 1.04

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending September 30, 2020

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
US Treasury									
9127964R7	US Treasury Bill 0.093% Due 11/10/2020	13,100,000.00	09/16/2020 0.09%	13,098,653.61	99.99 0.09%	13,098,653.61 0.00	2.22% 0.00	P-1 / A-1+ F-1+	0.11 0.11
9128283G3	US Treasury Note 1.750% Due 11/15/2020	7,700,000.00	11/20/2017 1.83%	7,683,156.25	100.20 0.15%	7,715,430.80 50,897.42	1.31% 32,274.55	Aaa / AA+ AAA	0.13 0.12
912796XE4	US Treasury Bill 0.000% Due 02/25/2021	2,222,300.00	09/01/2020 0.06%	2,221,772.15	99.98 0.06%	2,221,772.15 0.00	0.38% 0.00	P-1 / A-1+ F-1+	0.41 0.41
912828P87	US Treasury Note 1.125% Due 02/28/2021	8,500,000.00	10/13/2017 1.73%	8,331,992.19	100.42 0.11%	8,535,861.50 8,188.88	1.44% 203,869.31	Aaa / AA+ AAA	0.41 0.42
912828Q37	US Treasury Note 1.250% Due 03/31/2021	3,500,000.00	10/25/2017 1.84%	3,431,230.47	100.57 0.10%	3,520,097.00 120.19	0.60% 88,866.53	Aaa / AA+ AAA	0.50 0.50
912828WG1	US Treasury Note 2.250% Due 04/30/2021	7,700,000.00	11/20/2017 1.90%	7,789,632.81	101.25 0.11%	7,796,250.00 72,501.36	1.33% 6,617.19	Aaa / AA+ AAA	0.58 0.58
912828S76	US Treasury Note 1.125% Due 07/31/2021	5,600,000.00	09/26/2019 1.72%	5,540,281.25	100.84 0.12%	5,646,810.40 10,614.13	0.96% 106,529.15	Aaa / AA+ AAA	0.83 0.83
912828D72	US Treasury Note 2.000% Due 08/31/2021	8,500,000.00	10/13/2017 1.81%	8,560,761.72	101.71 0.14%	8,645,095.00 14,558.01	1.46% 84,333.28	Aaa / AA+ AAA	0.92 0.91
912828T67	US Treasury Note 1.250% Due 10/31/2021	7,700,000.00	11/20/2017 1.96%	7,492,761.72	101.21 0.13%	7,793,239.30 40,278.53	1.32% 300,477.58	Aaa / AA+ AAA	1.08 1.07
912828U65	US Treasury Note 1.750% Due 11/30/2021	7,500,000.00	09/06/2019 1.55%	7,533,105.47	101.88 0.13%	7,641,210.00 44,108.61	1.30% 108,104.53	Aaa / AA+ AAA	1.17 1.15

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending September 30, 2020

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
912828U81	US Treasury Note 2.000% Due 12/31/2021	5,000,000.00	12/16/2019 1.66%	5,034,375.00	102.32 0.14%	5,116,015.00 25,271.74	0.87% 81,640.00	Aaa / AA+ AAA	1.25 1.23
912828W89	US Treasury Note 1.875% Due 03/31/2022	8,000,000.00	12/23/2019 1.67%	8,035,937.50	102.61 0.13%	8,209,064.00 412.09	1.39% 173,126.50	Aaa / AA+ AAA	1.50 1.49
912828WZ9	US Treasury Note 1.750% Due 04/30/2022	2,750,000.00	11/17/2017 2.00%	2,720,781.25	102.56 0.13%	2,820,361.50 20,249.32	0.48% 99,580.25	Aaa / AA+ AAA	1.58 1.56
912828SV3	US Treasury Note 1.750% Due 05/15/2022	8,200,000.00	12/05/2017 2.09%	8,080,843.75	102.63 0.13%	8,415,250.00 54,202.45	1.43% 334,406.25	Aaa / AA+ AAA	1.62 1.60
912828XW5	US Treasury Note 1.750% Due 06/30/2022	8,200,000.00	12/05/2017 2.13%	8,063,546.88	102.83 0.13%	8,432,224.00 36,264.95	1.43% 368,677.12	Aaa / AA+ AAA	1.75 1.72
9128282P4	US Treasury Note 1.875% Due 07/31/2022	8,000,000.00	12/23/2019 1.68%	8,039,375.00	103.20 0.13%	8,255,624.00 25,271.74	1.40% 216,249.00	Aaa / AA+ AAA	1.83 1.81
912828L24	US Treasury Note 1.875% Due 08/31/2022	8,200,000.00	12/05/2017 2.14%	8,101,984.38	103.33 0.13%	8,473,224.00 13,166.44	1.44% 371,239.62	Aaa / AA+ AAA	1.92 1.89
912828L57	US Treasury Note 1.750% Due 09/30/2022	10,500,000.00	01/19/2018 2.39%	10,204,277.34	103.23 0.13%	10,839,612.00 504.81	1.83% 635,334.66	Aaa / AA+ AAA	2.00 1.97
912828M80	US Treasury Note 2.000% Due 11/30/2022	8,000,000.00	12/16/2019 1.66%	8,079,062.50	104.04 0.13%	8,322,816.00 53,770.49	1.42% 243,753.50	Aaa / AA+ AAA	2.17 2.12
912828R69	US Treasury Note 1.625% Due 05/31/2023	8,000,000.00	12/23/2019 1.70%	7,978,750.00	103.95 0.14%	8,315,624.00 43,688.52	1.41% 336,874.00	Aaa / AA+ AAA	2.67 2.61

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending September 30, 2020

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
912828V80	US Treasury Note 2.250% Due 01/31/2024	5,650,000.00	Various 2.14%	5,675,003.91	106.89 0.18%	6,039,539.25 21,417.80	1.02% 364,535.34	Aaa / AA+ AAA	3.34 3.22
TOTAL US Treasury		152,522,300.00	1.70%	151,697,285.15	0.13%	155,853,773.51 535,487.48	26.45% 4,156,488.36	Aaa / AA+ Aaa	1.34 1.31
TOTAL PORTFOLIO		561,373,648.68	1.55%	576,327,040.71	0.36%	589,452,534.23 1,874,682.80	100.00% 13,125,493.52	Aa1 / AA+ Aaa	1.24 1.19
TOTAL MARKET VALUE PLUS ACCRUALS						591,327,217.03			

Transactions Ledger

SDCRAA Consolidated - Account #10566

July 1, 2020 through September 30, 2020

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
ACQUISITIONS										
Purchase	08/20/2020	9127963Y3	7,300,000.00	US Treasury Bill 0.059% Due: 09/15/2020	99.996	0.06%	7,299,688.94	0.00	7,299,688.94	0.00
Purchase	09/01/2020	912796XE4	2,222,300.00	US Treasury Bill 0.115% Due: 02/25/2021	99.971	0.06%	2,221,664.42	0.00	2,221,664.42	0.00
Purchase	09/17/2020	9127964R7	13,100,000.00	US Treasury Bill 0.093% Due: 11/10/2020	99.986	0.09%	13,098,182.38	0.00	13,098,182.38	0.00
	Subtotal		22,622,300.00				22,619,535.74	0.00	22,619,535.74	0.00
TOTAL ACQUISITIONS			22,622,300.00				22,619,535.74	0.00	22,619,535.74	0.00
DISPOSITIONS										
Maturity	07/31/2020	912828XM7	5,400,000.00	US Treasury Note 1.625% Due: 07/31/2020	100.000		5,400,000.00	0.00	5,400,000.00	-10,968.75
Maturity	08/11/2020	62479LHB4	2,500,000.00	MUFG Bank Ltd Discount CP 1.65% Due: 08/11/2020	99.129		2,500,000.00	0.00	2,500,000.00	0.00
Maturity	08/15/2020	9128282Q2	5,875,000.00	US Treasury Note 1.5% Due: 08/15/2020	100.000		5,875,000.00	0.00	5,875,000.00	-11,015.63
Maturity	09/01/2020	90333V2N9	4,000,000.00	US Bank National Association Negotiable CD 0.84% Due: 09/01/2020	100.000		4,000,000.00	16,893.33	4,016,893.33	0.00

Transactions Ledger

SDCRAA Consolidated - Account #10566

July 1, 2020 through September 30, 2020

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
Maturity	09/11/2020	313370US5	5,000,000.00	FHLB Note 2.875% Due: 09/11/2020	100.000		5,000,000.00	0.00	5,000,000.00	2,550.00
Maturity	09/15/2020	9127963Y3	7,300,000.00	US Treasury Bill 0.059% Due: 09/15/2020	100.000		7,300,000.00	0.00	7,300,000.00	0.00
Subtotal			30,075,000.00				30,075,000.00	16,893.33	30,075,000.00	-19,434.38
TOTAL DISPOSITIONS			30,075,000.00				30,075,000.00	16,893.33	30,075,000.00	-19,434.38

Transactions Ledger for Bonds

SDCRAA Consolidated Bond Reserves - Account #10592

July 1, 2020 through September 30, 2020

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
ACQUISITIONS										
Security Contribution	08/12/2020	31846V336	10,000,000.00	First American Government Obligation Funds	1.000		10,000,000.00	0.00	10,000,000.00	0.00
Security Contribution	09/11/2020	31846V336	10,000,000.00	First American Government Obligation Funds	1.000		10,000,000.00	0.00	10,000,000.00	0.00
	Subtotal		20,000,000.00				20,000,000.00	0.00	20,000,000.00	0.00
TOTAL AQISITIONS			20,000,000.00				20,000,000.00	0.00	20,000,000.00	0.00

DISPOSITIONS										
Security Withdrawal	07/01/2020	90SDCP\$00	3,348,659.19	County of San Diego Pooled Investment Pool	1.000		3,348,659.19	0.00	3,348,659.19	0.00
Security Withdrawal	07/01/2020	90SDCP\$00	2,293,138.73	County of San Diego Pooled Investment Pool	1.000		2,293,138.73	0.00	2,293,138.73	0.000
Security Withdrawal	08/07/2020	90SDCP\$00	2,447,945.00	County of San Diego Pooled Investment Pool	1.000		2,447,945.00	0.00	2,447,945.00	0.00
Security Withdrawal	08/07/2020	31846V336	5,729,658.00	First American Government Obligation Funds	1.000		5,729,658.00	0.00	5,729,658.00	0.00

Transactions Ledger for Bonds

SDCRAA Consolidated Bond Reserves - Account #10592

July 1, 2020 through September 30, 2020

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp	Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
Security Withdrawal	08/12/2020	90LAIF\$00	10,000,000.00	Local Agency Investment Fund	1.000			10,000,000.00	0.00	10,000,000.00	0.00
Security Withdrawal	09/11/2020	90LAIF\$00	10,000,000.00	Local Agency Investment Fund	1.000			10,000,000.00	0.00	10,000,000.00	0.00
Security Withdrawal	09/15/2020	31846V336	8,057,124.00	First American Government Obligation Funds	1.000			8,057,124.00	0.00	8,057,124.00	0.00
Security Withdrawal	09/16/2020	90SDCP\$00	2,024,997.00	County of San Diego Pooled Investment Pool	1.000			2,024,997.00	0.00	2,024,997.00	0.00
	Subtotal		43,901,521.92					43,901,521.92	0.00	43,901,521.92	0.00
TOTAL DISPOSITIONS			43,901,521.92					43,901,521.92	0.00	43,901,521.92	0.00

Important Disclosures

2020 Chandler Asset Management, Inc, An Independent Registered Investment Adviser.

Information contained herein is confidential. Prices are provided by IDC, an independent pricing source. In the event IDC does not provide a price or if the price provided is not reflective of fair market value, Chandler will obtain pricing from an alternative approved third party pricing source in accordance with our written valuation policy and procedures. Our valuation procedures are also disclosed in Item 5 of our Form ADV Part 2A.

Performance results are presented gross-of-advisory fees and represent the client's Total Return. The deduction of advisory fees lowers performance results. These results include the reinvestment of dividends and other earnings. Past performance may not be indicative of future results. Therefore, clients should not assume that future performance of any specific investment or investment strategy will be profitable or equal to past performance levels. All investment strategies have the potential for profit or loss. Economic factors, market conditions or changes in investment strategies, contributions or withdrawals may materially alter the performance and results of your portfolio.

Index returns assume reinvestment of all distributions. Historical performance results for investment indexes generally do not reflect the deduction of transaction and/or custodial charges or the deduction of an investment management fee, the incurrence of which would have the effect of decreasing historical performance results. It is not possible to invest directly in an index.

Source ice Data Indices, LLC ("ICE"), used with permission. ICE permits use of the ICE indices and related data on an "as is" basis; ICE, its affiliates and their respective third party suppliers disclaim any and all warranties and representations, express and/or implied, including any warranties of merchantability or fitness for a particular purpose or use, including the indices, index data and any data included in, related to, or derived therefrom. Neither ICE data, its affiliates or their respective third party providers guarantee the quality, adequacy, accuracy, timeliness or completeness of the indices or the index data or any component thereof, and the indices and index data and all components thereof are provided on an "as is" basis and licensee's use it at licensee's own risk. ICE data, its affiliates and their respective third party do not sponsor, endorse, or recommend chandler asset management, or any of its products or services.

This report is provided for informational purposes only and should not be construed as a specific investment or legal advice. The information contained herein was obtained from sources believed to be reliable as of the date of publication, but may become outdated or superseded at any time without notice. Any opinions or views expressed are based on current market conditions and are subject to change. This report may contain forecasts and forward-looking statements which are inherently limited and should not be relied upon as indicator of future results. Past performance is not indicative of future results. This report is not intended to constitute an offer, solicitation, recommendation or advice regarding any securities or investment strategy and should not be regarded by recipients as a substitute for the exercise of their own judgment.

Fixed income investments are subject to interest, credit and market risk. Interest rate risk: the value of fixed income investments will decline as interest rates rise. Credit risk: the possibility that the borrower may not be able to repay interest and principal. Low rated bonds generally have to pay higher interest rates to attract investors willing to take on greater risk. Market risk: the bond market in general could decline due to economic conditions, especially during periods of rising interest rates.

Ratings information have been provided by Moody's, S&P and Fitch through data feeds we believe to be reliable as of the date of this statement, however we cannot guarantee its accuracy.

Security level ratings for U.S. Agency issued mortgage-backed securities ("MBS") reflect the issuer rating because the securities themselves are not rated. The issuing U.S. Agency guarantees the full and timely payment of both principal and interest and carries a AA+/Aaa/AAA by S&P, Moody's and Fitch respectively.

Benchmark Disclosures

ICE BAML 0-5 Yr US Treasury Index

The ICE BAML 0-5 Year US Treasury Index tracks the performance of US Dollar denominated Sovereign debt publicly issued by the US government in its domestic market with maturities less than three years. Qualifying securities must have at least 18 months to maturity at point of issuance, at least one month and less than five years remaining term to final maturity, a fixed coupon schedule and a minimum amount outstanding of \$1 billion. (Index: GVQA. Please visit www.mlindex.ml.com for more information)

STAFF REPORT

Meeting Date: **NOVEMBER 5, 2020**

Subject:

Approve the Seventh Amendment to the Amended and Restated Retirement Plan and Trust of 2013

Recommendation:

Adopt Resolution No. 2020-0103, approving the Seventh Amendment to the Plan to include Emergency Paid Sick Leave (EPSL)/Paid Family, Medical Leave Expansion Act (PFMLA), and the Organ and Bone Marrow Donor Leave as Pensionable Pay for both Classic and PEPRA members.

Background/Justification:

The Authority and the San Diego City Employees' Retirement Systems ("SDCERS") are obligated to comply with the applicable provisions of the California Public Employees' Pension Reform Act of 2013 ("PEPRA") as adopted by the California legislature in 2012. SDCERS administers the retirement plans of the Authority, the City of San Diego, and the San Diego Unified Port District ("Port District").

PEPRA limits the pay items that may be included in Pensionable Compensation for individuals hired by the Authority on or after January 1, 2013. [Cal. Gov. Code § 7522.04, subdiv. (f)]. Pensionable Compensation for new members is defined as "the normal monthly rate of pay or base pay of the member paid in cash to similarly situated members of the same group or class of employment for services rendered on a full-time basis during normal working hours, pursuant to publicly available pay schedules . . ." [Cal. Gov. Code § 7522.34(a)]. Additionally, California Government Code § 7522.34(c) identifies 13 categories of payments that cannot be considered in calculating Pensionable Compensation, including such payments as one-time ad hoc payments, severance payments in anticipation of separation, unused vacation or leave, employer-provided allowances and reimbursements for housing or vehicles, employer contributions for deferred Compensation, and bonuses.

On March 18, 2020, the Family First Coronavirus Response Act (the "Family First Act" or the "Act") was signed into the law. The Family First Act is a package of provisions to provide emergency relief and support during the Coronavirus pandemic by requiring all public employers to provide employees with up to two weeks (80 hours) of Emergency Paid Sick Leave (EPSL) for employees unable to work or telecommute for specified reasons related to COVID-19. The Family First Act also provides up to 10 weeks (400 hours) of Paid Family Medical Leave (PFML) for employees unable to work or telecommute due to bona fide need for leave to care for a child whose school or childcare is unavailable because of reasons related to COVID-19. The amount of paid leave available under EPSL is capped at either \$511/day or \$200/per day, depending on the reason for the leave. The amount of PFML is capped at \$200/day. These provisions will apply from April 1, 2020, through December 31, 2020.

Page 2 of 3

The Organ and Bone Marrow Donor Leave has been in effect since 2011, which allows eligible employees up to 30 days in a 12-month period of paid leave to donate an organ to another person, and up to five days in a 12-month period of paid leave to donate bone marrow to another person.

The recommended Amendment would align the Family First Act, and the Organ and Bone Marrow Donor Leave with all other pensionable earnings in that similar category (See SDCERS Exhibit A).

August 2020 – Proposed Amendment No. 7 to plan. The proposed Amendment directs SDCERS to include Emergency Paid Sick Leave (EPSL)/Paid Family, Medical Leave Expansion Act (PFMLA), and the Organ and Bone Marrow Donor Leave as pensionable earnings for both Classic and PEPRA members.

Fiscal Impact:

Adequate funding for the Amendment Number 7 is included in the adopted FY 2021 and conceptually approved FY 2022 Operating Expense Budgets within the Employee Benefits expense line item. This expense will be included in future budgets not yet adopted.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

Environmental Review:

- A. CEQA: This Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act ("CEQA"), as amended. 14 Cal. Code Regs. §15378. This Board action is not a "project" subject to CEQA. Cal. Pub. Res. Code §21065.
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act. Cal. Pub. Res. Code §30106.
- C. NEPA: This Board action is not a project that involves additional approvals or actions by the Federal Aviation Administration ("FAA") and, therefore, no formal review under the National Environmental Policy Act ("NEPA") is required.

Application of Inclusionary Policies:

Not Applicable.

Prepared by:

MONTY G. BELL
DIRECTOR, TALENT, CULTURE & CAPABILITY

RESOLUTION NO. 2020-0103

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, APPROVING THE SEVENTH AMENDMENT TO THE PLAN TO INCLUDE EMERGENCY PAID SICK LEAVE (EPSL)/PAID FAMILY, MEDICAL LEAVE EXPANSION ACT (PFMLA), AND THE ORGAN AND BONE MARROW DONOR LEAVE AS PENSIONABLE PAY FOR BOTH CLASSIC AND PEPRA MEMBERS

WHEREAS, in 2003, for the benefit of the employees of the Authority and their beneficiaries, the Board of the San Diego County Regional Airport Authority ("Authority") adopted the San Diego City Employees' Retirement System Retirement Plan for Airport Authority Employees; and

WHEREAS, the original 2003 retirement plan has been subsequently amended and/or restated by Board actions in 2004, 2008, 2012, 2013, 2014, 2015, 2016, and 2017 resulting in the current Amended and Restated San Diego County Regional Airport Authority Retirement Plan and Trust of 2013 ("Plan"); and

WHEREAS, the Plan is a qualified governmental pension plan under §401(a) and §414(d) of the Internal Revenue Code of 1986, as amended, and is administered by the San Diego City Employees' Retirement System ("SDCERS") pursuant to the terms of the San Diego City Employees' Retirement System Participation and Administration Agreement ("P&A Agreement") approved by the Board in 2008; and

WHEREAS, SDCERS administers the Plan under a Group Trust (as set forth in the 2007 Declaration of Trust pursuant to IRS Code §401(a)(24) and in accordance with Revenue Ruling 81-100, as revised by Revenue Ruling 2004-67; and

WHEREAS, SDCERS pursuant to the P&A Agreement, San Diego Municipal Code §24.1806 and provisions of the Group Trust, the Authority Plan is treated as a separate retirement plan with a separate trust from those of the City of San Diego or San Diego Unified Port District, however the assets of the three plans are commingled for investment purposes only; and

WHEREAS, California Public Employees' Pension Reform Act of 2013 ("PEPRA") limits the pay items that may be included in Pensionable Compensation for individuals hired by the Authority on or after January 1, 2013 [Cal. Gov. Code § 7522.04, subdiv. (f)]; and

WHEREAS, Pensionable Compensation for new members is defined as "the normal monthly rate of pay or base pay of the member paid in cash to similarly situated members of the same group or class of employment for services rendered on a full-time basis during normal working hours, pursuant to publicly available pay schedules . . ." [Cal. Gov. Code § 7522.34(a)]. Additionally, California Government Code § 7522.34(c) identifies 13 categories of payments that cannot be considered in calculating Pensionable Compensation, including such payments as one-time ad hoc payments, severance payments in anticipation of separation, unused vacation or leave, employer-provided allowances and reimbursements for housing or vehicles, employer contributions for deferred Compensation, and bonuses; and

WHEREAS, on March 18, 2020, the Family First Coronavirus Response Act (the "Family First Act" or the "Act") was signed into the law. The Family First Act is a package of provisions to provide emergency relief and support during the Coronavirus pandemic by requiring all public employers to provide employees with up to two weeks (80 hours) of Emergency Paid Sick Leave (EPSL) for employees unable to work or telecommute for specified reasons related to COVID-19. The Family First Act also provides up to 10 weeks (400 hours) of Paid Family Medical Leave (PFML) for employees unable to work or telecommute due to bona fide need for leave to care for a child whose school or childcare is unavailable because of reasons related to COVID-19. The amount of paid leave available under EPSL is capped at either \$511/day or \$200/per day, depending on the reason for the leave. The amount of PFML is capped at \$200/day; and

WHEREAS, The Organ and Bone Marrow Donor Leave has been in effect since 2011, which allows eligible employees up to 30 days in a 12-month period of paid leave to donate an organ to another person, and up to five days in a 12-month period of paid leave to donate bone marrow to another person; and

WHEREAS, staff recommends that the Plan be amended as set forth in Exhibit A hereto to align the Family First Act, and the Organ and Bone Marrow Donor Leave with all other pensionable earnings in that similar.

NOW THEREFORE BE IT RESOVLED that the Board hereby approves the Seventh Amendment to the Plan to include Emergency Paid Sick Leave (EPSL)/Paid Family, Medical Leave Expansion Act (PFMLA), and the Organ and Bone Marrow Donor Leave as Pensionable Pay for both Classic and PEPRAs members as more fully set forth in Exhibit A attached hereto; and

BE IT FURTHER RESOLVED that the Board hereby authorizes the President/CEO to execute the Seventh Amendment to the Plan and to take any further related actions deemed necessary; and

BE IT FURTHER RESOLVED that the Board finds that this action is not a “project” as defined by the California Environmental Quality Act (“CEQA”) (California Public Resources Code §21065); and

BE IT FURTHER RESOLVED that the Board finds that this action is not a “development” as defined by the California Coastal Act (California Public Resources Code §30106); and

BE IT FURTHER RESOLVED that the Board finds that this action is not a project that involves additional approvals or actions by the Federal Aviation Administration (“FAA”) and, therefore, no formal review under the National Environmental Policy Act (“NEPA”) is required.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 5th day of November 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

SDCERS Exhibit A

Definition of "Base Compensation"

The term "Base Compensation" means the compensation identified by the pay codes set forth below. All other compensation is specifically excluded from the definition of "Base Compensation", unless the Airport Authority's Board, in its sole discretion, amends such definition to include any additional items, in which case such additional items shall be included in the definition of "Base Compensation" only on a prospective basis. The Airport Authority's Board, in its sole discretion, may delete any items from the definition of "Base Compensation" at any time.

PDBA Code	Description	Pensionable Earnings – Classic	Pensionable Earnings – PEPRA	Description
1	Regular	Yes	Yes	Pay for regular hours worked
2	Regular	Yes	Yes	Pay for regular hours worked
3	Acting Pay	Yes	No	Additional pay for temporary assignment of additional responsibilities.
20	Paid Time Off (PTO)	Yes	Yes	Paid leave for personal reasons
21	Other Leave	Yes	Yes	Paid leave for personal reasons (for unclassified employees)
32	Administrative Leave	Yes	Yes	Paid leave during an investigation of employee conduct
50	Holiday	Yes	Yes	Paid leave for Authority observed holidays
60	Military Leave	Yes	Yes	Paid leave for military or reserve duties
61	Bereavement	Yes	Yes	Paid for absence due to the death of a family member
62	Catastrophic (PTO)	Yes	Yes	Paid leave from PTO hours gifted by other employees
63	Jury Duty	Yes	Yes	Paid leave for jury duty service
65	Organ Donor/Bone Marrow Transplant	Yes	Yes	Paid leave for employees participating in Organ Donor/Bone Marrow Transplant
93	Injury Leave	Yes	Yes	Paid leave for absence due to a work related injury or illness
100	OT Straight Pay	No	No	Pay for hours in excess of 40 per week for exempt represented employees
105	Holiday Worked	Yes	No	Pay at one and one half times the regular rate for working on a holiday
110	Stand By	Yes	No	Pay for "on-call" duty
115	Call Back (Premium)	No	No	Pay, at "time and a half" for returning to work when on-call
150	Overtime	No	No	Pay for hours in excess of 40 per week for non-exempt employees
300	Family First Coronavirus Response Act - FFCRA- Self	Yes	Yes	Emergency Paid Sick Leave (EPSL) for Self Quarantine
305	Family First Coronavirus Response Act - FFCRA- Caregiver	Yes	Yes	Emergency Paid Sick Leave (EPSL) for Caregiver Quarantine
310	Family First Coronavirus Response Act-FFCRA- Childcare	Yes	Yes	Emergency Paid Sick Leave (EPSL) for Childcare
315	Family First Coronavirus Response Act-Extended Leave	Yes	Yes	Emergency Family and Medical Leave (EFMLA) for Expanded Family and Medical Leave
500	PTO Cash out	No	No	Mandatory cash out of PTO hours
502	PTO Payout	No	No	Voluntary cash out of PTO hours
505	Retro Pay - Shift	Yes	No	Pay adjustment for back payment of night shift differential
510 & 512	Retro Pay	Yes	Yes	Wage increases or pay adjustment that was effective in a period prior to period in which it is being paid.
511	Retro Pay - DROP	No	No	Retro Pay adjustment for employees in the DROP program
521	Year End Other Leave	Yes	Yes	Paid leave for personal reasons (for unclassified employees) when used at the end of the calendar year.
550	Severance	No	No	Payment to employee upon termination of employment
555	PTO Term	No	No	Payout of accumulated PTO hours upon termination of employment
560	Executive Physical	No	No	Grossed up taxable amount of annual physical examination benefit
565	Relocation	No	No	Gross up taxable amount of relocation benefits
570	Sign on Bonus	Yes	No	Incentive payment to accept employment offer
575	Recognition Award	No	No	Employee of the Quarter or Year or Team of the Year Award
585	Bonus/Performance Pay	Yes	No	Addition pay for outstanding performance. Also, lumpsum payment in recognition of performance when employee has reached the top of their pay range.
590	Business Performance Incentive (BPI)	No	No	Business Performance Incentive award (Authority gain sharing)
1160 - 1170	Car Allowance	Yes	No	
Differential Pay types:				
B	Bilingual ATO (2.5%)	Yes	No	Employee qualified and approved for Bilingual compensation.
C	Acting Lead and Bilingual ATO (7.5%)	Yes	No	An individual who is both approved for bilingual compensation and appointed to a lead position (as stated above)
L	Acting Lead (5.0%)	Yes	No	Longer term temporary assignment to a class with a higher pay grade. Or the individual who is appointed as the lead on a night shift team of 2 or more persons
N	Night Shift (\$1.50/hr.)	Yes	No	Additional hourly rate paid when employee works night hours, as definite in the MOAs
O	Out of class assignment (5.0%)	Yes	No	Employee temporarily performing in a class with a higher pay grade.
R	Backflow Repair (5.0%)	Yes	No	Employee performing work requiring special certification (only applied when such work is being performed.)
S	Locksmith (5.0%)	Yes	No	Employee performing work requiring special certification (only applied when such work is being performed.)
T	Fire Extinguisher (5.0%)	Yes	No	Employee performing work requiring special certification (only applied when such work is being performed.)
W	Welder (5.0%)	Yes	No	Employee performing work requiring special certification (only applied when such work is being performed.)
X	Spec Skill and Out of Class (10.0%)	Yes	No	Employee performing work requiring special certification (only applied when such work is being performed.) and employee is temporarily performing out of class or in a lead role.

SDCERS Amended & Restated Retirement Plan and Trust of 2013-Proposed Amendment No. 7



SAN DIEGO
INTERNATIONAL AIRPORT
LET'S **GO.**

Presented by:
Monty G. Bell | Director, Talent, Culture &
Capability

November 5, 2020

Background/Justification

Families First Coronavirus Response Act

Employers to provide paid sick leave and expanded paid family and medical leave for specified reasons related to COVID-19; From April 1, 2020 -December 31, 2020.

Up to 80 hours of paid sick leave paid at:

- 100% regular rate of pay up to \$511/day and \$5,110/total; or
- 66% regular rate of pay up to \$200/day and \$2,000/total

Up to 12 weeks of paid sick leave and expanded family and medical leave for childcare purposes paid at:

- 66% for up to \$200/day and \$12,000/total

Background/Justification

Organ and Bone Marrow Donor Leave

Effective January 1, 2011 requires paid leave of absence to employees who choose to donate an organ or bone marrow.

Organ donation: A leave not exceeding 30 business days to an employee who is an organ donor in any one-year period. For the first 10 days employees must use paid time off or other leave.

Bone marrow donation: A leave not exceeding five business days to an employee who is a bone marrow donor in any one-year period. For the first 5 days employees must use paid time or other leave.

Fiscal impact

The proposed Amendment will have a financial impact on long-term Authority pension costs. The anticipated costs are not expected to exceed \$5k through the end of the calendar year.

Recommended Action

Forward to Board for approval SDCERS Amendment No. 7 to the Amended and Restated Retirement Plan and Trust of 2013 to include Emergency Paid Sick Leave (EPSL)/Emergency Family, Medical Leave Expansion Act (EFMLA), and the Organ and Bone Marrow Donor Leave as pensionable earnings.

Proposed Amendment No. 7

The proposed Amendment directs SDCERS to include Emergency Paid Sick Leave (EPSL)/Paid Family, Medical Leave Expansion Act (PFMLA), and the Organ and Bone Marrow Donor Leave as pensionable earnings for both Classic and PEPRA members.

A row of empty, blue-tinted chairs in a waiting area, with the word "QUESTIONS?" overlaid in white text. The chairs are arranged in a perspective that recedes into the distance. The lighting is dim, creating a somber and quiet atmosphere. The text is centered in the lower half of the image.

QUESTIONS?

STAFF REPORT

Meeting Date: **NOVEMBER 5, 2020**

Subject:

Establish the Date and Time of Board and ALUC Meetings for 2021, as Indicated on the Proposed 2021 Master Calendar of Board and Committee Meetings

Recommendation:

Adopt Resolution No. 2020-0104, establishing the date and time of Board and ALUC meetings; and Committee meetings for 2021 as indicated on the proposed 2021 Master Calendar of Board and Committee Meetings.

Background/Justification:

Pursuant to the Ralph M. Brown Act (Cal. Gov. Code (§54954(a)), a legislative body shall provide for the time and place for holding regular meetings by ordinance, resolution, or by-laws. Authority Policy 1.30(2) establishes criteria for scheduling regular meetings of the Board and Airport Land Use Commission and Authority Policy 1.20(2)(a) establishes the criteria for scheduling the time and date of Committee meetings.

The proposed calendar was developed in accordance with the Ralph M. Brown Act and the criteria adopted by the Board. The objective is to provide consistency for public participation and the dissemination of information.

Meetings for the Audit Committee and the Executive Personnel and Compensation Committee are scheduled to accommodate review of external audits, and for the performance evaluations for the President/CEO, Chief Auditor and General Counsel.

A Special Board Meeting is scheduled in March, to accommodate a possible Board Retreat.

The proposed 2021 Master Calendar of Board and Committee meetings is attached as Exhibit A.

Staff presented the proposed calendar to the Executive Committee during its October 26, 2020 meeting and the Committee voted unanimously to forward the calendar to the Board for approval.

Fiscal Impact:

Not applicable.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

Environmental Review:

- A. CEQA: This Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act ("CEQA"), as amended. 14 Cal. Code Regs. §15378. This Board action is not a "project" subject to CEQA. Cal. Pub. Res. Code §21065.
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act. Cal. Pub. Res. Code §30106.
- C. NEPA: This Board action is not a project that involves additional approvals or actions by the Federal Aviation Administration ("FAA") and, therefore, no formal review under the National Environmental Policy Act ("NEPA") is required.

Application of Inclusionary Policies:

Not applicable.

Prepared by:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES/AUTHORITY CLERK

RESOLUTION NO. 2020-0104

A RESOLUTION OF THE BOARD OF THE
SAN DIEGO COUNTY REGIONAL AIRPORT
AUTHORITY, ESTABLISHING THE DATE AND TIME
OF BOARD AND ALUC MEETINGS AND
COMMITTEE MEETINGS FOR 2021 AS INDICATED
ON THE PROPOSED 2021 MASTER CALENDAR OF
BOARD AND COMMITTEE MEETINGS

WHEREAS, pursuant to the Ralph M. Brown Act (Cal. Gov. Code (§54954(a)), a legislative body shall provide for the time and place for holding regular meetings by ordinance, resolution, or by-laws; and

WHEREAS, in accordance with Authority Policy 1.30(2) and 1.20(2)(a), regular meetings shall be held at least once each month and regular meeting dates, time and location shall be set annually by Board resolution; and

WHEREAS, notice of the meetings shall be provided to the media and public as required by law; and

WHEREAS, the proposed calendar was developed in accordance with the Brown Act and the criteria adopted by the Board, with the objective of providing consistency for public participation and the dissemination of information.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves the date and time of Board and ALUC meetings and Committee meetings for 2021, as indicated on the proposed 2021 Master Calendar of Board and Committee Meetings (Exhibit A attached hereto); and

BE IT FURTHER RESOLVED that the Board finds that this action is not a "project" as defined by the California Environmental Quality Act ("CEQA") (California Public Resources Code §21065); and

BE IT FURTHER RESOLVED that the Board finds that this action is not a "development" as defined by the California Coastal Act (California Public Resources Code §30106); and

BE IT FURTHER RESOLVED that the Board finds that this action is not a project that involves additional approvals or actions by the Federal Aviation Administration ("FAA") and, therefore, no formal review under the National Environmental Policy Act ("NEPA") is required.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 5th day of November, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

DRAFT 2021 MASTER CALENDAR OF BOARD AND COMMITTEE MEETINGS

	ALUC/BOARD 1 st Thursday of Month	EXECUTIVE COMMITTEE (Monday in Week Preceding the Board meeting)	AUDIT COMMITTEE Monday (Quarterly)	EXECUTIVE PERSONNEL AND COMPENSATION COMMITTEE Thursday	FINANCE COMMITTEE Meets with the Executive Committee Monday	CAPITAL IMPROVEMENT PROGRAM OVERSIGHT COMMITTEE Quarterly Thursday
Month	9:00 AM	9:00 AM	10:00 AM	9:00 AM	9:00 AM	11:00 AM
January	7	25		21	25	14
February	4	22	8		22	
March	4	22		25	22	
March	11 & 12 Board Retreat					
April	1	26			26	15 Special Board Meeting Capital Budget Workshop
May	6	24	10	27	24	
May	13 Budget Workshop					
June	3	21			21	
July	1					15
August		23		26	23	
September	2	27	13		27	
October	7	25			25	14
November	4	22	15		22	
December	2	20			20	

**BOLD - Denotes a change in the regular schedule due to holidays and conflicts with other Board or Committee meetings.
2021 Holidays - (Jan. 1; Jan. 18; Feb. 15; Mar. 31, May 31; Jul. 5; Sept. 6; Nov. 11; Nov. 25 & 26; Dec. 23 & 24; Dec. 31)**

STAFF REPORT

Meeting Date: **NOVEMBER 5, 2020**

Subject:

Award Two Agreements for Labor and Employment Legal Services

Recommendation:

Adopt Resolution No. 2020-0105, awarding a legal services agreement to Paul Plevin Sullivan & Connaughton LLP for a term of three years with two one-year options to renew for a maximum amount payable of \$500,000.

Adopt Resolution No. 2020-0106, awarding a legal services agreement to Burke Williams and Sorenson LLP for a term of three years with two one-year options to renew for a maximum amount payable of \$500,000.

Background/Justification:

On June 26, 2020, the Authority released a Request for Proposals ("RFP") to obtain the legal services of one or more qualified law firms to assist the General Counsel with labor and employment legal issues encountered by the Authority. Responses to the RFP were due on July 29, 2020.

Thirteen law firms submitted timely proposals in response to the RFP. They were:

- Andrews Lagasse Branch & Bell
- Best Best & Krieger LLP
- Burke Williams & Sorenson LLP
- Clark Hill
- Fisher & Phillips
- Kutak Rock LLP
- Liebert Cassidy Whitmore
- Meyers Nave Riback Silver & Wilson
- Paul Plevin Sullivan & Connaughton
- Jones & Mayer APC
- Richard Watson & Gershon
- Wilson Turner Kosmo LLP
- Woodruff Spradlin & Smart APC

An evaluation panel, comprised of four attorneys from the Office of General Counsel and the Chief Operating Officer/Vice President of Operations reviewed the proposals and evaluated the proposals based on the following criteria: Small Business Preference, Counsel Questionnaire Form and Interview. Following an evaluation of the proposal, the following six firms were shortlisted and invited to interview with the panel: Best Best & Krieger LLP, Burke Williams & Sorenson LLP, Liebert Cassidy Whitmore, Meyers Nave Riback Silver & Wilson, Paul Plevin Sullivan Connaughton LLP, and Wilson Turner Kosmo LLP.

On September 9 and 10, 2020 the evaluation panel, with a representative from the Procurement Department in attendance to facilitate interviews, reviewed the written proposals and documents submitted and interviewed representatives from the six firms. At the conclusion of the interviews, the evaluation panel scored the firms and concluded that the each firm offered strengths in a wide range of areas. The General Counsel recommends the award of new legal services agreements for labor and employment legal services to the following two firms: Burke Williams & Sorenson LLP and Paul Plevin Sullivan & Connaughton LLP.

The matrix below reflects the evaluation of the panel members:

Final Rankings	Panelist 1	Panelist 2	Panelist 3	Panelist 4	Panelist 5	Total	Rank
Best Best & Krieger, LLP	3	3	4	5	3	18	4
Burke, Williams & Sorensen, LLP	1	2	3	2	2	10	2
Liebert Cassidy Whitmore	6	3	6	6	3	24	5
Meyers Nave Riback Silver & Wilson	3	5	2	3	3	16	3
Paul, Plevin, Sullivan & Connaughton LLP	1	1	1	1	1	5	1
Wilson Turner Kosmo LLP	5	6	5	4	6	26	6

Combined Final Scores	Attachment E-					Total
	SB	Local	Vet.	Counsel	Interview	
Best Best & Krieger, LLP	0	0	0	2050	1750	3800
Burke, Williams & Sorensen, LLP	0	0	0	2200	2250	4450
Liebert Cassidy Whitmore	0	0	0	1850	1600	3450
Meyers Nave Riback Silver & Wilson	0	0	0	1850	2100	3950
Paul, Plevin, Sullivan & Connaughton LLP	0	0	0	2300	2500	4800
Wilson Turner Kosmo LLP	0	100	0	1750	1550	3400

Fiscal Impact:

Adequate funding for this agreement is included in the adopted FY 2021 and conceptually approved FY 2022 Operating Expense Budgets within the Contractual Services line item.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy
 Customer Strategy
 Employee Strategy
 Financial Strategy
 Operations Strategy

Focus Areas

- Advance the Airport Development Plan
 Transform the Customer Journey
 Optimize Ongoing Business

Environmental Review:

- A. CEQA: This Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act ("CEQA"), as amended. 14 Cal. Code Regs. §15378. This Board action is not a "project" subject to CEQA. Cal. Pub. Res. Code §21065.
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act. Cal. Pub. Res. Code §30106.
- C. NEPA: This Board action is not a project that involves additional approvals or actions by the Federal Aviation Administration ("FAA") and, therefore, no formal review under the National Environmental Policy Act ("NEPA") is required.

Application of Inclusionary Policies:

Policy 5.12 was applied to this solicitation. None of the firms that submitted proposals qualified as a small business.

Prepared by:

AMY GONZALEZ
GENERAL COUNSEL

RESOLUTION NO. 2020-0105

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, AWARDING A LEGAL SERVICES AGREEMENT TO PAUL PLEVIN SULLIVAN & CONNAUGHTON LLP FOR A TERM OF THREE YEARS WITH TWO ONE-YEAR OPTIONS TO RENEW FOR A MAXIMUM AMOUNT PAYABLE OF \$500,000

WHEREAS, the Authority has a continuing need for outside counsel legal services to assist the General Counsel with labor and employment legal issues facing the Authority; and

WHEREAS, on June 26, 2020, the Authority released a Request for Proposals ("RFP) to obtain the legal services of one or more qualified law firms to assist the General Counsel with regard to labor and employment legal issues; and

WHEREAS, the RFP specified that the Authority intended to enter an agreement with one or more law firms where said agreement would have a term of three (3) years with two (2) options, exercisable at the discretion of the General Counsel and the President/CEO, with a maximum amount payable under the agreement of five hundred thousand dollars (\$500,000); and

WHEREAS, the Authority received thirteen proposals in response to the RFP; and

WHEREAS, the Authority's evaluation panel shortlisted six firms and invited them to interview; and

WHEREAS, after reviewing the proposals and interviewing the short-listed law firms, the panel recommended awarding an agreement to Paul Plevin Sullivan & Connaughton LLP; and

WHEREAS, the Board determines that awarding an agreement to Paul Plevin Sullivan & Connaughton LLP is in the best interest of the Authority.

NOW THEREFORE BE IT RESOLVED, that the Board hereby authorizes the President/CEO to negotiate and execute an agreement between the Authority and Paul Plevin Sullivan & Connaughton LLP for a term of three years with two one-year options to renew at the discretion of the General Counsel and the President/CEO, with a compensation amount not to exceed \$500,000 to provide professional legal services; and

BE IT FURTHER RESOLVED that this Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act ("CEQA"), as amended. 14 Cal. Code Regs. §15378; and

BE IT FURTHER RESOLVED that this Board action is not a "development" as defined by the California Coastal Act. Cal. Pub. Res. Code §30106; and

BE IT FURTHER RESOLVED that this Board action is not a project that involves additional approvals or actions by the Federal Aviation Administration ("FAA") and, therefore, no formal review under the National Environmental Policy Act ("NEPA").

PASSED, ADOPTED AND APPROVED by the Board of the San Diego County Regional Airport Authority at a Board meeting this 5th day of November, 2020 by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

RESOLUTION NO. 2020-0106

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY AWARDING A LEGAL SERVICES AGREEMENT TO BURKE WILLIAMS & SORENSON LLP FOR A TERM OF THREE YEARS WITH TWO ONE-YEAR OPTIONS TO RENEW FOR A MAXIMUM AMOUNT PAYABLE OF \$500,000

WHEREAS, the Authority has a continuing need for outside counsel legal services to assist the General Counsel with labor and employment legal issues facing the Authority; and

WHEREAS, on June 26, 2020, the Authority released a Request for Proposals ("RFP) to obtain the legal services of one or more qualified law firms to assist the General Counsel with regard to labor and employment legal issues; and

WHEREAS, the RFP specified that the Authority intended to enter an agreement with one or more law firms where said agreement would have a term of three (3) years with two (2) options, exercisable at the discretion of the General Counsel and the President/CEO, with a maximum amount payable under the agreement of five hundred thousand dollars (\$500,000); and

WHEREAS, the Authority received thirteen proposals in response to the RFP; and

WHEREAS, the Authority's evaluation panel shortlisted six firms and invited them to interview; and

WHEREAS, after reviewing the proposals and interviewing the short-listed law firms, the panel recommended awarding an agreement to Burke Williams & Sorenson LLP; and

WHEREAS, the Board determines that awarding an agreement to Burke Williams & Sorenson LLP is in the best interest of the Authority.

NOW THEREFORE BE IT RESOLVED, that the Board hereby authorizes the President/CEO to negotiate and execute an agreement between the Authority and Burke Williams & Sorenson LLP for a term of three years with two one-year options to renew at the discretion of the General Counsel and the President/CEO, with a compensation amount not to exceed \$500,000 to provide professional legal services; and

BE IT FURTHER RESOLVED that this Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act ("CEQA"), as amended. 14 Cal. Code Regs. §15378; and

BE IT FURTHER RESOLVED that this Board action is not a "development" as defined by the California Coastal Act. Cal. Pub. Res. Code §30106; and

BE IT FURTHER RESOLVED that this Board action is not a project that involves additional approvals or actions by the Federal Aviation Administration ("FAA") and, therefore, no formal review under the National Environmental Policy Act ("NEPA").

PASSED, ADOPTED AND APPROVED by the Board of the San Diego County Regional Airport Authority at a Board meeting this 5th day of November, 2020 by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

STAFF REPORT

Meeting Date: **NOVEMBER 5, 2020**

Subject:

Approve and Authorize the Award of a Contract to Granite Construction Company for West Solid Waste Facility and West Refueler Loading Facility at San Diego International Airport

Recommendation:

Adopt Resolution No. 2020-0107, awarding a contract to Granite Construction Company, in the amount of \$16,208,208 for Project No. 104274A, West Solid Waste Facility and Project No. 104249A, West Refueler Loading Facility at San Diego International Airport.

Background/Justification:

Project No. 104274A, West Solid Waste Facility and Project No. 104249A, West Refueler Loading Facility, are both San Diego County Regional Airport ("Airport") Authority ("Authority") Board ("Board") approved project in the FY2020 Capital Improvement Program ("CIP").

The West Solid Waste Facility project will replace a portion of the existing solid and liquid waste facilities, which will be demolished to provide space for the future Terminal 1.

The scope of work for this project includes installation of solid waste disposal area with a canopy roof structure, installation of electrical equipment, connection to the existing sewer and water services, installation of new grease interceptor and relocated 12kV electrical ductbank, the installation of Taxiway edge lighting and airfield markings, the construction and modification of associated pavements, and incidental improvements to support the installation of the solid waste facility. (Attachment A)

The West Refueler Loading Facility project will replace the existing five-bay fuel rack with a new fuel rack on the west side of the airfield. The existing fuel rack will be demolished prior to the construction the new Terminal 1. This project is a San Fuel Company Capital Reimbursement project.

The scope of work for this project includes the construction of a five-bay refueler loading facility, connection to the existing fuel transfer pipeline north of the Runway near the fuel farm, construction of an oil/water separator and containment spill area, construction and modification of associated surrounding pavements, and incidental improvements to support the installation of the fuel distribution pipes and refueler loading facility. (Attachment A)

This opportunity was advertised on September 4, 2020, and sealed bids were opened on October 6, 2020. The following bid(s) were received: (Attachment B)

Company	Total Bid
Granite Construction Company	\$16,208,208
Hazard Construction Company	\$17,194,312.50

The Engineer’s estimate is \$18,505,432.

The apparent low bid of \$16,208,208 was submitted by Granite Construction Company. Staff analyzed the apparent low bid in detail to ensure that the bid was balanced and appeared reasonable. The bid is 9.3% more than the project construction budget, but 12.4% less than the engineer’s estimate, which is within the range for a project of similar size, complexity, and risk.

Granite Construction has completed several projects on the Authority airfield, including hydrant fueling infrastructure. Granite is very familiar with the complexities of the work on the airside and has a good working relationship with Authority staff.

The low bid of \$16,208,208, is responsive, and Granite Construction Company is considered responsible. Staff recommends award to Granite Construction Company in the amount of \$16,208,208.

Fiscal Impact:

Adequate funds for Project No. 104274A West Solid Waste Facility, and Project No. 104249A West Refueler Loading Facility are included within the Board adopted FY2021-FY2025 Capital Program Budget. Sources of funding for Project No. 104274 is Bonds and for Project 104249A is Other – Airline Direct Contribution. There is a budget shortfall due to the bid amount exceeding the project construction budget. This shortfall will be covered by savings from other bond funded projects in the capital program budget.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy
- Customer Strategy
- Employee Strategy
- Financial Strategy
- Operations Strategy

Focus Areas

- Advance the Airport Development Plan
- Transform the Customer Journey
- Optimize Ongoing Business

Environmental Review:

- A. CEQA: A Notice of Exemption was prepared for the Refueler Loading Facility that determined the project is a categorical exemption under CEQA Sections 15301 – Existing Facilities – Class 1; 15302 – Replacement or Reconstruction – Class 2 and 15304 Minor Alternations to Land – Class 4. The Notice of Exemption was filed with the County of San Diego Clerk on April 18, 2019. A Categorical Exemption is also being prepared for the West Solid Waste Facility because it is consistent with a project that is a categorical exemption under CEQA Sections 15301 – Existing Facilities – Class 1; 15302 – Replacement or Reconstruction – Class 2 and 15304 Minor Alternations to Land – Class 4.
- B. California Coastal Act Review: An application for a Coastal Development Permit has been made for the proposed project and will be issued prior to construction.
- C. NEPA: This Board action is a project that received a Section 163 determination by the Federal Aviation Administration (“FAA”) on July 13, 2020 and, therefore, does not require review under the National Environmental Policy Act (“NEPA”) for its potential environmental impacts.

Application of Inclusionary Policies:

The Authority has the following inclusionary programs/policy: a Disadvantaged Business Enterprise (DBE) Program, an Airport Concession Disadvantaged Business Enterprise (ACDBE) Program and Policy 5.12. These programs/policy are intended to promote the inclusion of small, local, service disabled/veteran owned small businesses, historically underrepresented businesses and other business enterprises, on all contracts. Only one of the programs/policy named above can be used in any single contracting opportunity.

This contract does not utilize federal funds and provides limited opportunities for sub-contractor participation; therefore; at the option of the Authority, Policy 5.12 was applied to promote the participation of qualified small, local, and service disabled/veteran owned small businesses. Policy 5.12 provides a preference of up to seven percent (7%) to small businesses in the award of selected Authority contracts. When bid price is the primary selection criteria, the maximum amount of the preference cannot exceed \$200,000. The preference is only applied in measuring the bid. The final contract award is based on the amount of the original bid.

In accordance with Policy 5.12, Granite Construction Company did not receive small business, local business and veteran owned small business preference.

Prepared by:

BOB BOLTON
DIRECTOR, AIRPORT DESIGN & CONSTRUCTION

ATTACHMENT A



104249A WEST REFUELER LOADING FACILITY
104274A WEST SOLID WASTE FACILITY

104249A WEST REFUELER LOADING FACILITY
104274A WEST SOLID WASTE FACILITY

BID TABULATION

CIP No.: 104249A & 104274A
 CIP Title: West Refueler Loading Facility & West Solid Waste Facility

Date Bids Opened: **October 6, 2020**
 Time Bids Opened: **2:00pm, PST**

Business name:				Engineer's Estimate (October 06, 2020)		Granite Construction Company		Hazard Construction Company	
Business Address:						5860 El Camino Real, Suite 200 Carlsbad, CA 92008		10529 Vine Street Lakeside, CA 92040	
Guarantee of Good Faith:						Travelers Casualty and Surety Company of America		Nationwide Mutual Insurance Company	
Bid Item No.	Bid Item Description	Quantity	Unit Item	Unit Cost	Total Cost	Unit Cost	Total Cost	Unit Cost	Total Cost
65	Electrical Boxes	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 46,000.00	\$ 46,000.00	\$ 45,000.00	\$ 45,000.00
66	Concrete-Encased Ductbanks	1	LS	\$ 538,563.00	\$ 538,563.00	\$ 163,000.00	\$ 163,000.00	\$ 160,000.00	\$ 160,000.00
67	Handholes	2	EA	\$ 216,668.00	\$ 433,336.00	\$ 12,300.00	\$ 24,600.00	\$ 12,500.00	\$ 25,000.00
68	Electrical Identification	1	LS	\$ 7,828.00	\$ 7,828.00	\$ 10,200.00	\$ 10,200.00	\$ 10,000.00	\$ 10,000.00
69	Electrical Power System Study	1	LS	\$ 20,000.00	\$ 20,000.00	\$ 5,100.00	\$ 5,100.00	\$ 5,000.00	\$ 5,000.00
70	Lighting Controls	1	LS	\$ 5,255.00	\$ 5,255.00	\$ 8,200.00	\$ 8,200.00	\$ 8,000.00	\$ 8,000.00
71	Low-Voltage Transformers	1	LS	\$ 8,000.00	\$ 8,000.00	\$ 17,300.00	\$ 17,300.00	\$ 17,500.00	\$ 17,500.00
72	Panelboards and Mini-Power Center	2	EA	\$ 457,796.00	\$ 915,592.00	\$ 16,300.00	\$ 32,600.00	\$ 16,500.00	\$ 33,000.00
73	Furnish and Install Cathodic Protection System	1	LS	\$ 22,438.00	\$ 22,438.00	\$ 64,000.00	\$ 64,000.00	\$ 65,000.00	\$ 65,000.00
74	Surge Protective Devices	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 5,100.00	\$ 5,100.00	\$ 5,000.00	\$ 5,000.00
75	Light Poles and Area Luminaires	12	EA	\$ 6,314.00	\$ 75,768.00	\$ 5,600.00	\$ 67,200.00	\$ 5,500.00	\$ 66,000.00
76	Valve Vault Luminaires	4	EA	\$ 4,273.00	\$ 17,092.00	\$ 4,100.00	\$ 16,400.00	\$ 4,000.00	\$ 16,000.00
77	Structured Cabling System	1	LS	\$ 25,000.00	\$ 25,000.00	\$ 102,000.00	\$ 102,000.00	\$ 100,000.00	\$ 100,000.00
78	Fuel Pipe Embedment	34	CY	\$ 344.00	\$ 11,696.00	\$ 900.00	\$ 30,600.00	\$ 175.00	\$ 5,950.00
79	Backfill For Fuel Piping	270	CY	\$ 81.00	\$ 21,870.00	\$ 85.00	\$ 22,950.00	\$ 75.00	\$ 20,250.00
80	Containment Drain Pipe Embedment	40	CY	\$ 344.00	\$ 13,760.00	\$ 55.00	\$ 2,200.00	\$ 145.00	\$ 5,800.00
81	Backfill for Containment Drain Piping	150	CY	\$ 81.00	\$ 12,150.00	\$ 200.00	\$ 30,000.00	\$ 145.00	\$ 21,750.00
82	8" HDPE Containment Drain Pipe Installation	250	LF	\$ 223.00	\$ 55,750.00	\$ 160.00	\$ 40,000.00	\$ 150.00	\$ 37,500.00
83	Cleanouts	3	EA	\$ 1,200.00	\$ 3,600.00	\$ 2,200.00	\$ 6,600.00	\$ 2,500.00	\$ 7,500.00
84	Identification of Fuel Piping and Equipment	1	LS	\$ 15,000.00	\$ 15,000.00	\$ 28,000.00	\$ 28,000.00	\$ 30,000.00	\$ 30,000.00
85	14" Fuel Piping from IVV-1 to Tie-in	100	LF	\$ 1,000.00	\$ 100,000.00	\$ 1,525.00	\$ 152,500.00	\$ 1,800.00	\$ 180,000.00
86	Fuel Piping from IVV-2 to Load Positions (Varying Sizes)	150	LF	\$ 575.00	\$ 86,250.00	\$ 1,141.00	\$ 171,150.00	\$ 1,200.00	\$ 180,000.00
87	Furnish and Install Mechanical Equipment for Loading Island	5	EA	\$ 101,635.00	\$ 508,175.00	\$ 135,000.00	\$ 675,000.00	\$ 135,000.00	\$ 675,000.00
88	Furnish and Install Fire Extinguishers on Refueler Loading Islands	3	EA	\$ 1,100.00	\$ 3,300.00	\$ 250.00	\$ 750.00	\$ 1,500.00	\$ 4,500.00
89	Furnish and Install Wheeled Fire Extinguishers on Refueler Loading Islands	2	EA	\$ 3,750.00	\$ 7,500.00	\$ 3,000.00	\$ 6,000.00	\$ 4,000.00	\$ 8,000.00
90	Furnish and Install Fire Protection Stand Pipes	2	EA	\$ 20,000.00	\$ 40,000.00	\$ 16,500.00	\$ 33,000.00	\$ 13,500.00	\$ 27,000.00
91	Furnish and Install Containment Pipe Monitoring Pit Assembly	1	EA	\$ 40,000.00	\$ 40,000.00	\$ 32,000.00	\$ 32,000.00	\$ 45,000.00	\$ 45,000.00
92	Drain Downs of Existing Transfer Line and Tie-In Connections	1	LS	\$ 250,000.00	\$ 250,000.00	\$ 185,000.00	\$ 185,000.00	\$ 190,000.00	\$ 190,000.00
93	Flushing of Fuel Piping System	1	LS	\$ 335,851.00	\$ 335,851.00	\$ 1,050,000.00	\$ 1,050,000.00	\$ 1,050,000.00	\$ 1,050,000.00
94	Oil Water Separator System	1	EA	\$ 106,413.00	\$ 106,413.00	\$ 85,000.00	\$ 85,000.00	\$ 145,000.00	\$ 145,000.00
95	PAC/GAC Filtration System	1	EA	\$ 278,803.00	\$ 278,803.00	\$ 225,000.00	\$ 225,000.00	\$ 175,000.00	\$ 175,000.00
Total for Bid Schedule C				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total for (Bid Schedule A+B+C)				\$ 8,142,307.00		\$ 6,555,651.00		\$ 6,331,142.50	
Unadjusted Bid Price Ranking				\$ 18,505,432.00		\$ 16,208,208.00		\$ 17,194,312.50	
						1		2	
Board Policy 5.12 - Preference to Small, Veteran Owned, and Local Business (June 4, 2020)									
Bidder Certifications									
Small Business (SB)						No		No	
Local Business (LB)						No		Yes	
Veteran Owned Small Business (VOSB)						No		No	
Total Preference Amount Applied to Bid (\$200,000 maximum)				\$200,000.00		\$ 200,000.00		\$ 200,000.00	
Board Policy 5.12 Adjusted Bid Price used to Determine Award of the Contract						\$ 16,208,208.00		\$ 16,994,312.50	
Adjusted Bid Price Ranking						1		2	
Administrative Review									
Is the Bid Responsive and Responsible?									
Did the Bidder acknowledge all addenda? [1A-2.4]									
Addendum #1						Yes		Yes	

RESOLUTION NO. 2020-0107

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, AWARDING A CONTRACT TO GRANITE CONSTRUCTION COMPANY, IN THE AMOUNT OF \$16,208,208 FOR PROJECT NO. 104274A, WEST SOLID WASTE FACILITY AND PROJECT NO. 104249A, WEST REFUELER LOADING FACILITY, AT SAN DIEGO INTERNATIONAL AIRPORT

WHEREAS, Project No. 104274A, West Solid Waste Facility and Project No. 104249A, West Refueler Loading Facility, are both San Diego County Regional Airport (“Airport”) Authority (“Authority”) Board (“Board”) approved projects in the FY2021 Capital Improvement Program (“CIP”); and

WHEREAS, the West Solid Waste Facility project will replace a portion of the existing solid and liquid waste facilities, which will be demolished to provide space for the future Terminal 1; and

WHEREAS, the scope of work for this project includes installation of solid waste disposal area with a canopy roof structure, installation of electrical equipment, connection to the existing sewer and water services, installation of new grease interceptor and relocated 12kV electrical ductbank, the installation of Taxiway edge lighting and airfield markings, the construction and modification of associated pavements, and incidental improvements to support the installation of the solid waste facility; and

WHEREAS, the West Refueler Loading Facility project will replace the existing five-bay fuel rack with a new fuel rack on the west side of the airfield; and

WHEREAS, the existing fuel rack will be demolished prior to the construction the new Terminal 1; and

WHEREAS, this project is a San Fuel Company Capital Reimbursement project; and

WHEREAS, the scope of work for this project includes the construction of a five-bay refueler loading facility, connection to the existing fuel transfer pipeline north of the Runway near the fuel farm, construction of an oil/water separator and containment spill area, construction and modification of associated surrounding pavements, and incidental improvements to support the installation of the fuel distribution pipes and refueler loading facility; and

WHEREAS, the Request for Bids for this project was advertised on September 4, 2020; and

WHEREAS, on October 6, 2020, the Authority opened sealed bids received in response to the Bid Solicitation Package; and

WHEREAS, the apparent low bidder, Granite Construction Company, submitted a bid in the amount of \$16,208,208; and

WHEREAS, the Authority staff has duly considered Granite Construction Company's bid, and has determined Granite Construction Company, is responsible and that its bid is responsive in all material respects; and

WHEREAS, the Board believes that it is in the best interest of the Authority and the public that it serves to award Granite Construction Company the contract for Project No. 104274A, West Solid Waste Facility and Project No. 104249A, West Refueler Loading Facility, upon the terms and conditions set forth in the Bid Solicitation Package.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby awards a contract to Granite Construction Company, in the amount of \$16,208,208, for Project No. 104274A, West Solid Waste Facility and Project No. 104249A, West Refueler Loading Facility at San Diego International Airport; and

BE IT FURTHER RESOLVED that the Board authorizes the President/CEO or designee to execute and deliver such contract to Granite Construction Company; and

BE IT FURTHER RESOLVED that the San Diego County Regional Airport Authority and its officers, employee, and agents are hereby authorized, empowered, and directed to do and perform such acts as may be necessary or appropriate in order to effectuate fully this resolution; and

BE IT FURTHER RESOLVED a Notice of Exemption was prepared for the Refueler Loading Facility that determined the project is a categorical exemption under CEQA Sections 15301 – Existing Facilities – Class 1; 15302 – Replacement or Reconstruction – Class 2 and 15304 Minor Alternations to Land – Class 4. The Notice of Exemption was filed with the County of San Diego Clerk on April 18, 2019. A Categorical Exemption is also being prepared for the West Solid Waste Facility because it is consistent with a project that is a categorical exemption under CEQA Sections 15301 – Existing Facilities – Class 1; 15302 – Replacement or Reconstruction – Class 2 and 15304 Minor Alternations to Land – Class 4.

BE IT FURTHER RESOLVED that an application for a Coastal Development Permit has been made for the proposed project and will be issued prior to construction.

BE IT FURTHER RESOLVED this Board action is a project that received a Section 163 determination by the Federal Aviation Administration ("FAA") on July 13, 2020 and, therefore, does not require review under the National Environmental Policy Act ("NEPA") for its potential environmental impacts.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 5th day of November, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

STAFF REPORT

Meeting Date: **NOVEMBER 5, 2020**

Subject:

Award a Contract to S&L Specialty Construction, Inc. for Quieter Home Program Phase 10, Group 10, Project No. 381010, Thirty-Six (36) Single-Family and Multi-Family Units on Twenty-One (21) Non-Historic Residential Properties Located East and West of the San Diego International Airport

Recommendation:

Adopt Resolution No. 2020-0108, awarding a contract to S&L Specialty Construction, Inc. in the amount of \$1,387,835.53 for Phase 10, Group 10, Project No. 381010, of the San Diego County Regional Airport Authority's ("Authority") Quieter Home Program.

Background/Justification:

The Authority's Quieter Home Program ("Program") provides sound attenuation treatment to residences within the highest noise-impacted neighborhoods surrounding San Diego International Airport ("SDIA"). This contract for Phase 10, Group 10, Project number 381010 includes installation of new acoustical windows, doors, and ventilation improvements to reduce aircraft-related noise levels and provide sound attenuation to thirty-six (36) single-family and multi-family units on twenty-one (21) non-historic residential properties located east and west of the San Diego International Airport (refer to Attachment A).

To date, the Program has completed 4,395 residences, of which 1,000 are historic and 3,395 are non-historic. 2,783 residences are located west of SDIA and 1,612 are located east of SDIA.

Project No. 381010 was advertised on September 3, 2020, and bids were opened on October 6, 2020. The following bids were received (refer to Attachment B):

Company	Total Bid
S&L Specialty Construction, Inc.	\$1,387,835.53
G&G Specialty Contractors, Inc.	\$1,494,603.53

The Engineer's estimate is \$1,415,465.59

The low bid of \$1,387,835.53 is considered responsive and S&L Specialty Construction, Inc. is considered responsible. Award to S&L Specialty Construction, Inc. is, therefore, recommended in the amount of \$1,387,835.53.

Fiscal Impact:

Adequate funds for the contract with S&L Specialty Construction, Inc. are included in the adopted FY 2021 and conceptual FY 2022 Operating Expense Budgets within the Quieter Home Program budget line item. Sources of funding include federal Airport Improvement Program grants and Passenger Facility Charges.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

Environmental Review:

- A. CEQA. This Board action is a “project” subject to the California Environmental Quality Act (“CEQA”), Pub. Res. Code §21065. The individual projects under the Quieter Home Program are part of a class of projects that are categorically exempt from CEQA: 14 Cal. Code Regs. §15301 – “Existing Facilities: Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency’s determination.”
- B. California Coastal Act. This Board action is a “development” as defined by the California Coastal Act, Cal. Pub. Res. Code §30106. The individual projects under the Quieter Home Program will consist of treatments to single-family and multi-family dwellings. Improvements to single-family homes are exempt from coastal permit requirements under Cal. Pub. Res. Code §30610(a) and 14 Cal. Code Regs. §13250 – “Improvements to Single-Family Residences.” The proposed improvements to multi-family residences are exempt from coastal permit requirements under Cal. Pub. Res. Code §30610(b) and 14 Cal. Code Regs. §13253 – “Improvements to Structures Other than Single-Family Residences and Public Works Facilities that Require Permits.”
- C. NEPA: This Board action is a project that involves approvals or actions by the Federal Aviation Administration (“FAA”) and, therefore, also requires review under the National Environmental Policy Act (“NEPA”) for its potential environmental impacts. The FAA issued a Categorical Exclusion under NEPA on December 29, 2015 for these Quieter Home Program projects.

Application of Inclusionary Policies:

The Authority has the following inclusionary programs/policies: a Disadvantaged Business Enterprise (DBE) Program, an Airport Concession Disadvantaged Business Enterprise (ACDBE) Program, and Policy 5.12. These programs/policy are intended to promote the inclusion of small, local, service disabled/veteran owned small businesses, historically underrepresented businesses, and other business enterprises, on all contracts. Only one of the programs/policy named above can be used in any single contracting opportunity.

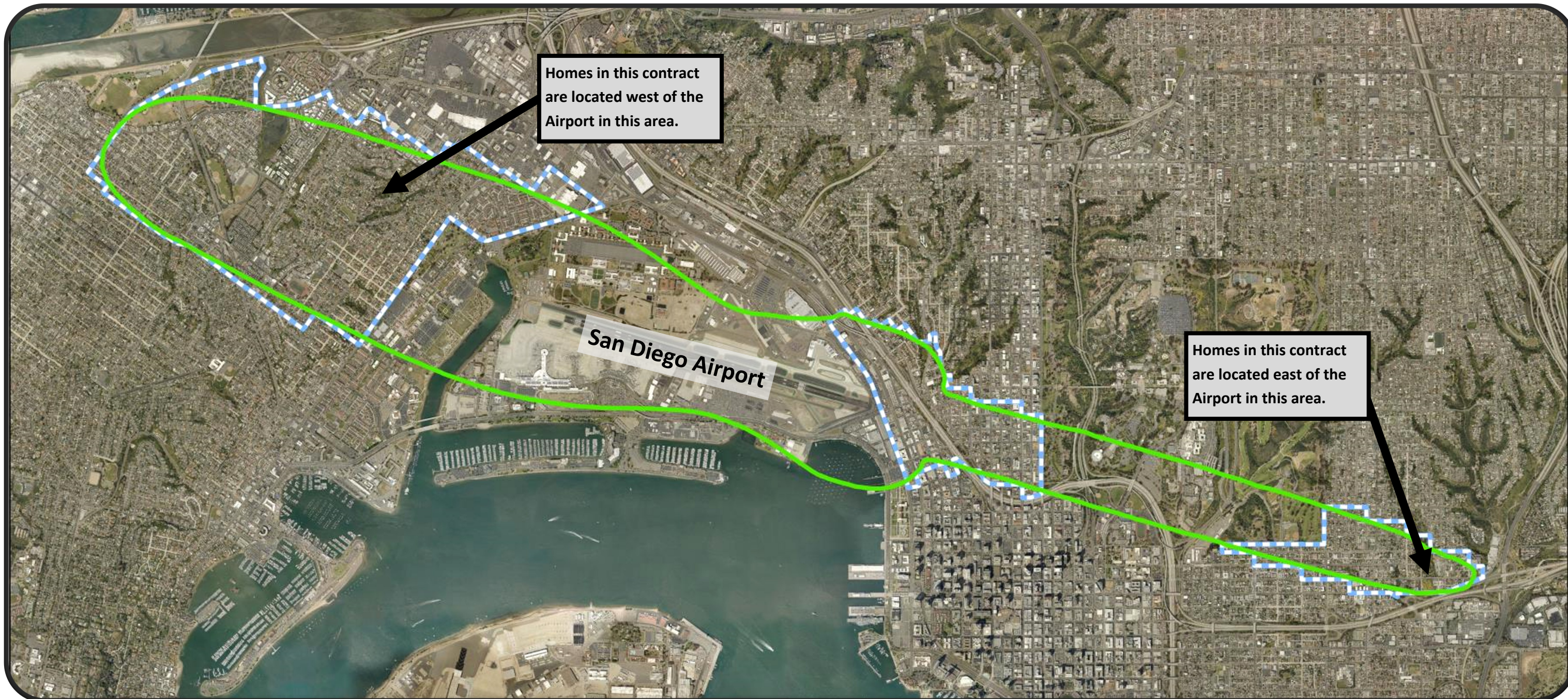
The Authority's DBE Program, as required by the U.S. Department of Transportation, 49 Code of Federal Regulations (CFR) Part 26, calls for the Authority to submit a triennial overall goal for DBE participation on all federally-funded projects. When federal funds are utilized, the Authority is prohibited from using a program that provides a preference such as those used in Policy 5.12. Therefore, the Authority must utilize other means as provided in the DBE Plan to achieve participation.

This project utilizes federal funds; therefore, it will be applied toward the Authority's overall DBE goal. S&L Specialty Construction, Inc. proposed 7.5% DBE participation on QHP Phase 10, Group 10.

Prepared by:

BRENDAN REED
DIRECTOR, PLANNING & ENVIRONMENTAL AFFAIRS

Attachment A



LEGEND

 65 dB Boundary

 65 dB CNEL Contour

San Diego County Regional Airport Authority
Quieter Home Program
Project 381010

RESOLUTION NO. 2020-0108

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, AWARDING A CONTRACT TO S&L SPECIALTY CONSTRUCTION, INC., IN THE AMOUNT OF \$1,387,835.53 FOR PHASE 10, GROUP 10, PROJECT NO. 381010, OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY'S QUIETER HOME PROGRAM

WHEREAS, the San Diego County Regional Airport Authority ("Authority") has established a residential sound insulation program, known as the Quieter Home Program ("Program"), to reduce aircraft noise levels in the homes of residents living within the highest noise-impacted neighborhoods surrounding San Diego International Airport ("Airport"); and

WHEREAS, Phase 10, Group 10, of the Program will include installation of new acoustical windows, doors, and ventilation improvements to reduce aircraft-related noise levels inside the homes; and

WHEREAS, Phase 10, Group 10, of the Program provides sound attenuation to thirty-six (36) single-family and multi-family units on twenty-one (21) non-historic residential properties located east and west of the San Diego International Airport; and

WHEREAS, the Authority issued a Bid Solicitation Package for Phase 10, Group 10, on September 3, 2020; and

WHEREAS, on October 6, 2020, the Authority opened sealed bids received in response to the Bid Solicitation Package; and

WHEREAS, the apparent low bidder S&L Specialty Construction, Inc. submitted a bid of \$1,387,835.53 and the Authority's staff has duly considered the bid and has determined that S&L Specialty Construction, Inc. is responsible and its bid is responsive in all material respects; and

WHEREAS, the San Diego County Regional Airport Authority Board ("Board") believes that it is in the best interest of the Authority and the public that it serves to award S&L Specialty Construction, Inc., the lowest bidder, the contract for Phase 10, Group 10, upon the terms and conditions set forth in the Bid Solicitation Package.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby awards a contract to S&L Specialty Construction, Inc., in the amount of \$1,387,835.53 for Phase 10, Group 10, Project No. 381010, of the San Diego County Regional Airport Authority's Quieter Home Program; and

BE IT FURTHER RESOLVED that the Authority's President/CEO or designee is hereby authorized to execute and deliver such contract to S&L Specialty Construction, Inc.; and

BE IT FURTHER RESOLVED that the Authority and its officers, employees, and agents are hereby authorized, empowered, and directed to do and perform all such acts as may be necessary or appropriate in order to effectuate fully the foregoing; and

BE IT FURTHER RESOLVED that the Board of the San Diego County Regional Airport Authority finds that this is a "project" as defined by the California Environmental Quality Act ("CEQA"), Cal. Pub. Res. Code §21065; and is a "development," as defined by the California Coastal Act, Cal. Pub. Res. Code §30106 and that the individual Quieter Home Program projects are categorically exempt from the CEQA under Cal. Code Regs. §15301(f), "Existing Facilities," and are exempt from coastal permit requirements under Cal. Pub. Res. Code §§30610(a) and 30610(b) and 14 Cal. Code Regs. §§13250 and 13253; and

BE IT FURTHER RESOLVED that the Board of the San Diego County Regional Airport Authority finds this is a project that involves approvals or actions by the Federal Aviation Administration ("FAA") and, therefore, also requires review under the National Environmental Policy Act ("NEPA") for its potential environmental impacts. The FAA issued a Categorical Exclusion under NEPA on December 29, 2015 for these Quieter Home Program projects.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 5th day of November 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

STAFF REPORT

Meeting Date: **NOVEMBER 5, 2020**

Subject:

Approve and Authorize an Increase in the President/CEO's Change Order Authority for Quieter Home Program Phase 10, Group 8, with S&L Specialty Construction, Inc.

Recommendation:

Adopt Resolution No. 2020-0109, authorizing an increase in the President/CEO's change order authority for Quieter Home Program Phase 10, Group 8, with S&L Specialty Construction, Inc. in the amount of \$156,600.00 to a new total contract value of \$1,901,356.23.

Background/Justification:

On July 9, 2020, the San Diego County Regional Airport Authority Board ("Board") authorized the President/CEO to award and execute a contract with S&L Specialty Construction, Inc., ("Contractor") for the Quieter Home Program Phase 10, Group 8 [Resolution No. 2020-0077]. This contract included 51 non-historic dwelling units on 50 properties. A Notice to Proceed was issued to the Contractor for October 23, 2020.

This request is to increase the value of the contract by \$156,600.00 to complete a four-unit multi-family property that was in a previous construction group and requested to be delayed due to COVID-19 concerns. The multi-family owner property is ready to continue with construction at this time. This multi-family was removed from an earlier project with the same Contractor and they have agreed to waive all fees for moving the property from the previous project to this project group and will be paid the original bid amount for this multi-family property. Shifting this property to this group saves money as the Contractor is entitled to 10% of any scope of work that is removed.

San Diego County Regional Airport Authority ("Authority") Policy 5.02 (4)(b)(ii) requires Board approval for change orders in excess of 6% of the original contract amount on contracts with a compensation amount of more than \$1,000,000.00 but less than \$5,000,000.00. As such, staff is requesting that the Board authorize the President/CEO to increase the contract value by \$156,600.00, to a new total contract value of \$1,901,356.23.

Fiscal Impact:

Adequate funds for the contract with S&L Specialty Construction, Inc. are included in the adopted FY 2021 Operating Expense Budgets within the Quieter Home Program budget line item. Sources of funding include federal Airport Improvement Program grants and Passenger Facility Charges.

Authority Strategies:

This item supports one or more of the Authority Strategies, as follows:

- Community Strategy
 Customer Strategy
 Employee Strategy
 Financial Strategy
 Operations Strategy

Focus Areas

- Advance the Airport Development Plan
 Transform the Customer Journey
 Optimize Ongoing Business

Environmental Review:

- A. CEQA. This Board action is a “project” subject to the California Environmental Quality Act (“CEQA”), Pub. Res. Code §21065. The individual projects under the Quieter Home Program are part of a class of projects that are categorically exempt from CEQA: 14 Cal. Code Regs. §15301 – “Existing Facilities: Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency’s determination.”
- B. California Coastal Act. This Board action is a “development” as defined by the California Coastal Act, Cal. Pub. Res. Code §30106. The individual projects under the Quieter Home Program will consist of treatments to single-family and multi-family dwellings. Improvements to single-family homes are exempt from coastal permit requirements under Cal. Pub. Res. Code §30610(a) and 14 Cal. Code Regs. §13250 – “Improvements to Single-Family Residences.” The proposed improvements to multi-family residences are exempt from coastal permit requirements under Cal. Pub. Res. Code §30610(b) and 14 Cal. Code Regs. §13253 – “Improvements to Structures Other than Single-Family Residences and Public Works Facilities that Require Permits.”
- C. NEPA: This Board action is a project that involves approvals or actions by the Federal Aviation Administration (“FAA”) and, therefore, also requires review under the National Environmental Policy Act (“NEPA”) for its potential environmental impacts. The FAA issued a Categorical Exclusion under NEPA on December 29, 2015 for these Quieter Home Program projects.

Application of Inclusionary Policies:

The Authority has the following inclusionary programs/policies: a Disadvantaged Business Enterprise (DBE) Program, an Airport Concession Disadvantaged Business Enterprise (ACDBE) Program and Policy 5.12. These programs/policy are intended to promote the inclusion of small, local, veteran owned small businesses, historically underrepresented businesses and other business enterprises, on all contracts. Only one of the programs/policy named above can be used in any single contracting opportunity.

The Authority’s DBE Program, as required by the U.S. Department of Transportation, 49 Code of Federal Regulations (CFR) Part 26, calls for the Authority to submit a triennial

overall goal for DBE participation on all federally funded projects. When federal funds are utilized, the Authority is prohibited from using a program that provides a preference such as those used in Policy 5.12. Therefore, the Authority must utilize other means as provided in the DBE Plan to achieve participation.

This project utilizes federal funds; therefore, it will be applied toward the Authority's overall DBE goal. S&L Specialty Construction, Inc. proposed 10.3% DBE participation on QHP Phase 10, Group 8.

Prepared by:

BRENDAN REED
DIRECTOR, PLANNING & ENVIRONMENTAL AFFAIRS

RESOLUTION NO. 2020-0109

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, AUTHORIZING AN INCREASE IN THE PRESIDENT/CEO'S CHANGE ORDER AUTHORITY FOR QUIETER HOME PROGRAM PHASE 10, GROUP 8, WITH S&L SPECIALTY CONSTRUCTION, INC., IN THE AMOUNT OF \$156,600.00, TO A NEW TOTAL CONTRACT VALUE OF \$1,901,356.23

WHEREAS, on July 9, 2020, the San Diego County Regional Airport Authority Board adopted Resolution No. 2020-0077, authorizing the President/CEO to award and execute a contract with S&L Specialty Construction, Inc. ("Contractor) for Project 10 Group 8, at San Diego International Airport ("SDIA"); and

WHEREAS, on October 23, 2020, a Notice to Proceed was issued to the Contractor to complete the project construction work within 311 days, resulting in a contract end date of August 30, 2021; and

WHEREAS, staff requests an increase in the value of the contract by \$156,600.00 to complete a four-unit residential property that was in a previous QHP project group for S&L Specialty Construction, Inc, but was delayed by the property owner due to COVID-19 concerns; and

WHEREAS, the property owner is now ready to continue with construction and S&L Specialty Construction, Inc. has agreed to waive all fees for moving the property from its previous project group to this current group and will only be paid the original bid amount for retrofitting this multi-family property; and

WHEREAS, pursuant to San Diego County Regional Airport Authority ("Authority") Policy 5.02 (4)(b)(ii), Board approval is required to authorize the President/CEO to execute change orders increasing the value of the contract beyond 6% of the original amount on agreements with a compensation amount of more than \$1,000,000.00, but less than \$5,000,000.00; and

WHEREAS, the Board of the San Diego County Regional Airport Authority believes that it is in the best interest of the Authority and the public that it serves for the Board to authorize the President/CEO to increase the contract value in the amount of \$156,600.00 to a new total contract value of \$1,901,356.23.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby authorizes the President/CEO to execute a change order(s) in the amount of \$156,600.00 resulting in a contract value of \$1,901,356.23 for Quieter Home Program, Project 10 Group 8, at SDIA.

BE IT FURTHER RESOLVED that the Authority and its officers, employees, and agents are hereby authorized, empowered, and directed to do and perform all such acts as may be necessary or appropriate in order to effectuate fully the foregoing; and

BE IT FURTHER RESOLVED that the Board of the San Diego County Regional Airport Authority finds that this is a "project" as defined by the California Environmental Quality Act ("CEQA"), Cal. Pub. Res. Code §21065; and is a "development," as defined by the California Coastal Act, Cal. Pub. Res. Code §30106 and that the individual Quieter Home Program projects are categorically exempt from the CEQA under Cal. Code Regs. §15301(f), "Existing Facilities," and are exempt from coastal permit requirements under Cal. Pub. Res. Code §§30610(a) and 30610(b) and 14 Cal. Code Regs. §§13250 and 13253; and

BE IT FURTHER RESOLVED that the Board of the San Diego County Regional Airport Authority finds this is a project that involves approvals or actions by the Federal Aviation Administration ("FAA") and, therefore, also requires review under the National Environmental Policy Act ("NEPA") for its potential environmental impacts. The FAA issued a Categorical Exclusion under the National Environmental Policy Act ("NEPA") for these Quieter Home Program projects.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 5th day of November 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

STAFF REPORT

Meeting Date: **NOVEMBER 5, 2020**

Subject:

Rescind Resolution No. 2019-0020 And Authorize the President/CEO To Negotiate, Grant And Execute Lease Agreements With Southwest Airlines, American Airlines, United Airlines, And Delta Airlines To Occupy And Use Space Within The Newly Developed Airline Support Building And Associated Landside And Airside Exterior Areas To Operate Airline Equipment Staging, Parking And Operations, And Related Activities With A Length Of Term Through June 30, 2026 And With The Option For The Respective Parties To Extend, By Mutual Consent, The Leases Through June 30, 2031

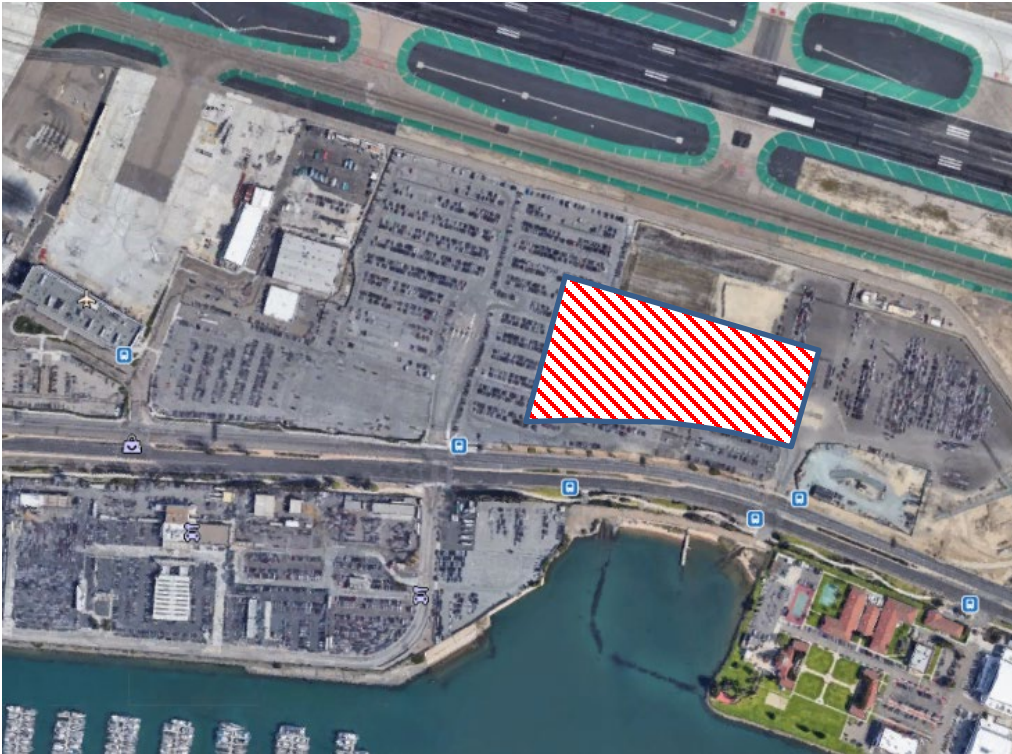
Recommendation:

Rescind Resolution No. 2019-0020 and Adopt Resolution No. 2020-0110, authorizing the President/CEO to negotiate, grant and execute Lease Agreements with Southwest Airlines, American Airlines, United Airlines, and Delta Airlines to occupy and use space within the newly developed Airline Support Building and associated landside and airside exterior areas to operate airline cargo services, aircraft provisioning, ground service equipment staging, parking and operations, and related activities with a length of term through June 30, 2026 and with the option for the respective parties to extend, by mutual consent, the Leases through June 30, 2031.

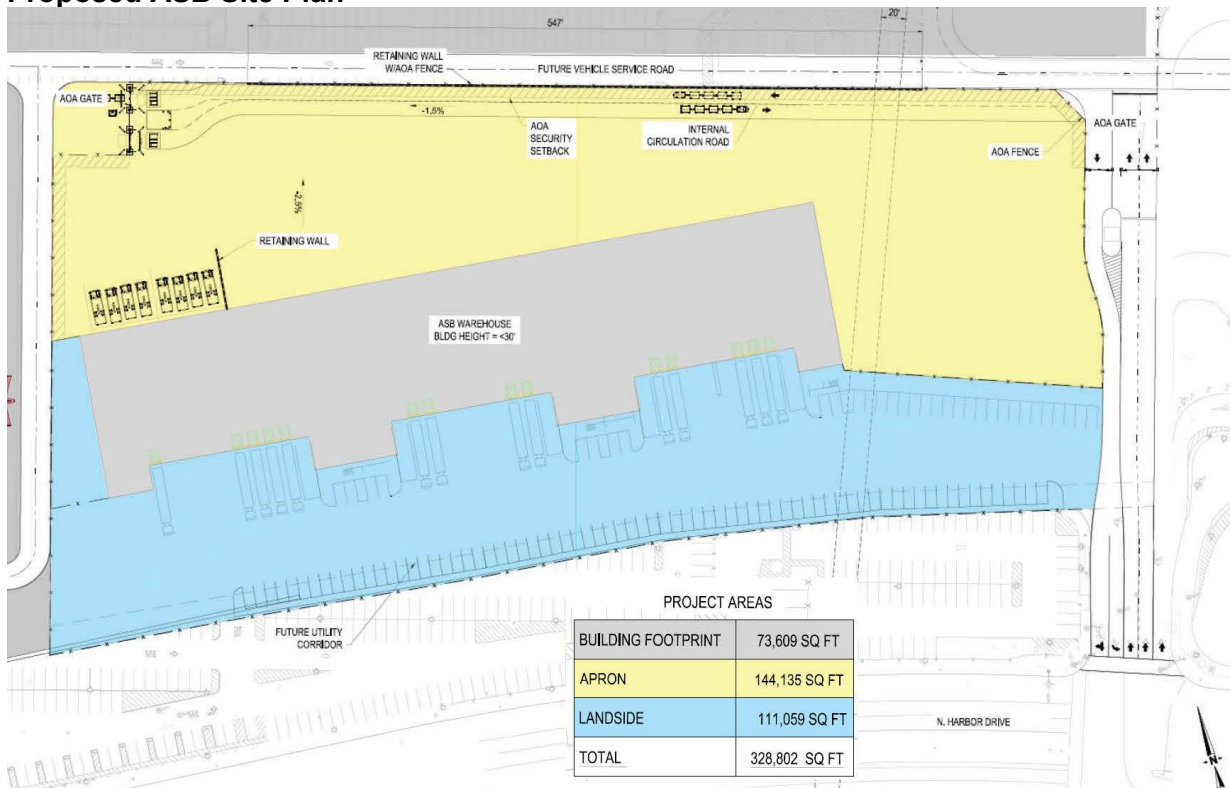
Background/Justification:

Continuing the planning efforts and future vision for the south side of San Diego International Airport ("Airport" or "SAN"), a ±7.55 acre site has been identified for the development of the Airline Support Building ("ASB") to accommodate current and future airline belly cargo freight services, aircraft provisioning, and ground service equipment related activities. This site is comprised of a building footprint of approximately 73,609 square feet and apron and landside exterior areas totaling approximately 255,194 square feet. Currently, belly cargo operations are conducted within an aged facility located west of the Authority administration building, and east of Terminal 1. The Authority maintains agreements with Southwest Airlines, United Airlines, American Airlines, and Delta Airlines for use of space at the facility. In addition to handling their own cargo operations, some of these airlines in turn, handle cargo for non-tenant airlines, either directly, or via arrangements with ground handlers. The new ASB will enhance current operations through the construction of a modern integrated cargo facility that will form part of the ultimate vision for the south side of the Airport.

Site Location



Proposed ASB Site Plan



Authority staff and SAN airlines served as stakeholders in the project planning process to validate the following:

- site location;
- building technical requirements and configuration options;
- airside and landside space and operational requirements; and
- project scheduling.

As a result of this process, a Maximum Project Budget of \$52.5 million was determined necessary for the design and construction of the site and base building. The Maximum Project Budget is a variable in determining the facility rent structure, which is discussed later in this report, along with other key business terms, which form the foundation of new lease agreements with the participant tenants.

A key outcome of this consultation process was confirming interest in continued belly cargo services at the Airport within the new ASB, and identification of the specific space requirements of each airline.

February 2019 Board Action:

In February 2019, the Board approved Resolution No. 2019-0020 which authorized the President/CEO to negotiate, grant and execute lease agreements with Southwest Airlines, American Airlines, United Airlines and Delta Airlines for the development and use of space within the ASB and associated landside and airside exterior areas to be constructed on the south side of the Airport with a term not to exceed beyond January 1, 2036. The Board action in February 2019 authorized the following business terms:

Business Terms Authorized by Resolution 2019-0020:

The following is an outline of the business terms authorized by the Board's action in February 2019

Construction Commencement	September 15, 2019
Date of Beneficial Occupancy (DBO)	Estimated October 19, 2020 (Existing Cargo Building Razed Nov. 2020)
Term Expiration Date	15 years beyond DBO (Not to Exceed January 1, 2036)
Site Area	±7.55 acres / 328,802 sqft.
Building Leasable Area	83,000 sqft.
Project Design and Construction	
• Base Building & Site Preparation by Authority	\$52,500,000 (Maximum Project Budget)
• Interior Space Buildout & Signage	Capital Investment by each Tenant
Tenant Rent	Sum of Facility Rental Rate plus Land Rental Rate. Monthly rent will be calculated based on Tenant's exclusively lease space within the ASB.

		Site size, project costs and effective rental rates will be reconciled to match as-built conditions.																
Facility Rental Rate Calculation																		
<table border="1"> <tr><td>Maximum Project Budget</td></tr> <tr><td>\$52,500,000</td></tr> </table>	Maximum Project Budget	\$52,500,000	×	<table border="1"> <tr><td>Lease Rate Constant</td></tr> <tr><td>0.0763</td></tr> </table>	Lease Rate Constant	0.0763	=	<table border="1"> <tr><td>Total First Year Facility Rent</td></tr> <tr><td>\$4,005,750</td></tr> </table>	Total First Year Facility Rent	\$4,005,750	÷	<table border="1"> <tr><td>Total Leasable Square Feet</td></tr> <tr><td>83,000</td></tr> </table>	Total Leasable Square Feet	83,000	=	<table border="1"> <tr><td>Facility Rental Rate</td></tr> <tr><td>\$48.26 /sf/year</td></tr> </table>	Facility Rental Rate	\$48.26 /sf/year
Maximum Project Budget																		
\$52,500,000																		
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83,000																		
Facility Rental Rate																		
\$48.26 /sf/year																		
<p>Facility Rental Rate will be adjusted based on Authority's actual base building and site costs, and associated debt service.</p>																		
Land Rental Rate Calculation																		
<table border="1"> <tr><td>Site Square Footage</td></tr> <tr><td>328,802</td></tr> </table>	Site Square Footage	328,802	×	<table border="1"> <tr><td>First Year Land Rent Rate</td></tr> <tr><td>\$5.13 /sf/year</td></tr> </table>	First Year Land Rent Rate	\$5.13 /sf/year	=	<table border="1"> <tr><td>Total First Year Land Rent</td></tr> <tr><td>\$1,686,754</td></tr> </table>	Total First Year Land Rent	\$1,686,754	÷	<table border="1"> <tr><td>Total Leasable Square Feet</td></tr> <tr><td>83,000</td></tr> </table>	Total Leasable Square Feet	83,000	=	<table border="1"> <tr><td>Land Rental Rate</td></tr> <tr><td>\$20.32 /sf/year</td></tr> </table>	Land Rental Rate	\$20.32 /sf/year
Site Square Footage																		
328,802																		
First Year Land Rent Rate																		
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Total Leasable Square Feet																		
83,000																		
Land Rental Rate																		
\$20.32 /sf/year																		
<p>Land Rental Rate will be adjusted based on as-built site size. Base land rent will be adjusted annually by the greater of CPI or 2.5%.</p>																		
Common Area Maintenance		Provided by Authority or Designee; Tenants to reimburse Authority based on pro rata share.																

In addition to the above referenced agreements with the Tenant Airlines, the Board authorized Authority Staff to initiate a solicitation process to identify a third-party service provider(s) to lease and/or operate the common use portion of the ASB that serves non-tenant airline cargo and other delivery needs. Additionally, the Board authorized the Authority or an Authority-designated third-party service provider(s) to maintain common areas of the building, and the costs of this service to be assessed to all occupants of the ASB as a common area maintenance charge and be subject to reimbursement by the Tenants.

Proposed Board Action:

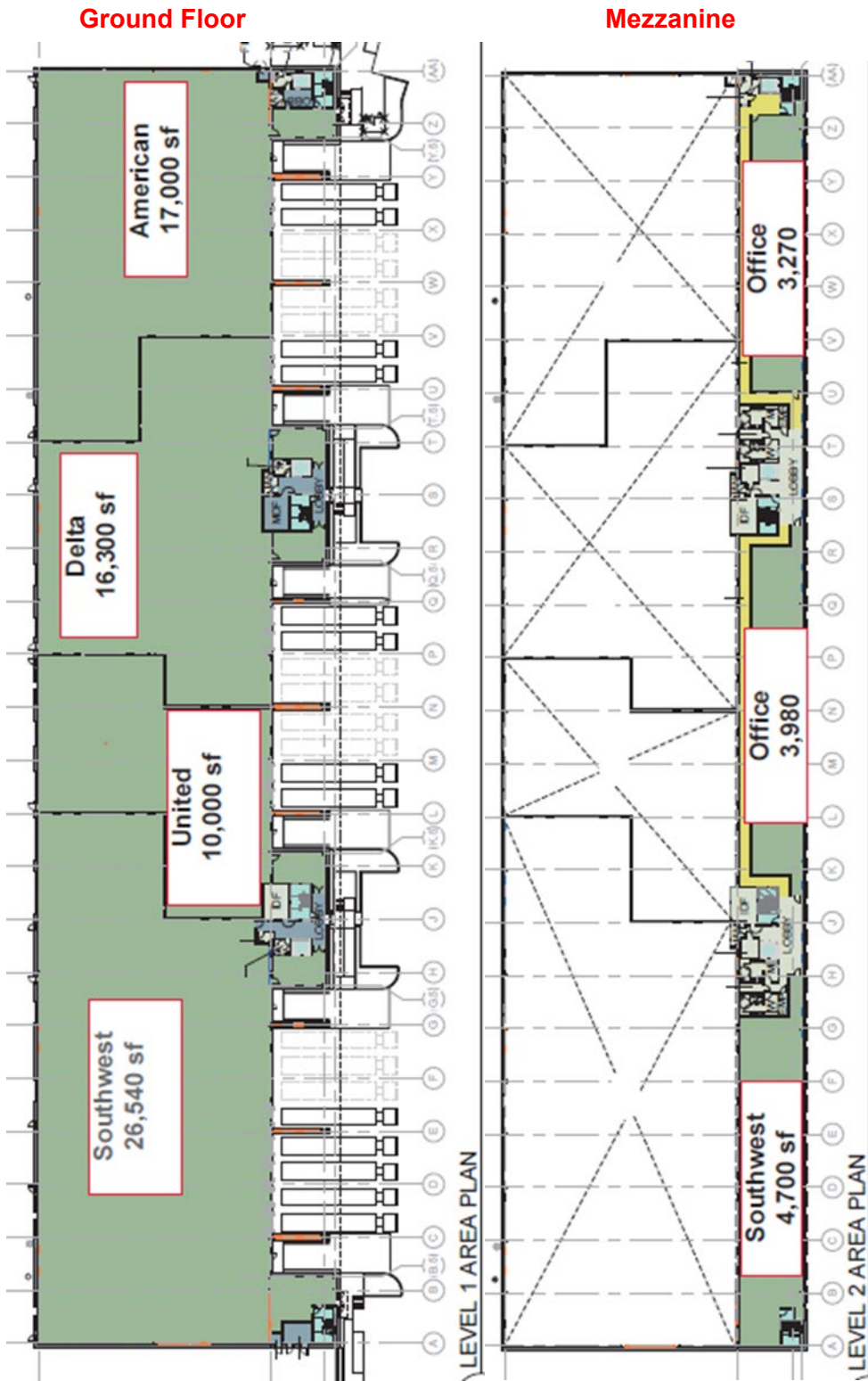
Due to ongoing negotiations with the Airline tenants and financial implications of the COVID-19 pandemic, the proposed business terms have been revised. Staff therefore requests the Board rescind Resolution No. 2019-0020 and adopt Resolution 2020-0107 to reflect the new proposed business arrangement.

As a result of continued coordination with Airline tenants, the following is a summary of requested space within the new ASB by the following four airlines: Southwest Airlines, Delta Airlines, United Airlines, and American Airlines. All other current airline operators were offered but declined the opportunity to lease exclusive space within the facility. Non-tenant airlines, will have the option to be served by one of the four Airlines that will lease exclusive space, enabling smaller cargo volumes of domestic and international carriers to be accommodated within the ASB

Leasable Space Summary

Tenant	Use	Ground Floor (SF)	Mezzanine (SF)	Total (SF)
Southwest Airlines	Provisioning, Warehouse, GSE, Office	26,540	4,700	31,240
United Airlines	Warehouse, Office	10,000	0	10,000
Delta Airlines	Warehouse, Office	16,300	0	16,300
American Airlines	Warehouse, GSE	17,000	0	17,000
Other or Non-Airline Tenant	Office		7,250	7,250
Total Leasable Area (SF)		69,840	11,950	81,790

Interior Building Tenant Space Allocation



Business Terms:

The following provides a summary of the business terms between Authority and the four tenant airlines: Southwest Airlines, American Airlines, United Airlines, and Delta Airlines. Upon Board approval, Authority Staff will finalize and execute the formal lease agreements between the Authority and the four Tenant airlines, consistent with and incorporating the business terms set forth below.

Construction Commencement	September 15, 2019
Date of Beneficial Occupancy (DBO)	Estimated April 6, 2021 (Existing Cargo Building Razed May 2021)
Term Expiration Date	5 Years Commencing July 1, 2021 – June 30, 2026 (Option for 5 year extension by mutual agreement)
Site Area	±7.55 acres / 328,802 sq. ft.
Building Leasable Area	81,790 sq. ft.
Project Design and Construction	\$52,500,000 (Maximum Project Budget) Capital Investment by each Tenant
<ul style="list-style-type: none"> • Base Building & Site Preparation by Authority • Interior Space Buildout & Signage 	
Tenant Rent	Sum of Facility Rental Rate plus Land Rental Rate plus Tenant Improvement Rent (Note: Tenant Improvement Rent is for the first five year term only). Monthly rent will be calculated based on Tenant's exclusively leased space within the ASB. Site size, project costs and effective rental rates will be reconciled to match as-built conditions.
Transition Rent	For the period between the date of beneficial occupancy and the formal commencement date of July 1, 2021, Tenants will pay a negotiated "Transition Rent" equal to the amount of rent paid at the existing belly cargo facility.
Facility Rental Rate Calculation Example	

Building and Landside Costs of the Project	Amortization Period	Estimated 30 Year Revenue Bond Index Rate	Total Facility Rent	
\$ 45,400,000	30 Years	3.80%	\$ 2,562,105	
Facility Rental Rate will be adjusted based on Authority's actual base building and site costs and actual Revenue Bond Index Rate.				
Tenant Improvement Amortization Calculation Example				
Maximum Tenant Improvement Funding	Amortization Period	Estimated 30 Year Revenue Bond Index Rate	Annual Tenant Improvement Rent	
\$ 21,300,000	5 Years	3.80%	\$ 4,757,708	
Tenant Improvement Amortization and Rents will be adjusted based on actual amount Authority funds or reimburses and the actual Revenue Bond Index Rate.				
Land Rental Rate Calculation Example				
Site Square Footage (Landside + Building)	First Year Land Rent Rate	Total First Year Land Rent	Total Leasable Square Feet	Land Rental Rate
184,908	\$5.21 psf/py	\$ 963,371	81,790	\$11.78 psf/py
Land Rental Rate will be adjusted based on as-built site size. Base land rent will be adjusted annually by the greater of CPI or 2.5%.				
Common Area Maintenance		Provided by Authority or Designee; Tenants to reimburse Authority based on proportionate share.		

An Authority-approved third-party service provider(s) will maintain common areas of the building, and the costs of this service will be assessed to all occupants of the ASB as a common area maintenance charge and be subject to reimbursement by the Tenants.

Fiscal Impact:

Project costs of the ASB are included in the Board approved FY2011-FY2025 Capital Program Budget. Under separate action, staff is requesting Board approval to increase the FY2021-FY2025 Capital Program Budget to add the Tenant Improvement costs of \$21,300,000. Facility Rent, Land Rent and Tenant Improvement Rent for the ASB will be included in the FY2022 Budget and is expected to be approximately \$8.7 million.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

Environmental Review:

A. CEQA: Based upon an Initial Study prepared in January 2018 evaluating the potential environmental impacts of the new Airline Support Building, a Notice of Exemption was prepared and filed with the County of San Diego Clerk on January 22, 2018, determining that the new Airline Support Building was categorically exempt under CEQA Sections 15301 – Existing Facilities – Class 1; 15302 – Replacement or Reconstruction – Class 2 and 15304 Minor Alternations to Land – Class 4. The proposed lease agreement would not have a significant effect on the environment as defined by the California Environmental Quality Act (“CEQA”), as amended, 14 Cal. Code Regs. Section 15378. Therefore, this Board action is not a “project” subject to CEQA, Pub. Res. Code Section 21065.

B. California Coastal Act Review: A coastal development permit (CDP No. 6-19-0348) for the new Airline Support Building was approved and issued on December 12, 2019 by the California Coastal Commission. Because the tenant improvements contemplated within the proposed lease agreement would be within the interior of the Airline Support Building, this Board action is not a "development" as defined by the California Coastal Act Pub. Res. Code Section 30106.

C. NEPA: The new Airline Support Building received an affirmative Section 163 determination by the Federal Aviation Administration (“FAA”) on May 12, 2020. This Board action is not a project that involves additional approvals or actions by the Federal Aviation Administration (“FAA”) and, therefore, no formal review under the National Environmental Policy Act (“NEPA”) is required.

Application of Inclusionary Policies:

Not applicable

Prepared by:

RENÉE MILLER
ASSET MANAGER

RESOLUTION NO. 2020-0110

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, TO RESCIND RESOLUTION NO. 2019-0020 AND AUTHORIZING THE PRESIDENT/CEO TO NEGOTIATE, GRANT AND EXECUTE LEASE AGREEMENTS WITH SOUTHWEST AIRLINES, AMERICAN AIRLINES, UNITED AIR LINES, AND DELTA AIRLINES TO OCCUPY AND USE SPACE WITHIN THE NEWLY DEVELOPED AIRLINE SUPPORT BUILDING AND ASSOCIATED LANDSIDE AND AIRSIDE EXTERIOR AREAS TO OPERATE AIRLINE CARGO SERVICES, AICRAFT PROVISIONING, GROUND SERVICE EQUIPMENT STAGING, PARKING AND OPERATIONS, AND RELATED ACTIVITIES WITH A LENGTH OF TERM THROUGH JUNE 30, 2026 AND WITH THE OPTION FOR THE RESPECTIVE PARTIES TO EXTEND, BY MUTUAL CONSENT, THE LEASES THROUGH JUNE 30, 2031

WHEREAS, the Airline Support Building (“ASB”) will serve the airlines, and support ground service equipment maintenance, belly cargo operations, and storage areas for aircraft provisioning items; and

WHEREAS, the design and construction of the ASB is part of Package 2 of the Airport Support Facilities; and

WHEREAS, the construction of the ASB will enable the Authority to meet current and future airline cargo demand while also improving customer service as an economic stimulus for the region; and

WHEREAS, Staff consulted with all existing airlines serving the Airport to determine space requirements at the new ASB and Southwest Airlines, American Airlines, United Airlines, and Delta Airlines (collectively “Tenant Airlines”) indicated a desire to lease exclusive space at the ASB on opening day; and

WHEREAS, in February 2019, the Board approved Resolution No. 2019-0020 which authorized the President/CEO to negotiate, grant and execute lease agreements with Southwest Airlines, American Airlines, United Airlines and Delta Airlines for the development and use of space within the ASB and associated landside and airside exterior areas to be constructed on the south side of the Airport with a term not to exceed beyond January 1, 2036; and

WHEREAS, due to ongoing negotiations with the Tenant Airlines and financial implications of the COVID-19 pandemic, the proposed business terms authorized by Resolution No. 2019-0020 must be amended and therefore Resolution No. 2019-0020 must be rescinded; and

WHEREAS, as a result of the COVID-19 Pandemic, Staff and Tenant Airlines negotiated and conceptually agreed to new proposed business terms regarding the ASB, subject to Board approval, consistent with the terms and conditions set forth in the Staff Report accompanying this Resolution; and

WHEREAS, the Board finds that executing leases with the Tenant Airlines, that include terms and conditions that are consistent with the terms and conditions negotiated by Staff and outlined in the accompanying Staff Report, to facilitate future belly cargo operations at the Airport is in the best interest of the Authority.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby rescinds Resolution No. 2019-0020; and

BE IT FURTHER RESOLVED that the Board authorizes the President/CEO to negotiate, grant and execute lease agreements with Southwest Airlines, American Airlines, United Airlines, and Delta Air Lines to occupy and use space within the newly developed Airline Support Building and associated Landside and Airside exterior areas to operate airline cargo services, aircraft provisioning, ground service equipment staging, parking and operations, and related activities with a length of term through June 30, 2026 and with the option for the respective parties to extend, by mutual consent, the leases through June 30, 2031; and

BE IT FURTHER RESOLVED that rental rates for the ASB will be adjusted to reflect the as-built conditions of site size and project budget; and

BE IT FURTHER RESOLVED that design and construction of the Initial Tenant Improvements will be provided or reimbursed to Airline Tenants up to a maximum of \$21,300,000 and that this amount will be recovered through Tenant Improvement Rents over the first five years of the lease agreements plus interest, which will be at the Revenue Bond Index Rate; and

BE IT FURTHER RESOLVED that design and construction of the interior areas of the ASB and any site or building components above and beyond the Authority's scope, is the responsibility of the ASB tenants; and

BE IT FURTHER RESOLVED that the proposed lease agreements would not have a significant effect on the environment as defined by the California Environmental Quality Act ("CEQA"), as amended, 14 Cal. Code Regs. Section 15378 and, therefore, this Board action is not a "project" subject to CEQA, Pub. Res. Code Section 21065; and

BE IT FURTHER RESOLVED that a coastal development permit (CDP No. 6-19-0348) for the new Airline Support Building was approved and issued on December 12, 2019 by the California Coastal Commission and because the tenant improvements contemplated within the proposed lease agreements would be within the interior of the Airline Support Building, this Board action is not a "development" as defined by the California Coastal Act Pub. Res. Code Section 30106; and

BE IT FURTHER RESOLVED that the new Airline Support Building received an affirmative Section 163 determination by the Federal Aviation Administration ("FAA") on May 12, 2020 and that this Board action is not a project that involves additional approvals or actions by the Federal Aviation Administration ("FAA") and, therefore, no formal review under the National Environmental Policy Act ("NEPA") is required.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 5th day of November, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL



Airline Support Building (ASB) Lease Agreements

John Dillon
Director
Finance & Risk Management

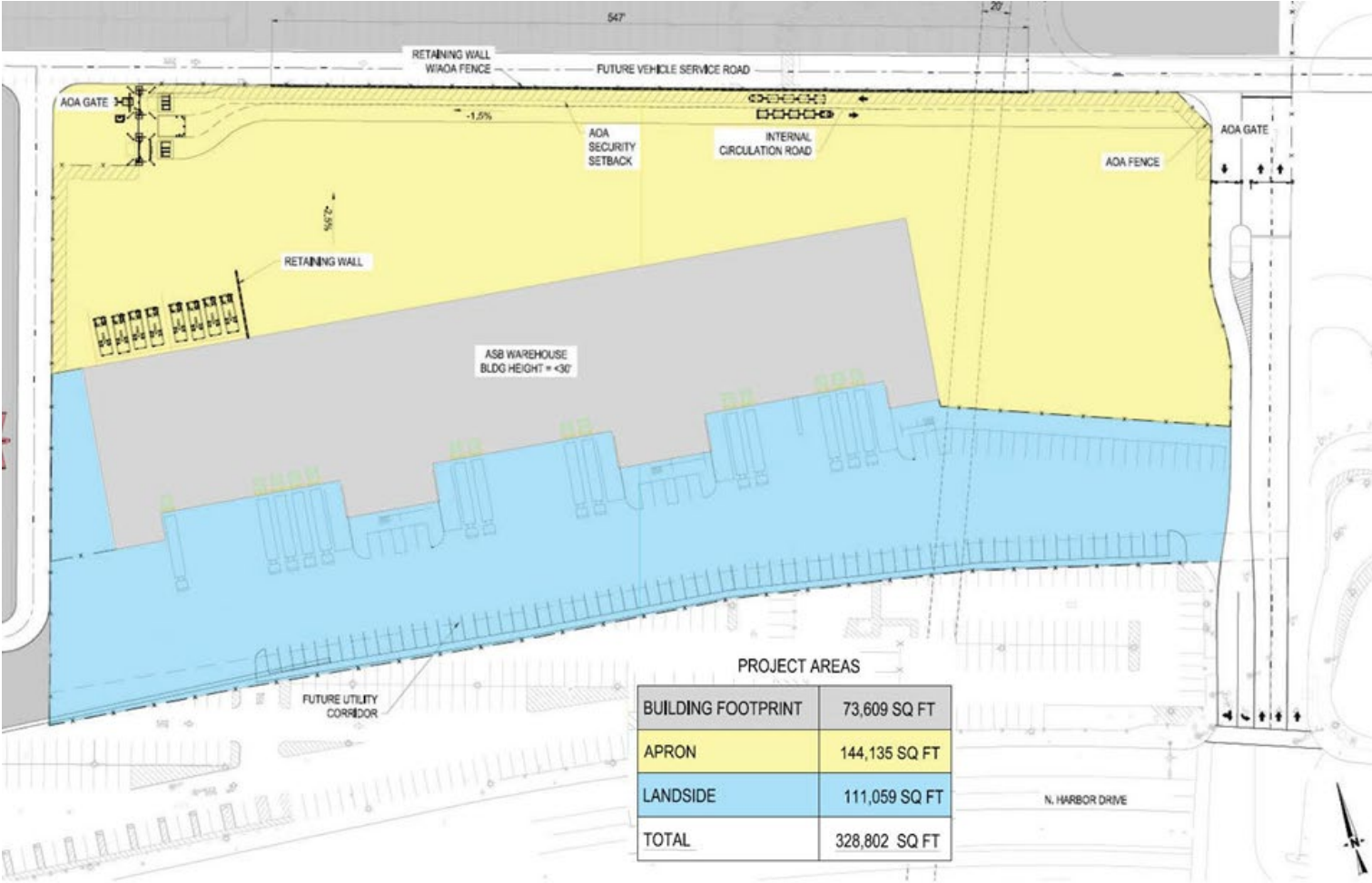
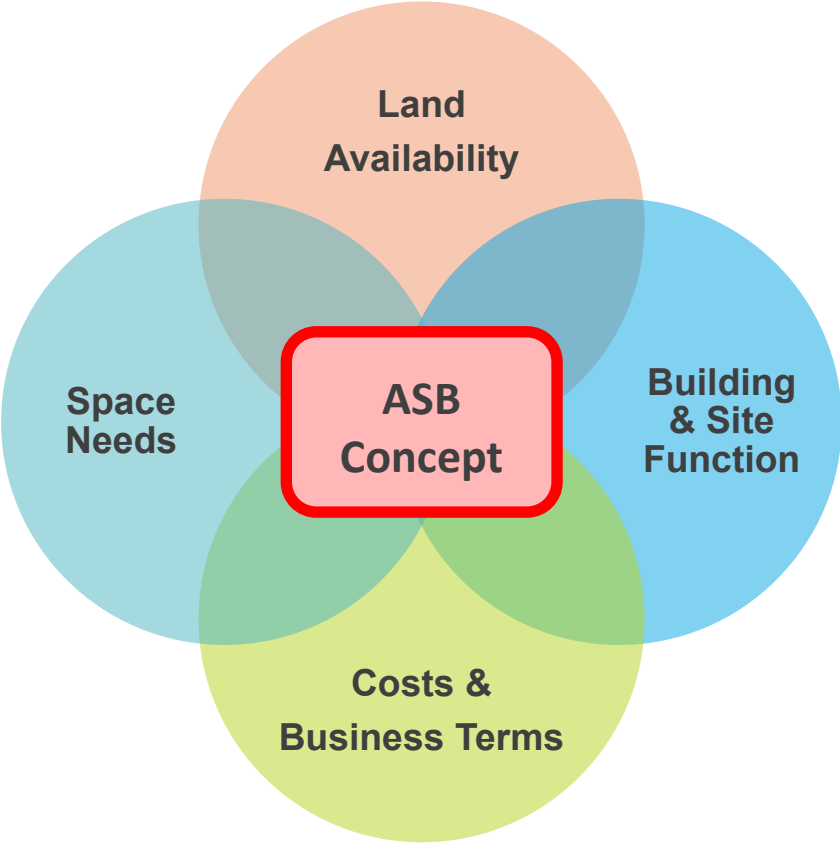
November 5, 2020

Concept Rendering



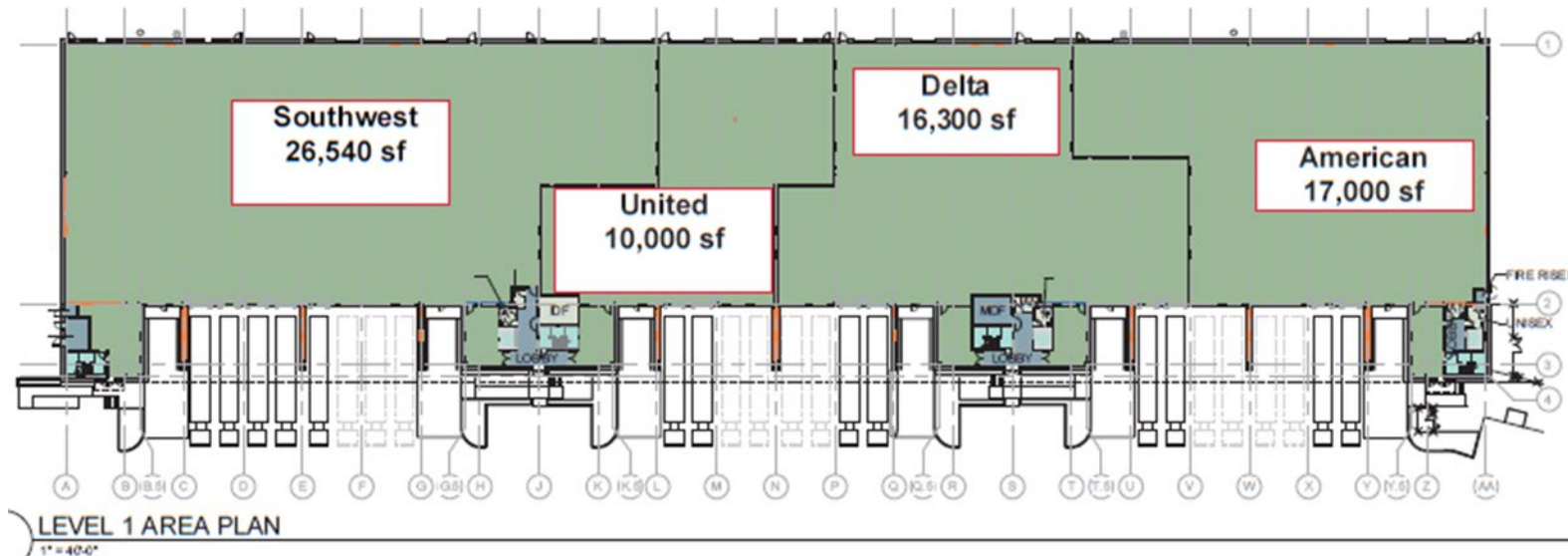
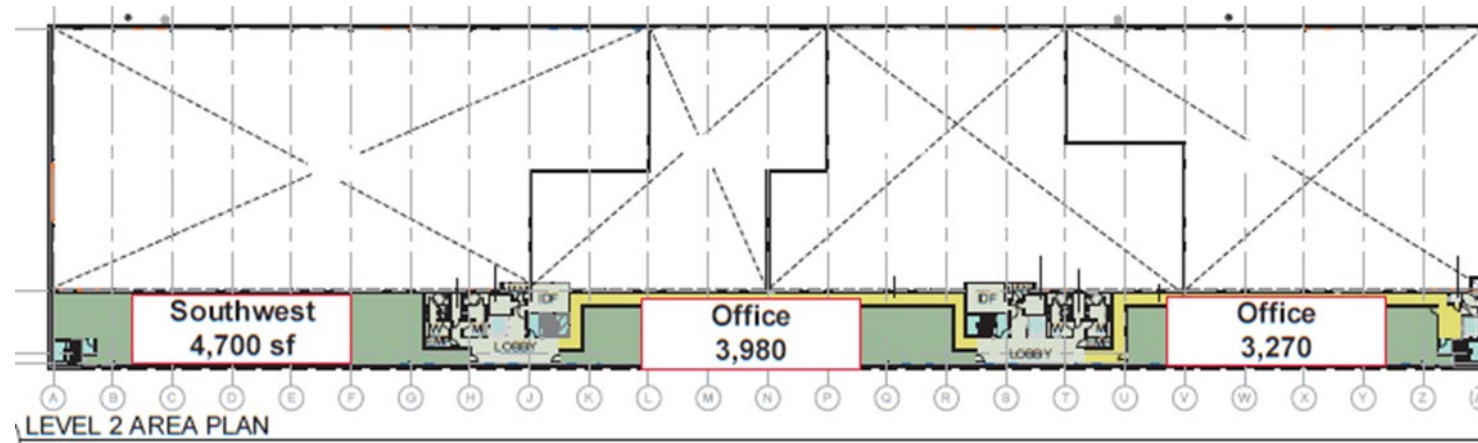
Concept Plan

Airline Engagement



*Notes: (1) Site and Building Plan subject to minor adjustments
 (2) Space Allocations indicated include ground floor and mezzanine areas

Space Allocation



Business Terms

Term	5 Years - Commencing July 1, 2021– June 30, 2026 (Option for 5 year extension by mutual agreement)
Site Area	±7.55 acres / 329,063 sqft.
Building Leasable	81,790 SF
Project Design & Construction	
• Base Building & Site Preparation by Authority	\$52,500,000 (Maximum Project Budget)
• Interior Space Buildout & Signage	Capital Investment by each Tenant (Financed by the Authority)
Tenant Rent	Pro Rata Share of Facility Rent + Land Rent
• Facility Rent	\$36.22 /sf/year (maximum) Based on est. project costs and interest equal to the 30 year revenue bond index rate.
• Tenant Improvement Rent	Authority funded amount (\$21,300,000 maximum) will be Amortized over 5 years with interest equal to the 30 year revenue bond index rate.
• Land Rent	\$11.78 /sf/year Based on Market Rate of \$5.21 /sf/year and Leasable SF
• Reconciliation	Tenant Rent will be reconciled to match as-built conditions of site size, project costs and associated debt service
Transition Rent	For the period between the date of beneficial occupancy and the formal commencement date of July 1, 2021, Tenants will pay a negotiated “Transition Rent” equal to the amount of rent paid at the existing belly cargo facility.
Common Area Maintenance	Provided by Authority or Designee; Tenants to reimburse CAM based on proportionate share

Rate Calculations

Facility Rent:

Building and Landside Costs of the Project	Amortization Period	Estimated Thirty Year Revenue Bond Index	Total Facility Rent
\$45,400,000	30 Years	3.80%	\$2,562,105

Tenant Improvement Amortization:

Costs of Tenant's Initial Tenant Improvements	Amortization Period	Estimated Thirty Year Revenue Bond Index	Annual Tenant Improvement Rent
\$21,300,000	5 Years	3.80%	\$4,757,708

Land Rent Allocation:

Annual Land Rent Rate	x	Site Size	=	Total Land Rent	÷	Tenant Exclusively Leased Space	=	Tenant Monthly Land Rent
\$5.21 /SF		184,908 SF		\$963,371		81,790 SF		\$11.78 psf/py

Staff Recommendation

Rescind Resolution No. 2019-0020 and Adopt Resolution No. 2020-0107, authorizing the President/CEO to negotiate, grant and execute Lease Agreements with Southwest Airlines, American Airlines, United Airlines, and Delta Airlines to occupy and use space within the newly developed Airline Support Building and associated landside and airside exterior areas to operate airline cargo services, aircraft provisioning, ground service equipment staging, parking and operations, and related activities with a length of term through June 30, 2026 and with the option for the respective parties to extend, by mutual consent, the Leases through June 30, 2031.



Questions?



STAFF REPORT

Meeting Date: **NOVEMBER 5, 2020**

Subject:

Approve and Authorize an Increase of \$21,300,000 to the FY2021- FY2025 Capital Improvement Program Budget to Fund Tenant Improvements to the Airline Support Building and Approve and Authorize an Increase of \$21,300,000 to the President/CEO's Authority to Negotiate and Execute Change Orders to the Contract with Sundt Construction, Inc. for the Airport Support Facilities Project at San Diego International Airport

Recommendation:

Adopt Resolution No. 2020-0111, approving and authorizing 1) an increase of \$21,300,000 to the Fiscal Year 2021 - Fiscal Year 2025 Capital Improvement Program Budget from \$3,728,201,069 to \$3,749,501,069; and 2) an increase of \$21,300,000 to the President/CEO's change order authority to the Airport Support Facilities contract with Sundt Construction, Inc., for a total change order authority of \$31,583,365.

Background/Justification:

The Airport Support Facilities Project ("ASF") at San Diego International Airport ("SDIA") consists of the following elements:

1. A new Facilities Management Department (FMD) campus on the northside of SDIA including an FMD administration building, FMD maintenance shops and a Procurement warehouse;
2. Stormwater storage cistern on the northside of SDIA;
3. Airport Fueling Operations (AFO) facility on the northside of SDIA;
4. Airside Operations Area (AOA) Gate P-018 replacement; and
5. Airline Support Building (ASB) on the southside of SDIA.

The San Diego County Regional Airport Authority ("Authority") Board ("Board") has adopted the following Resolutions related to the ASF Project:

- Resolution No. 2018-0047, adopted May 3, 2018, approved and authorized the President/CEO to: (1) execute a progressive design-build Contract with Sundt Construction, Inc., ("Sundt") and (2) negotiation and execute work authorizations for Validation Phase services in an amount not to exceed \$9,000,000 for the Airport Support Facilities Project ("ASF Project")
- Resolution No. 2018-0126, adopted November 1, 2018, approved and authorized the President/CEO to negotiate and execute: (1) the Validation Amendment to the Contract with Sundt, establishing a Maximum Contract Price ("MCP") of \$107.2 million and a Master Project Schedule ("MPS") within the Package 1 MCP for the design and construction of Package 1 and (2) work authorizations and a Guaranteed Maximum Price Amendment within the Package 1 MCP.

- Resolution No. 2019-0021, adopted February 7, 2019, approved and authorized the President/CEO to negotiate and execute: (1) a Second Amendment to the Contract with Sundt, establishing an amended MCP of \$150,103,880 and an amended MPS for Packages 1 and 2 of the ASF Project; and (2) Work Authorizations and a Guaranteed Maximum Price (GMP) Amendment within the amended MCP for Packages 1 and 2.
- Resolution No. 2020-0006R, adopted January 9, 2020, approved and authorized the President/CEO to negotiate and execute current and future change orders to the Contract with Sundt for the design and construction of the Airport Support Facilities Project in an amount not to exceed \$10,283,365 and increasing the contract duration from 903 to 1211 calendar days.

Since the most recent Board action, construction has been completed on the new FMD administration building, FMD maintenance shops, the Procurement warehouse, and operations have commenced from these new facilities. The stormwater cistern was substantially completed on September 5, 2020 and is currently being commissioned. Construction of the AFO building is complete, with completion of the associated fuel truck parking area scheduled for November 11, 2020. Construction of the core and shell of the ASB is scheduled to be substantially complete on December 1, 2020, and construction of the relocated AOA Gate P-018 is scheduled to be substantially complete on December 18, 2020.

In addition, the Authority has been in negotiations with multiple entities to lease space within the ASB. Southwest Airlines (“SWA”), American Airlines (“AAL”), United Airlines (“UAL”), and Delta Airlines (“DAL”) have expressed interest in leasing space within the ASB as has the San Diego Airlines Consortium (“SANCO”). As part of the lease negotiations, the Authority has agreed to fund the costs of the airlines’ and SANCO’s Tenant Improvements (“TI”) using Authority funds through the Capital Improvement Program (“CIP”). The airlines and SANCO will reimburse the Authority over the term of the lease.

The current expected TI costs per tenant are described below:

Tenant	Current Expected Cost
American Airlines	\$ 4,600,000
Delta Airlines	\$ 4,500,000
Southwest Airlines	\$ 10,000,000
United Airlines	\$ 2,000,000
SANCO	\$ 200,000
Total	\$ 21,300,000

To incorporate these costs into the CIP, staff requests that the Board approve and authorize an increase of \$21,300,000 to the Fiscal Year 2021-Fiscal Year 2025 CIP from \$3,728,201,069 to \$3,749,501,069. Additional background on the financial impacts of this increase to the CIP, including anticipated funding sources, are stated in the Fiscal Impact section of this Staff Report.

The Authority and airline tenants are currently negotiating how the actual design and construction of the TI work will be completed. SWA and UAL have indicated that currently, they expect to complete the TI design and construction themselves. AAL, DAL, and SANCO have requested that the Authority manage their TI design and construction utilizing the Authority's contract with Sundt. Authority staff are continuing negotiations to determine the most cost effective and time efficient method to complete the TI work. Regardless of the method of design and construction utilized, the initial design and construction costs will be funded by the Authority as part of the CIP and reimbursed by the airlines and SANCO pursuant to their leases.

Board Policy 5.02(4)(b)(iii) provides the President/CEO authority to negotiate and execute contract change orders for up to 4% of the value of a contract. Board Resolution No. 2020-0006R increased the President/CEO's authority to negotiate and execute change orders to the contract with Sundt in an amount not to exceed \$10,283,365.

Should the Authority, the airlines, and SANCO conclude that the most cost-effective and time-efficient method to implement the TI work is to utilize the Sundt contract, additional change orders, not to exceed \$21,300,000, would be required. For this reason, staff requests that the Board approve and authorize an increase of \$21,300,000 to the President/CEO's change order authority to the Sundt contract, providing the President/CEO with a total change order authority of \$31,583,365. Change orders will only be issued to implement TI work for those ASB tenants choosing to utilize the Authority contract with Sundt

The table below outlines the total Sundt contract change order authority being requested for the President/CEO:

Description	Amount
Authorization per Board Policy 5.02(4)(b)(iii)	\$ 6,004,155
Additional Authorization by Board Resolution 2020-0006	\$ 4,279,210
Additional Authorization Currently Requested	\$ 21,300,000
Total Change Order Authorization Including Current Request	\$ 31,583,365

Should the Board approve this request, staff will work with Sundt to utilize the same collaborative design process and the same competitive subcontracting processes used for the remainder of the ASF project. All costs will be subject to Authority review and approval per the terms of the Authority contract with Sundt.

Fiscal Impact:

With the adoption of the proposed addition to the Capital Improvement Program, adequate funds for the Sundt Construction, Inc., Contract to construct the Airport Support Facilities Project and certain Airline Tenant Improvements will be included within the Board approved FY2021 - FY2025 Capital Program Budget. Sources of funding for this project include Airport Revenue Bonds and Airport Cash. The tenant improvements will be repaid by the Airline Tenants to the Authority over the first five year lease plus interest.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

Environmental Review:

- A. CEQA: Based upon an Initial Study prepared in January 2018 evaluating the potential environmental impacts of the proposed project, a Notice of Exemption was prepared and filed with the County of San Diego Clerk on January 22, 2018, determining that the new Airline Support Building was categorically exempt under CEQA Sections 15301 – Existing Facilities – Class 1; 15302 – Replacement or Reconstruction – Class 2 and 15304 Minor Alternations to Land – Class 4. The proposed tenant improvements within the interior of the Airline Support Building would not have a significant effect on the environment as defined by the California Environmental Quality Act (“CEQA”), as amended, 14 Cal. Code Regs. Section 15378. Therefore, this Board action is not a “project” subject to CEQA, Pub. Res. Code Section 21065.
- B. California Coastal Act Review: A coastal development permit (CDP No. 6-19-0348) for the new Airline Support Building was approved and issued on December 12, 2019 by the California Coastal Commission. Because the proposed tenant improvements are within the interior of the Airline Support Building, this Board action is not a “development” as defined by the California Coastal Act Pub. Res. Code Section 30106.
- C. NEPA: The new Airline Support Building received an affirmative Section 163 determination by the Federal Aviation Administration (“FAA”) on May 12, 2020. This Board action is not a project that involves additional approvals or actions by the Federal Aviation Administration (“FAA”) and, therefore, no formal review under the National Environmental Policy Act (“NEPA”) is required.

Application of Inclusionary Policies:

The Authority has the following inclusionary programs/policy: a Disadvantaged Business Enterprise (DBE) Program, an Airport Concession Disadvantaged Business Enterprise (ACDBE) Program and Policy 5.12. These programs/policy are intended to promote the inclusion of small, local, service disabled/ veteran owned small business, historically underrepresented businesses and other business enterprises, on all contracts. Only one of the programs/policies named above can be used in any single contracting opportunity.

No preferences were applied to the award of the Contractor Agreement with Sundt; however, Sundt's proposal included commitments for Small Business (SB), Local Business (LB), and Service Disabled/Veteran Owned Small Business (SD/VOSB) participation, and Sundt is required by the contract to work with the Authority in accordance with their Inclusionary Approach and Outreach Plan to maximize participation of small, local, historically underutilized and service disabled/veteran owned small businesses.

Prepared by:

DENNIS PROBST
DEVELOPMENT: VICE PRESIDENT & CHIEF DEVELOPMENT OFFICER

RESOLUTION NO. 2020-0111

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, APPROVING AND AUTHORIZING 1) AN INCREASE OF \$21,300,000 TO THE FISCAL YEAR 2021 - FISCAL YEAR 2025 CAPITAL IMPROVEMENT PROGRAM BUDGET FROM \$3,728,201,069 TO \$3,749,501,069; AND 2) AN INCREASE OF \$21,300,000 TO THE PRESIDENT/CEO'S CHANGE ORDER AUTHORITY TO THE AIRPORT SUPPORT FACILITIES CONTRACT WITH SUNDT CONSTRUCTION, INC., FOR A TOTAL CHANGE ORDER AUTHORITY OF \$31,583,365

WHEREAS, the Airport Support Facilities Project ("ASF") at San Diego International Airport ("SDIA") consists of multiple elements, including a new Facilities Management Department (FMD) campus, Procurement warehouse, stormwater storage cistern, and Airport Fueling Operations (AFO) facility on the northside of SDIA; and a relocated Airside Operations Area (AOA) gate and Airline Support Building (ASB) on the southside of SDIA; and

WHEREAS, the San Diego County Regional Airport Authority ("Authority") Board ("Board") has previously adopted Resolution No. 2018-0047, Resolution No. 2018-0126, Resolution No. 2019-0021, and Resolution No. 2020-0006R related to the ASF Project; and

WHEREAS, Sundt Construction, Inc., is the contractor responsible for the design and construction of the ASF project; and

WHEREAS, construction on the new FMD campus and the Procurement warehouse is complete; and

WHEREAS, the stormwater cistern was substantially completed on September 5, 2020 and is currently being commissioned; and

WHEREAS, construction of the AFO building is complete, with completion of the associated fuel truck parking area scheduled for November 11, 2020; and

WHEREAS, construction of the core and shell of the ASB is scheduled to be substantially complete on December 1, 2020; and

WHEREAS, construction of the relocated AOA gate is scheduled to be substantially complete on December 18, 2020; and

WHEREAS, the Authority has been in negotiations with multiple entities to lease space within the ASB, and Southwest Airlines, American Airlines, United Airlines, and Delta Airlines have expressed interest in leasing space within the ASB as has the San Diego Airlines Consortium (“SANCO”); and

WHEREAS, as part of the lease negotiations, the Authority has agreed to fund the costs of the airlines’ and SANCO’s tenant improvements (“TI”) using Authority funds through the Capital Improvement Program (“CIP”); and

WHEREAS, the airlines and SANCO will reimburse the Authority over the term of the lease; and

WHEREAS, to incorporate these costs into the CIP, staff requests that the Board approve and authorize an increase of \$21,300,000 to the Fiscal Year 2021-Fiscal Year 2025 CIP from \$3,728,201,069 to \$3,749,501,069; and

WHEREAS, the Authority and airline tenants are currently negotiating the most cost effective and time-efficient method to complete the actual design and construction of the TI work, either with the tenants completing the design and construction of the TI work themselves or utilizing the Authority’s existing contract with Sundt to complete the design and construction of the TI work; and

WHEREAS, regardless of the method of design and construction utilized, the initial design and construction costs will be funded by the Authority as part of the CIP and reimbursed by the airlines and SANCO pursuant to their leases; and

WHEREAS, Board Policy 5.02(4)(b)(iii) provides the President/CEO authority to negotiate and execute contract change orders for up to 4% of the value of a contract; and

WHEREAS, Board Resolution No. 2020-0006R increased the President/CEO’s authority to negotiate and execute change orders to the contract with Sundt in an amount not to exceed \$10,283,365; and

WHEREAS, should the Authority, the airlines, and SANCO conclude that the most cost-effective and time-efficient method to implement the TI work is to utilize the Sundt contract, additional change orders, up to \$21,300,000, would be required; and

WHEREAS, staff requests that the Board approve and authorize an increase of \$21,300,000 to the President/CEO’s change order authority to the ASF contract for a total change order authority of \$31,583,365; and

WHEREAS, change orders will only be issued to Sundt to implement TI work for those ASB tenants choosing to utilize the Authority contract with Sundt.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves and authorizes an increase of \$21,300,000 to the Fiscal Year 2021 - Fiscal Year 2025 Capital Improvement Program Budget from \$3,728,201,069 to \$3,749,501,069; and

BE IT FURTHER RESOLVED that the Board hereby approves and authorizes an increase of \$21,300,000 to the President/CEO's change order authority to the Airport Support Facilities contract with Sundt Construction, Inc., for a total change order authority of \$31,583,365; and

BE IT FURTHER RESOLVED that the Authority and its officers, employees, and agents hereby are authorized, empowered, and directed to do and perform all such acts as may be necessary or appropriate in order to effectuate fully the foregoing resolution; and

BE IT FURTHER RESOLVED that the proposed tenant improvements within the interior of the Airline Support Building would not have a significant effect on the environment as defined by the California Environmental Quality Act ("CEQA"), as amended, 14 Cal. Code Regs. Section 15378 and, therefore, this Board action is not a "project" subject to CEQA, Pub. Res. Code Section 21065; and

BE IT FURTHER RESOLVED that a coastal development permit (CDP No. 6-19-0348) for the new Airline Support Building was approved and issued on December 12, 2019 by the California Coastal Commission and because the proposed tenant improvements are within the interior of the Airline Support Building, this Board action is not a "development" as defined by the California Coastal Act Pub. Res. Code Section 30106; and

BE IT FURTHER RESOLVED that the new Airline Support Building received an affirmative Section 163 determination by the Federal Aviation Administration ("FAA") on May 12, 2020 and that this Board action is not a project that involves additional approvals or actions by the Federal Aviation Administration ("FAA") and, therefore, no formal review under the National Environmental Policy Act ("NEPA") is required.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 5th day of November, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

**APPROVE AND AUTHORIZE AN INCREASE OF \$21,300,000 TO THE
FY2021-FY2025 CAPITAL IMPROVEMENT PROGRAM BUDGET TO
FUND TENANT IMPROVEMENTS TO THE AIRLINE SUPPORT
BUILDING**



Presented by:

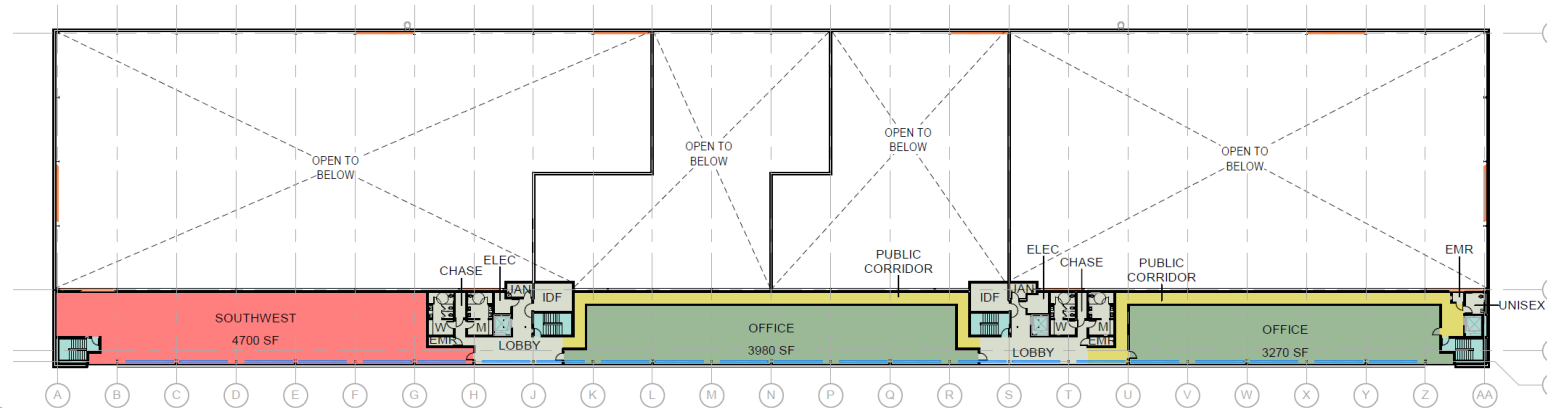
Dennis Probst

Vice President, Development

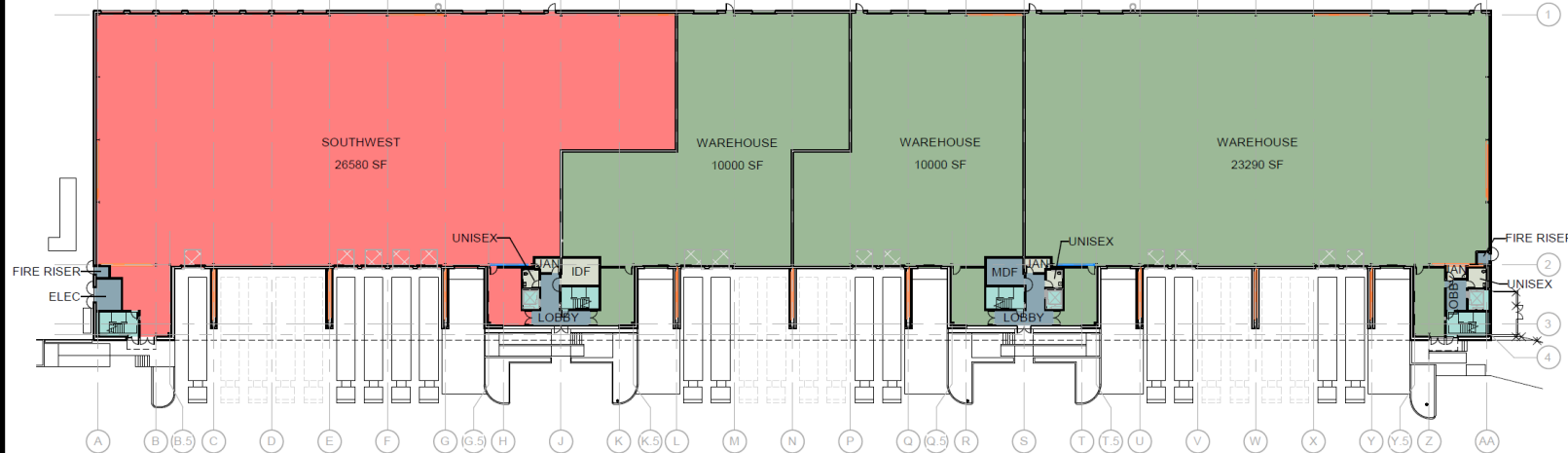
Airline Support Building



Airline Exclusive Use Space



2



1

Finance Amount by Tenant

Airline Tenant	Cost of Initial Tenant Improvement
Southwest Airlines	\$10,000,000
American Airlines	\$4,600,000
Delta Airlines	\$4,500,000
United Airlines	\$2,000,000
SANCO	\$200,000
Total Financed By Authority	\$21,300,000

- Staff is seeking to increase the Capital Improvement Budget by \$21,300,000 at the November 3rd Board Meeting.
- Amounts are not to exceed.
- Authority through the Airline Support Building lease will recover these costs plus interest over 5 years.

Capital Program Budget Summary

FY 2020 - 2024 Beginning Capital Budget	\$ 725,974,186
Terminal 2 West FIS Build-out	<u>229,474,214</u>
Total FY 2020 - 2024 Beginning Capital Program Budget	\$ 955,448,400
Airport Development Plan (ADP)	\$ 3,000,000,000
FY 2020 - 2024 Project Closeouts/Adjustments	<u>(332,385,185)</u>
FY 2020 - 2024 Ending Capital Program Balance	\$ 3,623,063,215
FY 2021 - 2025 Capital Projects/Adjustments/Allowances	\$ <u>105,137,854</u>
Board Approved FY 2021 - 2025 Capital Program Budget	\$ <u>3,728,201,069</u>
Airport Support Building Build-out (Budget Estimate Provided by Airlines)	\$ 21,300,000 *
Proposed FY 2021 - 2025 Capital Program Budget	\$ <u>3,749,501,069</u>

* Pending Board approval

Airline Support Building (ASB) Tenant Improvement Timeline

• Board Authorizes Lease	November 2020
• Board Authorizes increase to Capital Improvement Program	November 2020
• Board Authorizes increase to Sundt contract for TI work	November 2020
• Tenant Improvement Construction Begins	December 2020
• Tenant Improvement Construction Complete	May 2021
• Demo of Existing Airline Support Buildings Begins	Summer 2021

Staff Recommendation

Adopt Resolution No. 2020-00___, approving and authorizing 1) an increase of \$21,300,000 to the Fiscal Year 2021 - Fiscal Year 2025 Capital Improvement Program Budget from \$3,728,201,069 to \$3,749,501,069; and 2) approving and authorizing an increase of \$21,300,000 to the President/CEO's change order authority to the Airport Support Facilities contract with Sundt Construction, Inc., for a total change order authority of \$31,583,365.

STAFF REPORT

Meeting Date: **NOVEMBER 5, 2020**

Subject:

Open Taxi System Transition Update

Recommendation:

Accept the report.

Background/Justification:

This report is intended to inform on the upcoming San Diego International Airport transition to an Open Taxi Operating System on January 1, 2021. This report provides background and information on the history of taxicab permitting and operations at the Airport, details and proposed system parameters of the new operating system, and information gathering, outreach, and collaboration efforts among the San Diego taxi industry, MTS, Authority Staff, and others.

1. History of Taxicabs in San Diego and at San Diego International Airport (SAN or Airport)

Taxicab administration in the City of San Diego (City) is managed by the For-Hire Vehicle Administration unit of the Metropolitan Transit System (MTS), with oversight by the City. Pursuant to a vote of the San Diego City Council in fall of 2014, the cap on taxi medallions was lifted on April 1, 2015. Before the lifting of the cap, there were approximately 990 taxi medallions issued.

After the cap was lifted, and in the subsequent year, the number of taxicab medallions and open applications climbed to nearly 1,400. However, with the rise of Transportation Network Companies (TNCs) – mainly Uber and Lyft, which began service in the region starting in late 2014 – the available supply of taxi fares dwindled significantly year over year, both on and off Airport. TNC companies have severely impacted the viability and economic opportunity of the taxicab industry by offering lower fares, immediate app-based on-demand pickup, cashless online payment with tipping, and automated trip tracking, account setup, and customer feedback.

As of October 8, 2020, there were only 683 taxi permits outstanding with MTS. Of these, 333 were temporarily surrendered due to the current COVID-19 downturn, leaving only 350 active taxi permits operating in San Diego. It is likely that most of these also have Airport permits.

TNCs are regulated by the California Public Utilities Commission (CA PUC), which also regulates Charter vehicles (limousines, black cars, and luxury vans), Vehicles for Hire, and other modes. Taxis have operated at the Airport for many

years, and TNCs were first legally regulated on-airport starting with a pilot program in July 2015.

Taxi companies have historically been organized around Radio Services. These have been radio base station and dispatch offices, usually operated by the larger company operators, who have also invited other smaller taxi companies to subscribe to their radio service. These services have historically offered dispatch capability, administration and billing, and even shop/garage/repair services.

These radio services have historically provided a loose organizational and administrative structure to the industry. With the rise of TNCs, the lifting of the cap, and the use of a handheld radio in every driver's pocket – the cellphone – these radios services have become less centralized and administration and communication has become more disaggregated.

In a system of limited taxi medallion supply, taxi medallions accrue an off-book, inflated value, or “underground market” price, due to the economic opportunity that comes with the “right” to a closed market. This is the case for the taxi industry worldwide. Before the rise of TNCs, taxi medallions in New York could be sold for as much as \$1.5 million. In San Diego, the off-book price of a taxi medallion was as high as \$130,000 before the City of San Diego lifted the cap on April 1, 2015.

The same is true for the Airport permit before the January 1, 2021 transition to an open system. For this reason, beginning July 1, 2014, the Airport discouraged the off-book selling of Airport permits by imposing a one-time transfer limit, and a transfer fee of \$3,000.

The rise of TNCs has dramatically changed the landscape of the taxi industry in San Diego; even though these two modes are regulated by separate entities: 1) Taxis, locally, by the MTS/City of San Diego; and 2) and TNCs, statewide, by the CA PUC. There have been calls by the taxi industry and other commercial modes to minimize preference and equalize access, regulations, supply management, vehicle requirements, and economic opportunity by “levelling the playing field.”

Most commercial-mode regulatory bodies have adjusted requirements, in the following areas, to meet this transportation industry trend:

- a. Regulatory fees;
- b. Vehicle type;
- c. Vehicle age;
- d. Registration – salvage, private vs. commercial;
- e. Driver tracking and training;
- f. Insurance type and limits;
- g. Technology requirements for radio, GPS, payment equipment, trip tracking, etc.;
- h. Vehicle markings, paint, and signage;
- i. Business entity and requirements; and
- j. Permit requirements and transferability, etc.

Where possible, to avoid maintaining additional or redundant requirements, the Authority has adjusted its Codes, Policies, and Rules & Regulations to match regulatory changes by other agencies, including, in the case of taxicabs, those imposed by the City/MTS.

Some of the regulatory and equipment differences between Airport permitted modes are shown below in Table 1.

Table 1 - Level Playing Field Issues

		Requirements are Similar			Differences Exist
No.	PERMIT REQUIREMENTS	TAXI	TNC	VFH	CHARTER
1	Regulated by	MTS	CA PUC	CA PUC	CA PUC
2	Airport Permit Required	Each Vehicle	Company	Each Vehicle	Each Vehicle
3	Total Authorized Companies	450	10	9	No Limit
4	Total Vehicles	450	No Limit	No Limit*	No Limit
5	Vehicle	Commercial	Private	Commercial	Commercial
6	Vehicle Age	Less than 10 years*	Less than 10 years	Less than 10 years*	Less than 10 years
7	Vehicle Inspections	Older than 7 years	Older than 7 years	Older than 7 years	Older than 7 years
8	Driver Background Checks	Yes	Yes	Yes	Yes
9	Driver "Known Terrorist" Check	Yes	Yes	Yes	Yes
10	Driver "Sex Offender Database" Check	Yes	Yes	Yes	Yes
11	Driver DMV Check	Yes	Yes	Yes	Yes
12	Airport Driver Badge	No	No	No	No
13	Sherriff's Placard	Yes	No	No	No
14	Company Driver Identification	Yes	Yes	Yes	Yes
15	Trade Dress	Yes	Yes	Yes	Yes
16	GHG Requirements	Yes	Yes	Yes	Exempt
17	Vehicle Conversion	Yes	Yes	Yes *	Yes
18	Trip Fees/Permit Fees	Per Trip	PUDO	Per Trip	Annual Fee
19	Insurance - Worker's Comp	Yes	Yes	Yes	Yes
20	Insurance - Commercial Liability	\$350,000	\$1,000,000	\$1,000,000	\$750,000
21	Insurance - Auto Liability	\$350,000	\$1,000,000	\$1,000,000	\$750,000

2. Stakeholder Involvement

By their nature, airports are complex facilities that involve a wide range of stakeholders who often have differing objectives. Airport stakeholders can be internal and external, and may include airlines, employees, tenants, passengers, government authorities, local communities, suppliers, media, and unions.

Airport Ground Transportation (GT) staff work continually with all GT stakeholders, including transportation providers, to improve safety and efficiency and enhance the customer experience. Here at SAN, the list of GT stakeholders includes:

- a. Airport passengers/travelers and meter-greeters, who drive through the facility and/or park in Airport parking lots;
- b. Authority staff, including GT, Airport Traffic Officers (ATOs), Terminal Operations, Facilities Management, Information & Technology Services, and Development;
- c. Transportation industry providers for all commercial modes – Taxis, Charters, Vehicles for Hire, TNCs, Off-airport parking, Hotel/Motel, and others;

- d. Contract providers for safety and security, policing/public safety, parking and shuttle operators, etc.;
- e. Tenant service providers including commercial freight, terminal services, maintenance and repair, etc.;
- f. The City of San Diego and MTS – which regulates several local transportation modes;
- g. The members of the former Ground Transportation Ad Hoc Committee (GTAC), which the Board created in late 2018 and existed for a period of approximately eight months (described in section 3 below)

3. History of GTAC

On October 4, 2018, the Authority Board adopted Resolution No. 2018-0118R authorizing the creation of the GTAC for a limited duration not to exceed eight (8) months. The Resolution arose from Board meeting discussions around ground transportation operations, including: operating permits for commercial ground transportation providers, permit renewals, fee exemptions, the opening of the Airport to all MTS permitted taxis, Transportation Network Company (TNC) operations, and other operational issues.

The GTAC was created to bring many of the GT stakeholders together for collaboration, cooperation, and discussion around transportation issues. The GTAC committee members represented a broad spectrum of the San Diego transportation industry and partners. The membership criteria for the GTAC is shown below in Table 2. A list of the GTAC committee members is included with this report as Attachment A.

Members	Description
1-3	Three voting members from the San Diego County Regional Airport Authority Board
4-6	A single representative from each of the current Taxicab Memorandum of Agreement signatories
7-8	A single representative from each of the current Vehicle for Hire Memorandum of Agreement signatories
9-11	A single representative from three of the permitted Transportation Network Companies (TNC)
12-14	Three (3) representative leased-vehicle drivers from the non-airport taxicab (Metropolitan Transit System (MTS) -permitted) stakeholder pool who currently sit on the MTS Technical Advisory Committee (TAC) *
15	A single representative from MTS staff with responsibilities for taxicab operations
16	One representative from the California Public Utilities Commission (CA PUC)
17	One representative from the United Taxi Workers San Diego (UTWSD)
18-25	Other member or resident with knowledge, involvement, or participation in the San Diego County commercial ground transportation industry **

The purpose of the GTAC was to:

- a. Where possible, promote equity and fairness in vehicle, environmental, permitting, and operating requirements across commercial modes operating at San Diego International Airport; and
- b. Establish parameters for long-term ground transportation environmental (i.e. Alternative Fuel Vehicles) and operations strategy (including potential changes to taxi, VFH, TNC or charter operations).

The GTAC was tasked with preparing the following deliverables:

- a. A report outlining differences in mode vehicle, environmental standards, permitting, and operating requirements including a list of actions that can be taken and the responsible jurisdictions;
- b. Parameters for a long-range operating strategy with a timeline and the actions necessary to implement; and
- c. Parameters for a long-range ground transportation environmental program, also with a timeline and the action steps necessary to implement.

The GTAC met monthly between November 2018 and May 2019, with an additional special meeting in February 2020 inviting subject-matter experts to enrich the collaboration with information about state-of-the-art technologies and best practices in ground transportation. Throughout the seven-month process, the committee emphasized finding solutions, recommendations, and initiatives that could be applied across modes, for the benefit of both the Airport and the broader transportation industry. The committee members worked collaboratively to successfully fulfill the purpose of the committee and deliver relevant recommendations in several key focus areas.

The work effort of the GTAC shaped the development of a Ground Transportation Collaborative Framework Document (Framework Document) against which all future Ground Transportation initiatives, policies, and requirements may be evaluated. One of the 27 specific actions from the Framework Document was to transition the Airport to an open taxi system by January 1, 2021. At the GTAC's final meeting on May 14, 2019, the GTAC's three voting members unanimously recommended that the Board adopt the Framework Document. It was subsequently unanimously adopted at the Board's July 1, 2019, meeting.

A copy of the GTAC Collaborative Framework Document is included with this report as Attachment B.

4. Authority Management of Taxis

Airport taxicabs are managed, along with all other commercial modes, by the Ground Transportation department. The GT permitting and ATO staff handle all day-to-day permitting, registration, compliance, customer service, and enforcement activities. GT also contracts with a third-party, contract provider to help with curbside management, vehicle tracking, taxi hold lot operations, and other services on a day-to-day basis. Since the time of the San Diego Unified Port District operating the Airport, the Airport has only authorized 450 taxicab permits – or “Rights to Operate” on Airport. These permits are split into “ALL” permits and “A” or “B” permits. The ALL permits allow every-day operations; the A and B permits can only operate every other day.

A breakdown of the issued Airport Taxicab Permits is shown below in Table 3.

Table 3 - Taxi Decals and Permits as of 06/23/2020

Decal Type	Taxi Vehicles	Operating Days	Permit Count
Total Authorized =	366		450
<i>Less Permits Issued:</i>			
A1	34	1	34
A2	34	1	34
A3	34	1	34
A4	35	1	35
B1	35	1	35
B2	35	1	35
B3	35	1	35
B4	35	1	35
ALL	89	2	177
<i>Spares (not counted in total)</i>	-		(4)
Total Issued =	366		450
Total Available =	0		(0)

Airport permits are assigned/issued to 366 MTS permitted taxicab vehicles. While any City taxi may drop off at the Airport, only those 366 Airport-permitted taxicabs are allowed to pick up passengers at the Airport. Since the lifting of the cap by the City, the Airport has received continuous pressure by the taxi industry's non airport taxis and driver union to "open" the Airport and allow any City taxi to also be able to pick up at the Airport, similar to when the City/MTS lifted the cap on medallions. This effort by members of the off-airport taxi industry has been framed as a public policy and economic opportunity equality issue, and it has been the subject of numerous public comment sessions and agenda items since 2015.

In 2019, as part of approving the adoption of the Framework Document and the 27 specific actions developed and recommended by the GTAC, the Authority Board settled this issue and voted to open the Airport to all City taxis as of January 1, 2021. Since that action on July 1, 2019, staff has been collaborating with the taxi industry and others to define system parameters and develop operating, regulatory, and technological requirements to support the transition to an open taxi system. These parameters touch on all areas of on-airport taxicab management including:

- a. Who participates, and at what level of access;
- b. Operating schedules or open access;
- c. Taxicab capacity and supply management;
- d. Administration and communication;
- e. Permitting and on-boarding;
- f. Costs and fee collection;
- g. Payment processing and registration;

- h. Authority collaboration with MTS;
- i. Training and education on Airport processes;
- j. Quality control;
- k. The customer experience;
- l. Day-to-day operations;
- m. Technology;
- n. Environmental issues and requirements; and
- o. Data tracking and analysis.

These parameters are being considered and developed using the GTAC guiding principles:

- a. Alignment with mission, goals, and strategies;
- b. Alignment with local & state requirements;
- c. Engage local & state agencies to address congestion, environmental & other issues;
- d. Maximize flexibility, promote economic/environmental sustainability; comprehensive approach, aligned with regional transportation strategies;
- e. Minimal unnecessary trips and congestion; and
- f. Ongoing reporting, transparent communication, & feedback opportunities.

Customer service and the customer experience are a top priority for the Airport. As an industry with a large and disaggregated ownership base, driver training, customer service standards, vehicle condition, and operating standards are quite varied. The Airport relies on GT staff (particularly the ATOs), contract partners, and industry partners to ensure robust customer service standards and a satisfactory customer experience.

5. Process of Communicating with Industry – Memorandums of Agreement (MOAs)

Another way that the Authority has managed taxicab operations and performance standards was with the establishment of MOAs with industry partners. In 2011, to meet the Board's request for more robust customer service conversations and measurement criteria, the Authority mandated the creation of MOAs. The MOA organizations were required to register as a business entity and solicit membership from the Airport taxi permit operator pool; with the requirement that every Airport taxi permit holder must be a member of an MOA.

The purpose of the MOAs was to foster more robust communication and collaboration between the Authority and taxicab industry partners. These MOAs outlined certain operational, regulatory, and technology requirements in the following areas:

- a. Taxicab safety, condition and appearance;
- b. Driver Training, Customer Service, and Professionalism;
- c. Taxicab Availability;
- d. Passenger Wait Times;
- e. Taxicab Modernization- Systems, Equipment and Operations;
- f. Taxicab Modernization- Conversion;

- g. Dispatch Operations and Customer Service Representative (“CSR”) Personnel;
- h. Americans with Disability Act (“ADA”) Services; and
- i. Industry Communication and Collaboration.

Three MOAs were initiated in 2011 for a three-year period and renewed subsequently, several times, with the latest renewal set to expire on January 1, 2021, in conjunction with the transition to an open taxi system. Under the previous taxi MOA model, GT met with the MOA members semi-monthly to discuss operational, regulatory, and technology issues. At these meetings, staff and MOA members reviewed citations and violations, performance metrics, trip data, operational issues, and updates to the Airport and the transportation industry.

While the current MOA members have expressed interest in carrying forward the MOA relationship model, there is no requirement that the Authority do so.

Current MOA company and vehicle membership is displayed below in Table 4.

Table 4 - Taxi MOA Member Companies and Vehicles

Operator Type	MOA Consortium	# of Companies	% of Companies	# of Vehicles	% of Vehicles
Taxi	SDTA – San Diego Transportation Association	92	48%	227	62%
Taxi	STXA – San Diego Taxi Association	60	31%	79	22%
Taxi	ICOA – Independent Cab Owners Association	41	21%	60	16%
		193	100%	366	100%

Other local taxi industry parties have also expressed interest in joining the MOA model, including the United Taxi Workers of San Diego (UTWSD) and Airport Dispatch. While perpetuating the MOA model is one way to manage the industry relationship with taxis in the City, it is not the only option. Additionally, there are political and representational concerns with the Airport mandating an intermediate regulatory layer that gives preference or influence to certain industry members.

While staff maintains records of MOA meetings and topics discussed, the MOAs have not been required to provide any internal documentation to the Authority, with the exception of:

1. Business license;
2. Articles of incorporation; and
3. Member listings – on a quarterly basis.

As part of the transition process and to assess the organizational strength and information conduits of the MOA, staff requested the following information from the MOAs on October 2, 2020:

1. Most recent business license;
2. Corporate charter;
3. Bylaws;
4. List of officers;

5. Updated list of authorized signatories;
6. Associated radio services – if applicable;
7. List of services/benefits offered to members ;
8. Requirements for membership;
9. Member name roster/listing;
10. List of member taxi companies;
11. List of associated MTS taxi medallions;
12. Schedule of dues/fees;
13. Schedule of meetings held for last 24 months, with location;
14. Copies of meeting agenda or minutes for last three meetings – if available;
15. Most recent annual financial reports – if available; and
16. Total amount of fees collected – for each of the last three years.

This information was requested from each of the three active MOAs (ICOA, SDTA, and SDTXA); as well as from the UTWSD, which has requested to be added as a new MOA member after the transition. As of October 28, 2020, none have supplied any of the requested information.

A copy of the information requested from the MOAs is included with this report as Attachment C.

MTS already has a taxi industry representational structure in place, which holds regular meetings, along with a subcommittee working group that addresses various operational and regulatory issues. The MTS Taxicab Advisory Committee (TAC) and Workshop on Regulatory Matters (WORM) Subcommittee hold regular meetings to discuss taxi operations.

These two groups are made up of nominated, elected, and appointed taxi industry members from companies of various sizes; along with lease drivers, politicians, regulatory personnel, union representation, lobbyists, and Airport staff members.

6. Inclusion of Industry Members

To ensure inclusion of the industry after transition, staff intends to leverage these existing relationships, partner with MTS, and rely on and bolster the existing MTS industry representational structure to communicate with the taxi industry and maintain effective operational controls.

- Information about the MTS TAC and WORM committees can be found on the MTS website: <https://www.sdmts.com/about-mts-for-hire-vehicle-administration/advisory-committee>.
- Further information on MTS TAC and WORM Committee membership is included in this report as Attachment D.
- More information about the MTS TAC guidelines is included in this report as Attachment E.

Authority staff will promulgate information and enable online training that will be available to all existing and new taxicab permit applicants before the transition. Information that was previously provided and discussed in the semi-monthly meetings will be posted to the GT webpage for all to view, and operational items can be discussed with MTS and the taxi industry as part of the existing TAC and WORM meeting agendas. Operational, regulatory, and technological requirements for operating on airport can also be included in the taxi permit itself.

7. COVID-19 Activity Reductions

Airport passenger activity level reductions due to the COVID-19 pandemic have severely affected transportation businesses that operate on airport. Ground Transportation modes (Taxis, TNCs, VFH, and Charters) have seen significant reductions in customer trips and related operating revenue.

Detailed information from the effect of COVID-19 on enplanements and Taxi trips is displayed below in Table 5.

Table 5 - Year over Year Enplanement and Taxi Trip Data

Enplanements											
Year/Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YTD	
CY-19 Enplanements	895,859	847,912	1,056,861	1,052,524	1,070,628	1,147,974	1,238,315	1,202,469	1,202,469	9,715,011	
CY-20 Enplanements	953,280	899,877	486,659	36,839	95,386	210,238	305,716	333,490	311,244	3,632,729	
% Change from Prior Year	6.4%	6.1%	-54.0%	-96.5%	-91.1%	-81.7%	-75.3%	-72.3%	-74.1%	(6,082,282)	-62.6%
Taxi Trips											
Year/Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YTD	
CY-19 Taxi Trips	44,634	52,309	50,585	51,422	51,871	46,802	43,835	42,451	42,451	426,360	
CY-20 Taxi Trips	38,323	38,411	13,883	1,232	2,649	4,618	6,166	7,663	7,669	120,614	
% Change from Prior Year	-14.1%	-26.6%	-72.6%	-97.6%	-94.9%	-90.1%	-85.9%	-81.9%	-81.9%	(305,746)	-71.7%
Taxi Trips Per Enplanement											
Year/Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YTD	
CY-19 Taxi Trips/Enpl	0.0498	0.0617	0.0479	0.0489	0.0484	0.0408	0.0354	0.0353	0.0353	0.0439	
CY-20 Taxi Trips/Enpl	0.0402	0.0427	0.0285	0.0334	0.0278	0.0220	0.0202	0.0230	0.0246	0.0332	
% Change from Prior Year	-19.3%	-30.8%	-40.4%	-31.5%	-42.7%	-46.1%	-43.0%	-34.9%	-30.2%	(0.0107)	-24.3%
Average Taxi Trips per Day											
Year/Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YTD	
CY-19 Taxi Trips/Day	1,440	1,868	1,632	1,659	1,673	1,560	1,414	1,369	1,327	1,549	
CY-20 Taxi Trips/Day	1,236	1,372	448	40	85	154	199	247	240	447	
% Change from Prior Year	-14.1%	-26.6%	-72.6%	-97.6%	-94.9%	-90.1%	-85.9%	-81.9%	-81.9%	(1,102)	-71.2%
	31	28	31	31	31	30	31	31	32		

GT staff has been working closely with all modes to facilitate – where possible – operating, regulatory, and economic adjustments to provide relief to these industries during these difficult times. GT staff provided two Board memos on April 28, 2020 and June 30, 2020 discussing the current situation and actions that GT staff has taken to provide relief to the industry. These actions have been considered in the context of several recent events:

- The COVID-19 pandemic;
- The declaration by the Authority Board of a state of emergency, which grants the President/CEO certain powers to take action; and
- The upcoming transition to an open taxi system on January 1, 2021, which will allow all City/MTS taxis to pick up customers on-airport.

- i. Currently only 366 of the approximate 683 MTS permitted taxis are able to apply for Airport permits and pick up passengers on-airport; and
- ii. Due to the Authority's July 1 – June 30 cycle for permits, existing Airport taxi operator permits were renewed for a six-month period.

A list of recent accommodations made for the taxi mode due to the COVID-19 crisis by the Authority since March 2020 is shown below:

- a. Fiscal Year 2021 Budget trip fees remained flat to the prior year;
- b. A one-year waiver of the 10-year age limit for taxi vehicles;
- c. A reduction in the taxi insurance company rating requirement from A Minus (A-) to B Minus (B-), to bring the Authority into alignment with a recent change executed by MTS;
- d. Authority recognition of the Temporary Surrender option implemented by MTS, which allows taxi operators to temporarily "suspend" taxi operations;
 - i. This allows operators to reduce costs; while still allowing the medallion to remain in good standing with MTS;
- e. Authority allowance for taxi Airport permit renewal for "temporarily surrendered" taxis, with no loss of standing;
- f. The allowance of taxi permit combinations between existing Airport permit holders;
 - i. This allows a taxi company operating two vehicles to consolidate operating costs into one vehicle, with no corresponding loss of access to Airport trips;
- g. The waiver of the taxi Airport permit transfer fee of \$3,000 between two existing Airport permit holders; and
- h. The waiver of the "one-time" transfer limitation on Airport taxi permits.

In addition to the accommodations mentioned above, which have already been implemented, GT staff recently received requests to: a) waive the permit transfer fee altogether, or b) reduce the permit transfer fee to match MTS. The current MTS medallion transfer fee is set at \$875.00. The Authority did not grant these requests.

8. Economic Information Provided to Industry

As a regional economic engine, the Airport offers economic opportunity for countless small, medium, and large local businesses and stakeholders. The Airport can make decisions around operational, regulatory, and technological requirements to promote a wide range of transportation options driven by local conditions and customer demand.

The Airport cannot guarantee economic performance or promise to generate customer demand levels for any particular mode or provider. The Authority cannot and should not make estimates, guarantees, recommendations, or decisions about economic or business variables over which it has no control. As with any well-functioning market, local providers operate at risk, with primary responsibility for their own economic success and sustainability.

The Authority Board and staff are acutely aware that their decisions may have significant impact on Airport stakeholders. The City of San Diego discussed many of these same issues before deciding to lift the cap on taxi medallions. Actions taken by the Authority have far-reaching effects on local businesses, the local economy, our community, and our fellow San Diegans – friends, families, partners, and neighbors.

The Authority, in its role as a government and regulatory agency that desires to provide a wide range of product offerings to its customers, can promote operational consistency and reduce non-equitable requirements and limitations that allow on-airport businesses to solve problems and meet customer needs.

For all of these reasons, when possible, staff can and will continue to provide accurate and transparent historical information about airport activity levels – available to all – to promote sound, data-driven business decision making.

9. Competition

As mentioned above, the determination to apply for an Airport permit is at the discretion of taxi industry members. The Authority will provide system parameters and historical data, along with medallion and permit count information as provided by MTS. Existing and new permit applicants must examine this information, weigh their options, particularly in light of the COVID-19 crisis, and make their own determination about whether to operate on-airport or not.

The Authority can make no guarantees about the passenger activity levels or economic viability for a taxi operator. MTS regulates the flag drop fee and per mile rate for the San Diego taxi industry, and these fees are applicable on and off Airport. The Authority collects certain nominal, market-based fees for administration and access. The Authority has no control over taxi mode pricing or fares. The Authority does have strict rules about fare refusals for pickups on the transportation island.

Access and priority will be based on the system parameters laid out below, which have been created after considering Board policy, and the practices of peer airports and the local San Diego taxi industry. Information about all of these parameters will be available to all operators through training and on the Authority website.

While industry members will be responsible for evaluating the economic viability and sustainability of deciding whether or not to operate a taxi – in the City or on-Airport – the Authority will do what it can to promote equitable opportunities, where it has the jurisdiction to do so. The Authority will seek to reduce artificial market forces, limits, or barriers.

Details on the monthly activity level for enplanements and commercial transportation modes trips can be seen below in Table 6.

Table 6 - Three Year Comparison of Enplanements and Commerical Mode Activity

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Total	% Prior Year
Enplanements											
2018	840,479	821,285	1,009,853	1,002,428	1,043,331	1,124,860	1,165,456	1,139,314	963,790	9,110,796	
2019	895,859	847,912	1,056,861	1,052,524	1,070,628	1,147,974	1,238,315	1,202,469	1,034,475	9,547,017	4.8%
2020	953,280	899,877	486,659	36,839	95,386	210,238	305,716	333,490	311,244	3,632,729	-62%
Taxi Trips											
2018	44,634	52,309	50,585	51,422	51,871	46,802	43,835	42,451	45,319	429,228	
2019	40,215	41,401	44,544	42,660	40,603	38,186	35,516	35,060	38,030	356,215	-17%
2020	38,323	38,411	13,883	1,232	2,649	4,618	6,166	7,663	7,769	120,714	-66%
TNC Pickups											
2018	147,087	140,949	158,398	160,380	172,730	165,666	169,565	174,455	172,162	1,461,392	
2019	166,086	157,628	187,068	181,800	193,362	188,534	188,201	198,418	207,198	1,668,295	14%
2020	189,813	179,901	82,971	6,517	13,186	24,432	35,575	38,900	40,901	612,196	-63%
VFH Trips											
2018	4,650	4,013	4,593	4,558	4,546	4,581	4,586	4,121	3,933	39,581	
2019	3,628	3,017	3,436	3,554	3,555	3,491	3,504	3,334	3,277	30,796	-22%
2020	1,285	1,382	639	63	158	206	254	297	96	4,380	-86%
Off-Airport Parking Trips											
2018	15,116	14,528	16,037	16,154	17,005	16,398	16,970	16,951	16,165	145,324	
2019	15,401	14,039	15,497	15,128	15,969	15,446	15,863	16,145	15,774	139,262	-4%
2020	14,039	13,531	8,657	1,408	989	2,594	3,891	5,419	1,524	52,052	-63%
Hotel/Motel Trips											
2018	9,087	8,543	9,275	9,306	9,497	8,950	8,692	8,741	8,683	80,774	
2019	9,006	7,984	8,852	8,386	8,502	8,088	8,213	8,295	8,001	75,327	-7%
2020	9,123	8,552	6,090	1,312	1,059	1,782	2,454	2,258	672	33,302	-56%
Parking Transactions (Sum of Hourly and Daily)											
2018	96,110	81,673	108,395	102,067	110,429	127,056	131,801	126,980	102,336	986,847	
2019	97,362	82,074	93,660	104,480	106,342	121,928	125,293	119,342	98,477	948,958	-4%
2020	97,543	83,373	49,877	6,040	13,418	26,313	33,532	35,158	30,546	375,800	-60%

Information on taxi trips, active companies, and active taxi vehicles since March 2020 (the onset of COVID-19 reductions) can be seen below in Table 7.

Table 7 - Active Taxi Companies and Vehicles

For the period March 1 through September 20, 2020

	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20
Company Summary							
Total Trips	13,883	1,232	2,649	4,618	6,166	7,663	7,769
# of Active Companies	194	50	37	37	49	69	84
Average Trips per Company	71.6	24.6	71.6	124.8	125.8	111.1	92.5
Days in Month	30	30	30	30	30	30	30
<i>Average Company Trips per Day</i>	<i>2.39</i>	<i>0.82</i>	<i>2.39</i>	<i>4.16</i>	<i>4.19</i>	<i>3.70</i>	<i>3.08</i>
Vehicle Summary							
Total Trips	13883	1232	2649	4618	6166	7663	7769
# of Active Vehicles	353	71	59	63	82	113	134
Average Trips per Vehicle	39.3	17.4	44.9	73.3	75.2	67.8	58.0
Days in Month	30	30	30	30	30	30	30
<i>Average Vehicle Trips per Day</i>	<i>1.31</i>	<i>0.58</i>	<i>1.50</i>	<i>2.44</i>	<i>2.51</i>	<i>2.26</i>	<i>1.93</i>
Enplanements	486,659	36,839	95,386	210,238	305,716	333,490	311,244
Trips per Enplanement	0.0285	0.0334	0.0278	0.0220	0.0202	0.0230	0.0250

10. Planning & Preparing for Taxi Transition

Staff has actively engaged the taxi industry in the transition process since the decision was made by the Board to make the transition to an open system in July 2019. Authority staff has held numerous stakeholder meetings, and will continue to do so, up to and after the transition to the open system. A list of taxi industry meetings held in preparation for the open taxi system transition is shown below in Table 8.

Table 8 - Taxi Industry Meetings List

<u>No.</u>	<u>Date</u>	<u>Time</u>	<u>Group</u>	<u>Subject</u>
1	10/20/20	10:00 AM	Taxi MOA	Operational & Transition Issues
2	10/02/20	11:00 AM	MTS & GT	Transition planning
3	09/22/20	2:30 PM	MTS & K Hamidi	Operational & Transition Issues
4	09/18/20	11:00 AM	MTS & GT	Transition planning
5	09/18/20	2:00 PM	Taxi MOA	Operational, Transition Issues & Covid -19 Issues
6	09/14/20	1:00 PM	SD Taxi Industry	Transition update
7	09/04/20	11:00 AM	MTS & GT	Transition planning
8	09/01/20	2:00 PM	MTS & Taxi MOA	Operational & Transition Issues
9	08/31/20	1:00 PM	SD Taxi Industry	Transition update
10	08/21/20	11:00 AM	MTS & GT	Transition planning
11	08/19/20	2:30 PM	MTS & GT	Transition planning
12	08/07/20	11:00 AM	MTS & GT	Transition planning
13	07/24/20	1:00 PM	MTS & GT	Transition planning
14	07/22/20	11:00 AM	GT & UTWSD	Transition planning
15	06/30/20	10:00 AM	Transportation Industry	Operational & Transition Issues
16	02/12/20	9:00 AM	Taxi MOA	Operational & Transition Issues
17	02/11/20	9:00 AM	Transportation Industry	Operational & Transition Issues
18	12/18/19	1:00 AM	Taxi MOA	Operational & Transition Issues
19	11/20/19	1:00 PM	Transportation Industry	Operational & Transition Issues
20	09/17/19	1:00 PM	Transportation Industry	Operational & Transition Issues
21	08/26/19	1:00 PM	Taxi MOA	Operational & Transition Issues

Staff has also shared a project schedule that carries through the transition date, for implementation, ongoing evaluation, and follow-up. A copy of the Open Taxi Transition Project Schedule is included with this report as Attachment F.

MTS Collaboration – Staff engaged with MTS early in the process for information on the City’s lifting of the taxi cap, discussion of possible collaboration opportunities with MTS staff, data about the condition and economic situation of the taxi industry, and on available resource sharing and reduction of redundant regulations and costs.

Online Training / ATO & MTS Involvement – The Authority has already developed online, computer-based training modules that will be available to the taxi industry – for both existing permittees and new applicants – starting in November and then available at any time thereafter. This training will educate applicants on the permitting process, who may apply, how to apply, and operating, environmental, and technology requirements.

11. Permitting Process

The permitting process will begin for all interested and qualified applicants in November, and will continue through the January 1, 2021 kickoff, as shown on the project schedule. As long as a taxi applicant has access to a cellphone and/or a computer with e-mail, they will have the available connectivity to begin the process. MTS and the Authority will continue to collaborate on taxi applicant and operator database information for seamless administration and account validation.

The digital onboarding and permitting process will be completed with the online paperwork and payment processing tool DocuSign, which the Authority already owns. Staff has used this software platform for several rounds of Charter permitting and taxi permitting for existing Airport partners, with good industry feedback. It is a very robust and user-friendly tool, particularly in our current socially distanced business environment.

Six-Month Stub Period – The initial permitting period for existing and new applicants will be for a six-month Stub Period from January 1, 2021 to June 30, 2021. As shown on the project schedule, existing airport taxi permit holders and new applicants who want to operate on January 1, 2021 will apply in November and December. Permits will be processed in those months and applicants will be ready to operate on January 1, 2021. Existing permit holders will continue to operate seamlessly, and new applicants will have undergone training, so they are ready to operate on January 1, 2021.

The permit for this first transition Stub Period will be for six months only, and will expire on June 30, 2020. During this initial six-month Stub Period, and particularly since we may see fewer applicants and activity due to the COVID-19 pandemic, there will be opportunities for operating flexibility and adjustment, which we might not otherwise have seen under normal circumstances. Staff and stakeholders will use this time to evaluate the transition and course correct if needed.

Staff and the taxi permittees can use this time to adjust to the reduced activity level and new operating parameters, learn existing Airport operations, and adjust business to a potential longer ramp up in enplanements and activity levels. This time will be used wisely to evaluate system parameters, customer experience impacts, data analysis, economic viability, and any identified adjustments to operational, regulatory, or technological requirements.

Annual 12-month permit – After the end of the six-month Stub Period, taxi permittees will be rolled into the regular annual permitting process, with permits applicable from July 1, 2021 to June 30, 2022. Before expiration, all applicants will re-apply for the next annual permit period, in sync with the Authority fiscal year beginning on July 1, 2021.

There is no need for an interruption in service for permitted Airport partners since all required documentation, insurance, registration, and operating requirements should already be on file. From this point forward, taxis can be permitted as part

of a normal annual cycle, with any identified adjustments incorporated into the process.

12. Information Gathering

California Peer Airport Surveys and Interviews – GT staff initiated a multi-pronged approach for industry information gathering to prepare for the transition to the open taxi system. Staff engaged five other California peer airports with a survey questionnaire and phone interviews focused on taxi system parameters and operational issues. The five California airports surveyed and interviewed were:

- a. SFO - San Francisco International Airport;
- b. LAX - Los Angeles International Airport;
- c. SJC - San Jose International Airport;
- d. OAK - Oakland International Airport; and
- e. SNA - John Wayne International Airport.

Survey questionnaires were conducted from December 2019 through September 2020. They focused on taxi demand, operations, scheduling, and technology. Interviews were conducted during the same time period and focused on dwell time, hold lot considerations, open vs. closed systems, and concession and contractor support. Staff has continued ongoing communication and follow-up with the peer airports and will continue to monitor taxi management activities and best practices.

A summary of California peer airport survey and interview results is included with this report as Attachment G.

Next, staff engaged with MTS to send out surveys to all MTS medallion holders and drivers, to determine the level of interest and industry knowledge about airport taxi operations and the transition to the open system. Results of these taxi operator surveys were parsed between both airport and non-airport operators to capture the full spectrum of San Diego taxi industry feedback.

San Diego Taxi Industry Survey No. 1 was open for two weeks in July 2020. Information was solicited on general interest and knowledge about operating at the Airport, as well as existing taxi industry and equipment capabilities. The following are key items from the survey results:

- a. The majority of respondents showed an interest in operating at the Airport in 2021 and being single vehicle owner/operators;
- b. Interest and actual ability to participate may have declined since the July survey;
- c. The majority of respondents own cellphones with internet connectivity; and
- d. The industry appears to have the technological ability to remotely utilize the Authority's on-line tools via smart phones.

A summary of San Diego Taxi Industry Survey No. 1 is included with this report as Attachment H.

San Diego Taxi Industry Survey No. 2 was conducted during August and September 2020. The survey was held open longer to solicit more feedback from off-airport taxi operators and drivers. Information was solicited on fee payment preferences and operational schedule options for existing and new applicants. The following are key items from the survey results:

- a. Fee preferences contrasted two options: Option A – a nominal application fee with monthly trip fees, versus Option B – an upfront flat rate permit fee.
 - i. The majority of respondents preferred Option A - an application fee with monthly trip fees – which offers a lower initial investment and a pay-as-you-go approach where taxis are only billed for actual trips.
- b. Operational preferences options contrasted operating every day vs. alternating days, with or without a schedule.
 - i. The majority of respondents prefer to operate every day vs. on alternate days, which indicates the perception of more earning opportunity with an even playing field for all drivers.
 - ii. The majority of respondents also preferred to operate with a schedule vs. no schedule. Staff believes that the industry infers a “schedule” to mean that operators will have less daily competition for fares on their “scheduled” day. Operating a system like this requires Airport involvement in schedule generation and continuous monitoring, similar to what has been required under the existing two-day permit schedule.

A summary of San Diego Taxi Industry Survey No. 2 is included with this report as Attachment I.

13. Certain Open Taxi System Parameters

Every airport operates differently, based on countless factors including size, enplanements, available space, location, technology, capacity, financial and staff resources, economics, local politics, industry participation, customer preference, and many others. This is true for both airside and landside operations.

When examining and collaborating on the best choices for the open taxi system parameters, staff reached out to other airports and industry partners for information on operations, and “what worked best for them.” It became clear that there are clearly some common best practices and industry trends that are applicable across the spectrum of airports.

However, there are as just as many differences in operational methodologies and requirements, based on all of the factors mentioned above. Additionally, there are many different priorities among the taxi industry members, and not all are aligned. The surveys were not designed to solicit votes, but instead to collect information that allows staff to better understand the diverse needs of our industry partners. Ultimately, each airport must design an operating system that works best for its operating environment, industry, stakeholders, and customers overall. Not all stakeholder preferences or requests will be met.

Additionally, every airport landside system is extremely dynamic. Each airport must consider the current operating environment, as well as prevalent industry trends, expected changes to activity levels, flexibility of operations, and upcoming construction projects that will have an impact on the status quo.

Certain selected system parameters are shown below, along with staff's justification for the decision, some information about the decision, and if available, a comparison showing how other airports handle the same issue. It is important to keep in mind that just because another airport follows a particular practice, that does not mean that it will work or have the same result or benefit here in San Diego.

Low impact and administrative system parameters – There are numerous details of the day-to-day taxi operation system parameters that need not be discussed as part of this report – countless administrative, regulatory, operational, and technological details that do not necessarily have a major impact on taxi operations, industry partners, or staff. They may already be part of the well-functioning ongoing business practice and are handled as a matter of course and long settled industry practice every day.

Highlighted system parameters - There are, however, certain system parameters that –

- a. May have a significant operational, regulatory, or economic impact on our industry partners;
- b. May be a change to or departure from existing or historical practice; or
- c. May not have the assent or consensus of a majority of the taxi industry operators.

Staff strives to be transparent, collaborative, and accommodating where possible. However, for some of these contentious issues, staff is required to make a holistic judgement or decision - based on all of the previously mentioned decision criteria – about what works best for the Airport and its customers.

The taxi industry and its members may have differing opinions on these decisions. For this reason, particular system parameters are outlined below for the Board's information, with related support and discussion points to support staff's decision:

- a. Operating Schedule – As mentioned above, before the transition, taxi operations were dictated by a two-day operating schedule for most operators. Those with the 272 A and B Airport taxi permits were only able to pick up passengers at the Airport every other day. Those with the 89 ALL permits were able to pick up every day, thus granting them preference and an additional economic benefit.
 - i. The Authority will not continue this practice in the new open system. All Airport permits will have equal access to Airport trips, within the limits of taxi hold lot and transportation island capacity, as determined by staff.

- ii. The Authority will not promulgate operating schedules or “operating days.” Each permit will be allowed to operate “at-will” and at permit holder discretion, based on capacity availability.
 - iii. Staff will manage supply with open access through the use of the existing GateKeeper Commercial Vehicle Management System, existing infrastructure, and online access tools.
 - iv. All Airport-permitted taxis will have access to the online tools that display if additional taxis are needed, how many vehicles are in the hold lot, how long the last taxi waited for a fare, the queue order for First-in, First-out dispatching, etc. Taxi operators will also be able to check-in either by transiting the hold lot or checking in by cellphone with availability.
 - v. Neither SFO nor SNA determines or manages taxi schedules. Taxis are free to come or go as they please, based on space availability. LAX, SJC, and OAK have scheduled managed by 3rd party operators.
- b. Access preference or Grandfathering – There will be no preferential treatment or “grandfathered” privilege with access to additional fares for any existing or new applicant Airport permit. The new system will “start fresh” with the same access to fares and operations for all Airport permits, as long as they are in good standing with MTS and in compliance with Airport Rules and Regulations.
- i. MTS did not grant any operating preference for access to fares after the cap was lifted.
 - ii. Note, however, that MTS did allow certain taxi permits to retain transfer rights. Certain medallions that had an associated airport permit were still transferrable under MTS. This ability attached significant off-line prices to these medallions, mainly driven by the right to Airport access.
 - iii. Following the Board’s directive to open the system, and in continuance of the Board’s intent to discourage the inflated off-line prices and trading of Airport permits, there will be no preferential treatment for access to fares for any Airport permit.
 - iv. Of the five airports surveyed or interviewed, only SFO actively manages supply or access for a preferred or “grandfathered” permit class.
- c. Discontinuance of the MOA Organizational Structure - the Authority will not continue the existing MOA organizational structure under the new open system.
- i. Instead, the Authority will leverage the existing MTS organizational and operational structure for communication with the taxi industry. Staff will partner with MTS and the industry to promulgate Airport operational, regulatory, and technological information on the Authority website and through email communication, with discussion at the already scheduled TAC and WORM committee meetings.

- ii. Most of the regularly participating existing MOA members are already involved with MTS and taxi industry leadership and participate in the regularly scheduled meetings.
 - iii. Staff has already begun a more robust collaboration with MTS and the industry as part of this process, and sees opportunity for a holistic and inclusive taxi industry management model – both on- and off-Airport - based on the sound, existing MTS structure.
 - iv. The Airport will continue to host regularly scheduled quarterly information session meetings with taxi industry partners and MTS to ensure continuous communication about operational, regulatory, and technological requirements and updates.
 - v. The Airport will also continue to collect performance data on the pertinent criteria from the MOAs:
 - 1. Citations/Notices of Violation;
 - 2. Fare refusals;
 - 3. Inspections; and
 - 4. Out of Service actions and adjudication, etc.

This information will be shared with the industry at quarterly meetings and those members who require it. Additionally, performance metrics and trends will be posted to the Authority website for free and transparent industry access.
 - vi. There was certainly value to the MOAs during their tenure. But the taxi and other ground transportation industries are changing, evolving, and disaggregating. New tools and technology services will facilitate robust communication with the taxi industry and other modes.
 - vii. Also, the Authority does not want to perpetuate a secondary layer of regulation - with additional associated costs for operators - that conveys influence or preference to certain industry partners under the aegis of Authority consent. MTS already has structures in place for organizational efficacy. Where additional organization may be needed, industry members can provide this structure.
 - viii. Of the five airports surveyed, one used a concession model, the other four used a third-party contractor to manage operations and communication. None of the other airports had the same level of direct open access and communication to staff as is enjoyed here at SAN.
- d. Reliance on MTS Representational Structure – as discussed above, the Authority will eschew the MOA model to strengthen the level of inter-agency cooperation with MTS, and other industry regulatory and business partners – SD County Sheriffs, SD County Weights and Measures, CA PUC, City of San Diego, Hotel/Motel Association, Convention Center, etc. – to standardize operational and customer service requirements and expectations.
- i. This paradigm is in line with Authority efforts to remove artificial and redundant communication and regulatory layers, and “level the playing field” among the Airport, MTS, and the taxi industry.

- ii. GT is already collaborating with MTS on online training modules for permittees, driver education, permitting and operational requirements, etc.
 - iii. If the need arises for the Authority to communicate an operational, regulatory, technological or business need that is outside the scope of the MTS purview, staff will engage directly with industry partners (while including MTS) outside of the regularly scheduled meetings.
 - iv. Of the five airports surveyed, regular industry communication, organization, and quality control issues were primarily handled by the third-party contractor, or by the concessionaire (at LAX), with regulatory oversight by the airport.
- e. Collection of Fees – Information from the Airport’s survey outreach to the taxi industry is discussed above. Of course, airport fees can be one of the operating costs that affects a taxi operator’s decision about whether or not to operate on-Airport. The amount and timing of fees has a direct impact on the bottom line of taxi operators. The Authority will continue to use a monthly billed trip fee, based on usage, similar to the existing process. In addition, a nominal \$200 application processing fee will be instituted.
- i. Currently, the Airport only charges a market rate pay-for-use access fee for every trip. Taxi operators only accrue this fee if they pick up a passenger on the transportation island. Trip fees are tabulated monthly, and billed in arrears on the fifth day of the next month. Fees are collected automatically, through the GT automated payment processing solution, on which a taxi operator can register a credit card or bank account. Every taxi operator also has access to his trip details, account information, and reports in the GateKeeper software.
 - ii. Staff did consider numerous other options and then presented two payment methodology options to the industry, as presented in the surveys section above, including a one-time, up-front annual fee. MTS charges a similar annual fee to obtain a taxi medallion for City operations. There are pros and cons to either option, including administrative burden, collections issues, accounting effort, refund processing, estimate calculation, cash liquidity for taxi companies, etc.
 - iii. Due to the recent significant impact from COVID-19 and taxi trip reductions, as shown above, the Authority will not implement an annual up-front fee at this time. This could be onerous to certain industry members and create a barrier to entry for airport permit access. Additionally, given the reduced activity levels, calculating a reasonable annual trip fee could be problematic, particularly as the Airport and the taxi industry ramp back up to normal activity levels.
 - iv. A monthly billed trip fee, based on usage, similar to the existing process will be continued.
 - v. However, to ensure only qualified applicants apply for Airport permits, the Authority will charge a \$200 application processing

- fee to cover a portion of the costs incurred by the Authority to process permits. GT permitting staff has been burdened in the past with “dead-end” applications from other modes. To ensure serious applications are given priority attention, this fee will be collected through the DocuSign application process. Once approved for an airport permit, an applicant will be directed to enroll in the GT automated payment processing tool for monthly trip fee collection.
- vi. Of the five California airports surveyed, there was a very wide range of trip fees, application fees, upfront fees, collection methods, etc. with no singular preference standing out.
- f. Drop-off Charges – the Authority does not currently charge a drop off fee for taxis. The Authority will not institute a drop-off fee at this time
- i. TNCs currently do pay a drop off fee. TNC companies are able to digitally report the number of pick-ups and drop-offs each month with their software platforms.
 - ii. There is no widely used automated GPS trip tracking functionality for the San Diego taxi industry. Staff does retrieve data on some taxi drop-offs, through the use of Automated Vehicle Identification (AVI) tags on every airport permitted taxi vehicle, and antenna readers on the sky bridges. However, in the current configuration, there is only one reader installed at each sky bridge, over the nearest lane to the terminal curb, so not every drop-off is captured.
 - iii. For the five other California airports surveyed, they do charge a drop-off fee for TNCs, but none charge a drop-off fee for taxis.
- g. Fare Priority for Deadhead Reduction – A deadhead trip is any trip in which a commercial mode vehicle travels to or from the Airport with no passengers. From an economic and environmental perspective, these trips negatively impact the operator, the community and the environment. It is beneficial for all that the Authority do what it can to reduce these deadhead trips. Deadhead mitigation was a specific mention in the Framework Document.
- i. The Authority is considering ways to incentivize deadhead reduction by granting “front of the line” privileges to taxis that are dropping off passengers at the Airport.
 - ii. This would be a change to current airport practice for taxis. Currently, an airport taxi that drops off a passenger must go to the hold lot and wait at the end of the first-in, first-out queue for the next fare. Or, an empty taxi goes to the hold lot first to wait for a fare. Also, City taxis can only drop-off at the Airport, and must drive away empty. All of these current scenarios increase deadheading.
 - iii. There could be significant environmental benefit to enabling deadhead reduction. Staff has asked GateKeeper to examine software capabilities for possible implementation of this functionality.

- iv. Another limiter on deadhead reduction is the separated peaks of departures and arrivals at SAN, primarily due to the high proportion of origin and destination (O&D) passengers at this airport. O&D passengers are those boarding at the first or last points of a one-way itinerary, while connecting passengers board at intermediate points in a one-way itinerary. The O&D percentage for SAN is approximately 94%, which is significantly higher than for other airports with a higher percentage of connecting flights.
 - v. TNC companies have seen significant reductions in deadhead trips through the use of their re-match tool, which allows a vehicle dropping off first priority for that next pickup.
 - vi. Of the five airports surveyed, none had yet significantly reduced the proportion of deadhead trips for the taxi mode, although all are considering it.
- h. Broader Use of Contract Services – Staff is looking at ways to increase the level of service provided by our third-party contractor for taxi operations management.
- i. Currently, staff contracts with Ace Parking Management for certain services, including:
 - 1. AVI tag installation;
 - 2. Transportation island management;
 - 3. Hold lot management;
 - 4. CMVS software monitoring; and
 - 5. Software and systems maintenance.
 - ii. In the past Ace has also managed taxi starting, coupon processing, and cash handling, along with other services.
 - iii. Due to the COVID-19 crisis, staff has reduced the level of involvement from Ace in most of these areas to reduce costs. Going forward, and as activity levels increase, staff would like to increase the amount of contractor involvement in operations to the same level as seen at other airports.
 - iv. All five of the California airports surveyed demonstrated a high level of third-party contractor involvement in taxi operations.
 - v. Some additional services that might be provided by a third-party operator include:
 - 1. Taxi supply management;
 - 2. Inspection services;
 - 3. Customer service management;
 - 4. Permit application processing and oversight;
 - 5. Trip fee payment processing and deposits;
 - 6. Compliance and enforcement activity;
 - 7. Customer complaint processing and feedback; and
 - 8. Enforcing industry responsibility for customer service and quality control, etc.
 - vi. Staff will examine the cost/benefit for additional operational involvement by our third-party contractor, particularly as we move into a time where staff bandwidth will be stretched by large construction projects – but always with a focus on maintaining the highest levels of quality control and enhancing the customer experience.

- i. Technology Application – an important focus of the GTAC was the development of an Airport transportation application to be used by industry partners and customers.
 - i. The TNC application was a major disrupter to traditional transportation modes. The convenience of on-demand transportation with standard practices and automated payment have been critical factors in the broad acceptance of the TNC mode. The TNC application has advantages for the company, driver, and passenger.
 - ii. While certain taxi companies have developed applications for their particular mode and company, these have not been widely accepted or implemented across companies, or within the industry. Two of the recently developed applications in the taxi industry are “Flywheel” and “RideYellow.” These applications are used on a limited basis by certain modes and companies.
 - iii. The Authority supports the organic development by the taxi industry of applications that streamline operations and transform the customer experience, and welcomes any opportunity for industry innovation.
 - iv. The Authority also cannot contract for services or supplies without completing a competitive and transparent procurement process that is open to the public.
 - v. While RideYellow and Flywheel are in use at some of the other California airports surveyed, staff did not identify another airport with a single, locally developed application in use by multiple taxi companies, or across several transportation modes.
 - vi. The airports surveyed expressed an interest in a single “taxi application” for operational management and quality control purposes. Currently, however, taxi starting, special requests, payment processing, and other operational needs are being met with a combination of CVMS software applications, data analysis, and third-party contractor participation.

14. Future Considerations

While certain of the GTAC specific actions for taxis can be addressed with the opening of the taxi system to all City taxis, not all of the issues can be addressed or solved with these operating, regulatory, and technological changes. And, of course, all airports have been forced to re-examine priorities and industry capabilities, in light of the reduced activity levels and severe economic impact from the Covid-19 crisis. Some issues that were identified in the framework document for evaluation in the future are listed below.

- a. As mentioned above, drop-off fees will not be imposed on the taxi mode at this time. However, drop-off fees are an issue that many other airports are examining for implementation on modes other than TNCs. In most cases, for the short term, these would be self-reported, since

most airports do not have the full complement of AVI or GPS-based trip capture infrastructure to ensure accurate and reliable data collection.

- b. Technology integration is a constant focus of GT staff – now and before the increased priority placed on it by the GTAC. Available budget for infrastructure, development, and industry cooperation can be a limiting factor that may slow progress. Staff continues to leverage existing tools for added functionality. Additionally, continual review of processes and procedures can highlight opportunities for improvement and technological advancement. Staff will make every effort to wring efficiency, standardization, process improvement, and data analysis from existing GT infrastructure, software, staff, and the industry. In addition, staff will look to the industry to organically develop technology solutions that can benefit the business owners, the Airport, and customers.
- c. Environmental sustainability was a critical focus area of the GTAC. GT staff is working closely with the Environmental Affairs department on ways to enable more robust and wide-ranging environmental benefits with a holistic approach for transportation modes, as part of the Authority's Clean Transportation Plan (CTP). Deadhead trip, recirculation, and vehicle-miles traveled (VMT) reductions are big pieces of this puzzle. Other broad initiatives across modes – with standardized measurement and performance metrics - will be developed in partnership with transportation industry partners, to achieve the milestones outlined in the CTP and set forth by the California Air Resources Board (CARB).

Conclusion

Many of the system parameters proposed above will require a certain level of adjustment and integration by the existing Airport permit holders and new applicants. Some of these changes will have significant impacts to the level of industry influence and organization, the economic value of existing permits, the adoption of new operational requirements, and the number of taxi companies that can sustainably compete for airport taxi fares. Staff has tried to make these decisions and changes based on:

- a. Industry best practices;
- b. GTAC guidance;
- c. Authority guidelines, resources, capacity, and capabilities;
- d. Examination of other airports;
- e. Collaboration and preference of the local taxi industry;
- f. Cooperation and consideration for existing regulatory agencies;
- g. A holistic regional and community approach; and
- h. Customer needs.

Ongoing evaluation will be key, and adjustments can and will be made as we progress. Staff will continue to seek guidance, opinion, collaboration, and feedback from industry partners, as has been done since the beginning of the project.

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LIST OF REPORT ATTACHMENTS

Attachment	Attachment Name
Attachment A -	GTAC Committee Members
Attachment B -	GTAC Collaborative Framework Document
Attachment C -	Information Request from Taxi MOAs - 2020-10-02
Attachment D -	MTS Taxicab Advisory Committee (TAC) Information
Attachment E -	MTS TAC Guidelines
Attachment F -	Open Taxi Transition Project Schedule
Attachment G -	California Peer Airport Survey & Interview Information
Attachment H -	San Diego Taxi Industry Survey No. 1
Attachment I -	San Diego Taxi Industry Survey No. 2

Fiscal Impact:

Adequate funds for the proposed open taxi system transition are included in the Board adopted Fiscal 2021 and conceptually approved Fiscal 2022 Operating Expense Budgets within the Contractual Services line item.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy
 Customer Strategy
 Employee Strategy
 Financial Strategy
 Operations Strategy

Focus Areas

- Advance the Airport Development Plan
 Transform the Customer Journey
 Optimize Ongoing Business

Environmental Review:

A. CEQA: This Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act ("CEQA"), as amended. 14 Cal. Code Regs. §15378. This Board action is not a "project" subject to CEQA. Cal. Pub. Res. Code §21065.

B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act. Cal. Pub. Res. Code §30106.

C. NEPA: This Board action is not a project that involves additional approvals or actions by the Federal Aviation Administration ("FAA") and, therefore, no formal review under the National Environmental Policy Act ("NEPA") is required.

Application of Inclusionary Policies:

Not applicable

Prepared by:

MARC NICHOLS
DIRECTOR – GROUND TRANSPORTATION

GROUND TRANSPORTATION AD-HOC COMMITTEE MEMBERS

Last Name	First Name	Organization Represented
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Voting Members

Lloyd	Robert	Authority Board Member
Schiavoni	Johanna	Authority Board Member
West	Mark	Authority Board Member

Non-Voting Members

Antalo	Abebe	Non-Airport MTS Permit Holder- In Good Standing
Abdala	Richard	Other SD Member or Resident with knowledge or participation in GT Industry
Brownell	Peter	Other SD Member or Resident with knowledge or participation in GT Industry
Carneiro	Anthony	VFH MOA -SDCASA
Coleman	Megan	TNC Representative - Wingz
Forbush	Mike	VFH MOA - Cloud 9/Supershuttle
Garcia	Chris	TNC Representative - Uber
Gately	Arica	TNC Representative - Lyft
Ghiliu	Yonas	Other SD Member or Resident with knowledge or participation in GT Industry
Hamidi	Kamran	Other SD Member or Resident with knowledge or participation in GT Industry
Hueso	Tony	Taxicab MOA - SDTXA
Hussein	Mikaiil	UTWSD Representative

GROUND TRANSPORTATION AD-HOC COMMITTEE MEETING #8

Last Name	First Name	Organization Represented
Kwiatkowski	Adrian	Other SD Member or Resident with knowledge or participation in GT Industry
Maguire	John	CA PUC Representative
Mohammadi	Gulab	Non-Airport MTS Permit Holder- In Good Standing
Nelson	Kenneth	MTS Taxicab Administrative Staff
Palmeri	Anthony	Other SD Member or Resident with knowledge or participation in GT Industry
Ramirez	Juana	Non-Airport MTS Permit Holder- In Good Standing
Reynolds	Carelyn	Other SD Member or Resident with knowledge or participation in GT Industry
Saleh	Safaah	Taxicab MOA - ICOA
Tehrani	Nasser	Taxicab MOA - SDTA
Zschiesche	Peter	Other SD Member or Resident with knowledge or participation in GT Industry

Alternate Members

Barriage	John	Taxicab MOA - ICOA
Del Rosario	Zodin	TNC Representative - Uber (alternate)
Kohl	Kevin	VFH MOA -SDCASA (alternate)

GROUND TRANSPORTATION COLLABORATIVE FRAMEWORK DOCUMENT

PURPOSE

On October 4, 2018, the Authority Board of Directors approved the creation of the Ground Transportation Ad-Hoc Committee (GTAC) to facilitate input from community stakeholders, subject matter experts and Ground Transportation permittees regarding the future of Ground Transportation operations at San Diego Airport.

Throughout the several month process, the three voting Board Members maintained strong focus on the purpose of the GTAC and the proposed deliverables outlined at the October 4, 2018 meeting. The approach emphasized finding solutions, recommendations and initiatives that could be applied across modes, for the benefit of both the Airport and the broader transportation industry. Although there may be narrow interests for specific providers and business owners in a competitive and dynamic industry, all participants were mindful of the fact that ALL stakeholders – Board Members, employees, service providers, and others - depend on the continuing goodwill of the travelling customer and the transportation choices that they make.

The committee members worked collaboratively to successfully fulfill the purpose of the committee and deliver relevant recommendations in several key focus areas. These recommendations, along with specific actions and important considerations identified by committee members during discussions and working groups, shaped the development of a Collaborative Framework Document against which all future Ground Transportation initiatives, policies, and requirements may be evaluated.

The purpose of the Collaborative Framework is to provide clarity, ensure transparency, and set expectations around the collaborative development of SAN ground transportation initiatives, policies, requirements, and regulations. Specifically, the Collaborative Framework:

- Describes the role, responsibilities, and expectations of the Authority and providers.
- Describes limits and set expectations for participants.
- Defines conditions inherent in the GT system.
- Describes policy requirements, initiative development and evaluation criteria.
- Promotes measures of effectiveness.
- Establishes accountability.
- Ensures alignment with Authority Strategies and Ground Transportation Goals.
- Describes recommendations for policy and initiative development.

This document memorializes the commitment of the Authority and members of the Ground Transportation industry to work collaboratively on issues affecting airport customers, stakeholders, and the community.

DELIVERABLES

The deliverables of the GTAC include the development of **parameters** for the Ground Transportation long-range operating strategy and long-range environmental program, including timeline and actions necessary to implement these parameters. This document captures these parameters which will help develop policy regarding Ground Transportation issues.

- The **principles** guide policy making for Ground Transportation operations in a manner that meets airport strategies, transportation system goals, and stakeholder needs.
- **Recommendations** capture the desired direction of the GTAC and are framed in several areas of operations.
- **Specific actions with proposed timelines** are presented in each focus area for further examination on feasibility and possible implementation; including evaluation of the resources and budget requirements, cost/benefit, and impact on operations. Due to interdependence of specific action items, timelines are approximate and may be influenced by other factors such as the Airport development construction or unanticipated changes in the regulatory, technology, or operating environments of ground transportation providers.
- **Important considerations** for policy development in each of focus area reflect the priorities of both stakeholders and the Authority.

All of the identified parameters are in alignment with, and contribute to the fulfillment of the Authority's strategies and goals below:

SAN Strategies

- *Community*: Be a trusted and highly responsive agency.
- *Customer*: Achieve the highest level of internal and external customer satisfaction.
- *Employee*: Achieve the highest level of employee commitment and performance.
- *Financial*: Enhance the financial position of the Airport Authority.
- *Operations*: Operate our airport in a safe, secure, environmentally sound, effective, and efficient manner.

SAN Ground Transportation Goals

- Safety
- High quality customer service
- Efficiency
- Cost recovery for operations and infrastructure
- Economic value to the providers
- Minimal unnecessary trips & congestion
- Reduced environmental impact
- Alignment with airport strategies

Key Focus Areas

In the focus areas listed below, the Committee offers the following parameters that should be incorporated when determining GT policies, plans, and operational requirements:

- A. General Operations
- B. Operating Models
- C. Congestion Management
- D. Technology
- E. Operational Compliance
- F. Environmental

A. GENERAL OPERATIONS

I. Principles

1. Alignment with the Airport Authority's mission, goals, and strategies is a critical priority for all policy development relating to ground transportation.
2. Alignment should also be maintained with local and state operational and regulatory requirements.
3. Every effort should be made to engage state and local agencies to address congestion, environmental, and other issues related to ground transportation.
4. Policies should maximize flexibility for all modes, promote economic and environmental sustainability, and reflect a comprehensive approach aligned with the region's transportation strategies.
5. Policies must reflect the current and most relevant passenger volumes, traffic conditions, and customer needs.
6. Ongoing reporting, transparent communication, and feedback opportunities will be established and maintained with transportation stakeholders.

B. OPERATING MODELS

Recommendation 1: In advance of any changes to the current operating strategy, develop a clearly defined and gradual transition plan that is customer focused and provides adequate time and information for operators to adapt.

Recommendation 2: Any changes in commercial transportation operating models must prioritize customer preference and safety. Future policy changes should reflect a level playing field across modes, and standardization across modes should be considered when possible and appropriate.

Recommendation 3: Convert from the current taxi operating strategy to an open system to allow all MTS permitted taxis to operate at the Airport.

OPERATING MODELS		
No.	Specific Actions:	Estimated Timeline
1	Explore the feasibility, pros and cons of implementing limits on the number of TNC vehicles that can access the airport	FY 2020-2021
2	Explore the feasibility of standards for visible vehicle identification and automated recognition for all modes (placards, permits, QR codes, etc.)	FY 2020-2021
3	Pursue opportunities for grant funding or incentive programs for conversion to lower carbon footprint vehicles	Ongoing
4	Plan for and implement an open taxi system to accommodate all MTS permitted taxis.	As Specified
a	The current taxi operating strategy should remain in place until the expiration date of the existing MOAs on December 31, 2020.	
b	Between now and July 1, 2020, staff will collaborate with the transportation stakeholders to evaluate, develop, and publish the following:	
i	a transition plan	
ii	a selection and participation procedure	
iii	an open taxi system operating plan	
c	Between July 1, 2020 and November 30, 2020, taxi permits shall be processed and issued to those requestors from the qualified, available, and selected pool of taxi MTS permit holders who are in good standing with MTS as of November 30, 2020	
d	The new open taxi system operating plan will begin operations on January 1, 2021, at 4:00 AM	
Important Considerations:		

- > Economic impact and sustainability for all modes.
- > Strong accountability, transparency, and communication with all modes.

C. CONGESTION MANAGEMENT

Recommendation 4: Evaluate the allocation of curb and parking facility space to develop a more flexible system that reduces congestion, deadheading, dwell time, and emissions; while considering equity for stakeholders.

CONGESTION MANAGEMENT		
No.	Specific Actions:	Estimated Timeline
1	Evaluate “priority” pick-up and drop off zones that prioritize low emission vehicles	FY2020-2021
2	Co-locate pick-up and drop off in order to reduce deadheading and reduce emissions	TBD
3	Evaluate premium price structure for “priority” curb access	FY2020-2021
4	Evaluate use of space in parking facilities for passenger pick-up, while maintaining separation of TNC’s from other modes	FY2020-2021
5	Review and improve standards for dwell time, active loading and unloading time for high passenger volume vehicles	Ongoing
6	Evaluate the feasibility of dedicated commercial vehicle roadways	Part of ADP Analysis
Important Considerations:		

- > An integrated approach across all transportation modes – commercial, public, and private.
- > The important role of off-airport and regional transportation partners.
- > An appropriate balance between customer choice and a more level playing field among modes.
- > Significance of trip volume and passenger volume in space allocation and dwell time management strategies.
- > The potential for flexible use of parking and transportation facilities, particularly in Terminal 1 redesign, to best adapt to evolving transportation needs.
- > Benchmarking against other airports, when possible.

D. TECHNOLOGY

Recommendation 5: Invest in and utilize technology and software solutions across modes that use real time data and effective metrics to increase environmental efficiency and compliance with Airport Authority policies, reduce congestion, and equalize opportunity for all operators.

TECHNOLOGY		
No.	Specific Actions:	Estimated Timeline
1	Conduct an assessment of the technology necessary to operate a virtual hold lot that would allow drivers to check-in, and then leave airport property until they are at the front of the queue.	FY2020-2021
2	Through the Airport's Innovation Lab, evaluate the feasibility of an airport app for commercial modes that would allow the Authority to track movement and enforce traffic policies by Airport Traffic Officers (ATOs)	FY2020-2021
3	Incentivize and encourage utilization of software by all modes to reduce deadheading	TBD
4	Evaluate the feasibility of shared hold lots	TBD
5	Evaluate the benefits and requirements of a data analytics program using real-time reporting for all modes	TBD
6	Collaborate with the Airport Authority's Innovation lab and data analytics team to develop tools for real-time traffic monitoring and analysis	FY2021-2022

Important Considerations:

- > Evaluation of the cost/benefit to users and the Authority.
- > Implementation timeline, technology lifecycle, and feasibility of industry adoption.

E. OPERATIONAL COMPLIANCE

Recommendation 6: Increase and improve training and better leverage technology for all Airport Traffic Officers (ATOs) and Customer Service Representatives (CSRs) with the goal of increasing efficiency and consistency of enforcement, improving the customer experience, and reducing confrontation.

OPERATIONAL COMPLIANCE		
No.	Specific Actions:	Estimated Timeline
1	Explore funding and staffing resources for increased ATO involvement, collaboration, understanding of industry and operational knowledge, and consistency in enforcement	Ongoing
2	Enhance customer service training for CSRs and ATOs	Ongoing
3	Review and adjust CSR responsibilities to improve practices and eliminate the need for CSRs to step into the role of ATOs	Ongoing
4	Evaluate the use of cameras and Automated License Plate Recognition (ALPR) technology to assist ATOs in responding to traffic enforcement issues	FY2021-2022
Important Considerations:		

- > The importance of consistency in enforcement of Authority policies across all modes
- > Availability of technology to improve consistency and accuracy in enforcing Authority policies relating to ground transportation

E. ENVIRONMENTAL

Recommendation 7: Align environmental targets in the Clean Transportation Plan with the City of San Diego Climate Action Plan and the Authority’s transportation program goals, and explore flexible options for all modes to meet these targets.

Recommendation 8: Evaluate the development of commercial transportation environmental strategies weighted towards fiscal incentives, rather than requirements, to upgrade vehicles and reduce Greenhouse Gas Emissions (GHG) for all modes.

ENVIRONMENTAL		
No.	Specific Actions:	Estimated Timeline
1	Evaluate the use of environmental incentives, measures, metrics, and requirements that may be applied consistently across all modes, where applicable. Move toward replacing, enhancing, or modifying GHG requirements for all modes with a system of incentives that are in alignment with the Authority’s clean transportation plan	FY 2020-2021
2	Evaluate the use of minimum standards in GHG emissions for TNCs, similar to taxis	FY 2020-2021
3	Evaluate the creation incentives for TNCs to use alternative fuels	FY 2020-2021
4	Evaluate incentives for multi-passenger vehicles and ADA vehicles	FY 2020-2021
5	Evaluate the creation of economic incentives for electrification, develop infrastructure to support increased use of Electric Vehicles (EV), and explore the use of portable solar EV Charging Stations.	FY 2020-2021
6	Evaluate a reduction in the overall number of commercial vehicles as an environmental and congestion reduction measure	See Recommendations for Operating Models
7	Evaluate the use of priority curbing as incentive to increase conversion to electric vehicles and to reduce deadhead trips	See Recommendations for Congestion Management
Important Considerations:		

- > The physical infrastructure must support environmental objectives and requirements (virtual hold lot, electric charging stations, etc.)
- > Potential external sources of funding and regulatory mandates
- > The relative contribution to total GHG emissions by each mode, balanced with individual vehicle emission rating
- > The potential legality of a minimum standard

ONGOING COLLABORATION

The creation, adoption, and implementation of this Ground Transportation Collaborative Framework Document are important first steps in reinforcing a collaborative and transparent working relationship between the Authority and Ground Transportation stakeholders. Ongoing action is required to ensure robust, accountable, consistent communication and collaboration. This document is the foundation of a new architecture to ensure engagement with stakeholders on the issues presented in this document; and on new developments as they arise.

To bolster this ongoing conversation with Authority partners, Ground Transportation will report progress on the specific actions herein, and on new issues as they arise.

The GTAC proposes the following to ensure engagement and collaboration with the industry:

1. Staff will continue regularly scheduled and ongoing meetings with current airport permitted stakeholders.
2. Adoption of the **Collaborative Framework Document** as the basis of a new communication paradigm with Ground Transportation Providers.
3. Development and distribution of a **Quarterly Ground Transportation Report** to the industry on the ongoing status of current specific actions outlined in this document, and new issues that arise.
 - a. The report will discuss progress achieved on specific action items, feasibility of implementation, actions or information requested from industry partners, and next steps planned to drive toward integration, completion, or re-examination.
 - b. This report will be shared with Ground Transportation stakeholders on the SAN.ORG website for viewing by all.
4. Two semi-annual outreach meetings in Fiscal Year 2020 with all Ground Transportation stakeholders, along with invites to all former GTAC members, to discuss status of specific action items, relate the results of feasibility assessments, disseminate information, listen to new ideas, and discuss newly proposed specific action items and opportunities.

SDCRAA

Request for Organizational Information

October 2, 2020

We are requesting information about your organization to understand the makeup of the taxi industry support organizations in San Diego.

Please enter (Y/N) in the box below if you are able to provide the requested information.

Then, please forward a copy of this sheet, and requested information to -

Taxicomms@san.org

Include the subject line - **Taxi Organization Information Request - "Organization Name"**

Item No.	Able to Provide (Y/N)	Requested Item
1		Business License
2		Corporate Charter
3		Bylaws
4		List of Officers
5		List of Authorized Signatories
6		Associated Radio Services - if applicable
7		List of Services/Benefits Offered to Members
8		Requirements for membership
9		Member Roster/Listing
10		List of Member Companies - if applicable
11		List of MTS Taxi Medallions - if available
12		Schedule of Dues or Fees
13		Schedule of Meetings Held - for Last 24 Months - with Meeting Location
14		Copies of Meeting Minutes- for Last 3 Meetings
15		Most Recent Annual Financial Report - if available
16		Total Amount of Fees Collected - for each of the last three years

Comments: _____

Thank you for your cooperation and participation.
Marc Nichols, Director - Ground Transportation

Published on *San Diego Metropolitan Transit System* (<https://www.sdmts.com>)

[Home](#) > [About MTS](#) > [For-Hire Vehicle Administration](#) > Advisory Committee

Advisory Committee

The Taxicab Advisory Committee:

- Provides feed back on taxicab matters destined for Board action
- Reviews Taxicab Administration annual budget
- Provides recommendations to MTS Board to promote taxicab industry
- Reviews vehicle inspection criteria, process, results, and rankings
- Reviews the annual fee schedule
- Approves maximum taxicab rates of fare for the City of San Diego and all other regulated cities
- Comments on MTS's work program concerning taxicab matters

Meetings are held four times a year in the Board Room at the James R. Mills Building (1255 Imperial Ave. Ste 1000, San Diego, 92101) and are open to the public.

Meeting Schedule ^[1]

The Committee has 16 members. One representative of the MTS Board of Directors, appointed annually by the Board, serves as Chair of the Taxicab Committee. The San Diego Tourism Authority, San Diego County Regional Airport Authority, San Diego Convention Center, San Diego Travelers Aid Society, and the hotel-motel industry each appoint one representative. The taxicab owners elect five owners to represent them, and currently there are five lease driver representatives.

Members

Christopher Ward, Chair
City of San Diego Councilmember and MTS Board Member

Vacant
Owner - Category B

Marc Nichols
San Diego County Regional Airport Authority

Daryl Mayekawa
San Diego Convention Center

Anthony Palmeri
San Diego Travelers Aid Society

Ryan Chasteen
Marriott Marquis San Diego Marina

Nasser Tehrani
N.A.T. Cab Co., Owner - Category A

Vacant
Owner - Category B

Brian Hilemon
San Diego Tourism Authority

Akbar Majid
SDYC Holdings, LLC, Owner - Category A

Edna Rains
San Diego County Sheriff's Licensing Division Nonvoting Member

Houshang Nahavandian
ESM Corporation, Owner - Category B

Alfred Banks
Lease Driver Representative

David Tasem
Lease Driver Representative

Guillermo Morquecho
Lease Driver Representative

Vacant
Lease Driver Representative

Margo Tanguay
Lease Driver Representative

Garret Cooper
San Diego County Department of Agriculture, Weights and Measures Nonvoting Member

Source URL: <https://www.sdmts.com/about-mts-for-hire-vehicle-administration/advisory-committee>

Links

[1] <https://www.sdmts.com/about-mts-meetings-and-agendas/other-committee>



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 San Diego, CA 92101-7490
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SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE GUIDELINES

1 PURPOSE

The Taxicab Advisory Committee's purpose is to:

- 1.1 Provide feedback to the Chief Executive Officer and designated staff on taxicab matters to formulate recommended courses of action that the Chief Executive Officer or Board of Directors, whichever applicable, may review for approval;
- 1.2 Review summaries of administrative hearing officer decisions concerning taxicab owner and driver penalties;
- 1.3 Discuss taxicab owners'/drivers' written grievances;
- 1.4 Review summaries of complaints concerning taxicab service;
- 1.5 Review vehicle inspection criteria, process, results, and rankings;
- 1.6 Review the Chief Executive Officer's Annual Fee Schedule; and
- 1.7 Comment on MTS's work program concerning taxicab matters.

2 MEMBERSHIP

Sixteen voting members are appointed as follows:

- 2.1 One representative of the MTS Board of Directors appointed on an annual basis, who will be designated by the MTS Board of Directors to serve as Chair of the Taxicab Advisory Committee.
- 2.2 One member appointed by the San Diego Tourism Authority, the San Diego County Regional Airport Authority, San Diego Convention Center, San Diego Travelers Aid Society, the Hotel Industry, and the United Taxi Workers of San Diego (UTWSD), each serving a three-year term.



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company. MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

- a. Each organization or agency may designate one (1) alternate member by providing written notification to the MTS Clerk of the Taxicab Advisory Committee.
 - b. The UTWSD member must either be: a current member of the UTWSD; or be a current employee or other authorized representative of the UTWSD.
- 2.3 Five taxicab owners with at least three years' experience and in good standing, each serving a three-year term, elected by taxicab owners, divided as follows: two seats are designated for representation of owners of one to three taxicabs; and three seats are designated for representation of owners of four or more taxicabs.
- 2.4 Four taxicab lease drivers in possession of a San Diego Sheriff's Department-issued Taxicab Driver Identification Card valid in the MTS areas of jurisdiction, being in good standing with the Sheriff's Licensing Division, and currently serving as a driver for at least three years leading up to the election. The election shall comply with the following guidelines:
- a. Lease driver representatives shall be elected by licensed drivers operating in MTS areas of jurisdiction.
 - b. Lease driver representative elections shall take place every three years at the same time as the owner representative elections.
- 2.5 The taxicab owners, lease drivers and UTWSD representatives shall meet the eligibility requirements at all times while serving on the Taxicab Advisory Committee.
- 2.6 A taxicab owner member unable to attend a meeting may appoint an alternate from the same or similarly sized company to attend in their absence.
- 2.7 A taxicab driver unable to attend a meeting may appoint a driver with a similar experience level (within 2 years), not less than three years, to attend in their absence.
- 2.8 The Taxicab Advisory Committee or the Chief Executive Officer or designee shall make an interim appointment if a member's seat becomes vacant within the three-year term.
- 2.9 The Vice Chair will be the Taxicab Administration Manager.
- 2.10 One non-voting member will be appointed by the County of San Diego's Department of Agriculture, Weights and Measures.
- 2.11 One non-voting member will be appointed by the County of San Diego Sheriff's Department.

3 REMOVAL AND RESIGNATION

- 3.1 Any member who misses four (4) consecutive meetings may be subject to removal. For any member who has missed three (3) consecutive meetings, a documented warning shall be provided to the member.
- 3.2 A member may resign by providing written notification to the MTS Clerk of the Taxicab Advisory Committee.

4 MEETINGS

- 4.1 Taxicab Advisory Committee meetings are subject to the provisions of the Ralph M. Brown Act, California Government Code, Section 54950, et. seq.
- 4.2 Taxicab Advisory Committee meetings will be held quarterly at the offices of MTS.
- 4.3 The agenda for each meeting will be posted in the MTS lobby.
- 4.4 The agenda, backup materials, and minutes of the previous meeting will be sent to each member in advance of the meetings, upon request.
- 4.5 The Chair may call additional meetings, as necessary.
- 4.6 Fifty-one percent attendance is a quorum to hold a meeting.

5 VOTING

- 5.1 Each voting member of the Taxicab Advisory Committee has an equal vote.
- 5.2 Fifty-one percent of the votes of those in attendance will approve an item.
- 5.3 A roster of the Taxicab Advisory Committee members who voted will be provided to the MTS Board of Directors, along with the item, for MTS Board action on an agenda item.

6 SUBCOMMITTEES

- 6.1 MTS Board of Directors approval is required to establish a standing subcommittee. The Workshop of Regulatory Matters is a standing subcommittee for Taxicab Advisory Committee and is subject to the Brown Act.
- 6.2 Chief Executive Officer or designee approval is required to establish an ad hoc subcommittee.

7 APPROVAL

- 7.1 These Guidelines were revised by the MTS Board of Directors on **October 10, 2019**.
- 7.2 The MTS CEO shall have the authority to implement additional procedures to carry out elections and maintain regular and orderly meetings of the Taxicab Advisory Committee.

Due to the COVID-19 pandemic all outreach will be conducted digitally/on-line (Surveys, Educational Materials, Permit applications and processing) approved operator decals will be mailed via the US Postal Service.

Open Taxi System 2021 – Activities Timeline

Phase	Action	Date
Phase 1	<p>Industry Outreach Survey #1 – Supplied digitally to San Diego County MTS Taxi Operators to gauge interest.</p> <p>Industry Outreach (On-going)- Conducting Collaborative Meetings with Taxi Stakeholders and MTS</p> <p>Established General Communications Email Account – TaxiComm@san.org</p>	June 2020
Phase 2	<p>Operational Preference Survey #2- To supplied digitally to San Diego County MTS Taxi Operators to gather feedback on billing options and days of operation.</p>	August/September 2020
Phase 3	<p>Finalize Interest List - Taxi Operator Applicants for 2021</p> <p>-</p>	October/November 2020
Phase 4	<p>Educational Materials- On-line</p> <ul style="list-style-type: none"> - How to apply for a Taxicab permit at SAN - Application requirements - Rules and Regulations for Taxicab Operators at SAN 	November 2020
Phase 5	<p>Send Permit Applications – Supply digital application links (DocuSign) MTS Taxi Operators who expressed an interest.</p>	November/December 2020
Phase 6	<p>Permit Processing- SAN GT processes digital applications and issues permits for qualified Taxicab applicants.</p>	November/December 2020
Implementation	<p>2021 Taxicab (approved) Permit holders begin operations at SAN</p>	January 2021

Attachment G

		Airport Survey Responses - Condensed				
		SFO	LAX	SJC	SNA	OAK
Question						
Demand	1. What is the average number of daily taxi pick-ups?	2,940	3,875	4-5 daily taxi pick up's per driver	480	175
	2. What is the number of average daily enplanements?	78,243 (peaks up to 95,000)	141,148 (January – July 2019)	12,202	14,567 (2018)	18,500
Operations	3. What is the taxi operating model? Airport operated or concessionaire?	Airport operated with third party for curbside management.	Concessionaire	Airport operated through contractor	Third-party	Airport operated. Curbside management contractor.
	4. If the system is airport operated, is it an open or closed system?	Open (SF City and County Cabs only)	Closed	Closed	Closed	Open
	5. Taxi permits are issued by (indicated one): airport, city, county, state, other (please specify).	SFMTA (transit authority)	City of Los Angeles, Department of Transportation (LADOT)	Airport with San Jose PD approval	Orange County Taxicab Administration Program (County)	Airport and city
	6. What is the total number of permitted taxis?	1,221	2,320	300. 139 issued as of October 2019	65	171
	7. What is the taxi pick-up location type (indicate all that apply): island, terminal curbside, parking lots, transit center, other (please specify).	Center island of arrival level	Terminal curbside	First floor of parking garage. Ground Transportation Island.	Ground Transportation Center. Terminal curbside.	Terminal curbside
	8. What is the number of taxi spaces at the pick-up zones (total across all terminals)?	42	66	14	51	6
	9. What is the total number of hold lot spaces available to taxis?	427. Virtual lot will be about 100 spaces.	154	100	81	70
Operating Schedule	10. Does the airport determine taxi driver schedules? (Y/N)	No	Yes	Yes	No	Yes
Technology	11. What type of dispatch technology is used?	Radio	Proprietary by concessionaire.	GMG Dispatch System	TBD	Radio

		Airport Survey Responses - Detail				
Question		SFO	LAX	SJC	SNA	OAK
Demand	1. What is the average number of daily taxi pick-ups?	2,940 trips per day	January – July 2019, daily taxi pickups averaged 3,875	4-5 Daily taxi pick up's per driver. 70 drivers per day = 350 trips per day	Total trips per day on average 480	175 average daily pickups for 2019
	2. What is the number of average daily enplanements?	78,243 daily (peaks up to 95,000)	January – July 2019, LAX passenger traffic totaled 51,519,113	YTD/2019: 4,453,963, YTD/2018: 4,034,668	5,317,149 2018	18,500
Operations	3. What is the taxi operating model? Airport operated or concessionaire?	Airport operated, day-to-day managed by an operator , own curbside monitors, provides curbside management	Concessionaire manages the taxi lot and dispatch. Operating Agreements are held separately with each of the City of Los Angeles taxi franchisees.	Airport, operated through contractor	Third-party Operator under an Operating Agreement	Airport operated with curbside management contractor
	4. If the system is airport operated, is it an open or closed system?	Open (only to SF City and County Cabs).	Pick ups are only allowed by the City of LA taxi franchisees with an Operating Agreement with Los Angeles World Airports (LAWA).	Closed System	Closed System; the operating agreement is for the nonexclusive use of an operating area. The operating agreement has a Nonexclusivity clause.	Open
	5. Taxi permits are issued by (indicated one): airport, city, county, state, other (please specify).	SFMTA, taxi regulator. Airport has authority to inspect on annual basis (administers roles that city provides), airport inspects vehicles and issues decals. MTA regulates, but airport inspects and decals. Verifies condition, safety, mechanics, age of vehicle. Usually good for one year, sometimes only for 6 months. Have been challenging bus companies (rental bus companies) for years, they have been reluctant to let the airport check their vehicles. Airport does not have authority to check TNC vehicles,	Taxi permits are issued by the City of Los Angeles, Department of Transportation (LADOT)	Taxi Permits are issued by Airport contingent on San Jose PD inspection approval	County, Orange County Taxicab Administration Program	Airport and city
	6. What is the total number of permitted taxis?	1,221 authorized to operate	Currently 2,320 taxis are registered in the LAWA ground transportation system.	SJC has the ability to issue 300 Permits, 120 company permits and 180 individual permits. We currently only have 139 permits issued. 70 taxis operate each day.	JWA has a minimum requirement of 65 cabs.	171 taxi permits in 2019
	7. What is the taxi pick-up location type (indicate all that apply): island, terminal curbside, parking lots, transit center, other (please specify).	Center island of arrival level, stage within domestic garage, then take chute to go right to commercial operating zone	Terminal curbside	At Terminal A they are located on the First Floor of the Garage while at Terminal B they are located on a Ground Transportation Island with other approved operators	Ground Transportation Center and designated curb cutout at Terminal C curbside	Terminal Curbside (1st Curb)
	8. What is the number of taxi spaces at the pick-up zones (total across all terminals)?	42 taxi spaces, 4 terminals, depends on spaces. Terminal 3 has most spaces because largest. T2 has least because footprint is smallest	Currently 66 spaces across all terminals	14	51	Six
	9. What is the total number of hold lot spaces available to taxis?	427	154 spaces in the taxi holding lot	Approx. 100	81	70 spaces (7 rows * 10 vehicles per row)
Operating Schedule	10. Does the airport determine taxi driver schedules? (Y/N)	No, the companies do not either. Drivers are qualified as independent operators and can pick their own hours. Curb hours 7am to 1am	Yes – administered by concessionaire	Yes	No	Yes
Technology	11. What type of dispatch technology is used?	Currently left manual. 4 zones for pickup. Curbside coordinators have radios, will let people know how many taxis may be necessary at their zone. Will radio	Proprietary by concessionaire.	Our contractor was using iCabbie, however, due to poor service they have reverted back to the GMG Dispatch System	In process. I emailed JWA Yellowcab for the information.	Radio

		Airport Interview Responses - Condensed				
Question		SFO	LAX	SJC	SNA	OAK
Demand	1. What is the approximate daily average taxi hold lot occupancy on the busier days of the week?	No value provided	150-160 capacity. Busy days 700-750 vehicles pass through facility.	140	81	50% (lot capacity unknown)
	2. Does the existing hold lot fill to capacity? Is there an overflow lot? Are the changes to hold lot size anticipated in the near future?	Yes, most always full. Yes for overflow. No for changes.	Yes, normally very busy. No overflow lot. In future the lot may shrink. Pushing to use virtual hold lot.	No	Yes, occasionally. Taxi company has asked to reduce hold lot.	N/A
Operations	3. Does the total number of taxi spaces at the pick-up zone meet existing demand? Are there plans to change the space available to taxis for pick-ups?	Yes. Yes.	No, not to account for all modes combined. Want to be more efficient, and not have taxis waiting or queuing at all.	Yes. No.	Yes. No.	Yes
	4. What is the estimated average customer wait time for a taxi? How is this parameter measured or monitored?	1 - 2 minutes. Travel time from hold lot to pickup.	Instant. Under 2 minutes to 10 minutes.	5 minutes. Travel time between dispatch and pickup.	Less than 2 minutes.	Less than 2 minutes.
	5. Is a CSR available for taxis?	Yes	Yes	Yes	Yes	Yes
	6. Is there a virtual hold lot capability utilized?	No, currently in development. Will be approx. 100 spaces.	No, currently in development.	No	No.	No, currently in development.
	7. What taxi dispatch software is used?	Radio	Radio	Radio	None. Taxis are in charge of managing demand themselves. The airport plays no part in this.	Radio
	8. What is the methodology and technology for trip fee billing? (AVI, ALPR, paper, coin, other).	Contactless card. AVI for driver reconciliation.	AVI and contactless card	AVI Gatekeeper	AVI system with transponders	Pre-sold vouchers. Collected upon passenger pickup.
	9. What is the current operating schedule?	No schedule, drivers come and go as they please	5-day schedule	2-day schedule. A and B day	Unknown. The taxi company is in charge of this. Info has been requested by JWA and will forward on as soon as received.	2-day schedule. A and B day
Operating Schedule	10. What is the estimated percentage of taxis that are electric vehicles? What new EV requirements are anticipated in the coming years for taxis?	Unknown. Most vehicles are hybrids. No requirements.	Unknown. Many vehicles are hybrids.	0%. None.	0%. Current requirement is that 100% are CNG. No plans for going towards electric AFVs in future.	Unknown. Currently reduced trip fee for AFVs.
Technology	11. How many electric vehicle charging stations are available on airport for use by taxis?	6	None	None	No. Chargers available in public and employee lots.	None

		Airport Interview Responses - Detail				
		SFO	LAX	SJC	SNA	OAK
	Question					
Demand	1. What is the approximate daily average taxi hold lot occupancy on the busier days of the week?	No value provided	150-160 vehicle capacity. Average: 400-450 cabs go through, on busy day 700-750 go through. Normally very full.	Staging lot has capacity for 140	81	50% of current capacity (capacity unknown)
	2. Does the existing hold lot fill to capacity? Is there an overflow lot? Are the changes to hold lot size anticipated in the near future?	Yes. There are 4 lots adjacent to the hold lot that can be used as overflow. No. If lot is full a CSR will go and turn drivers away.	Yes, normally very busy. No overflow lot. When lot fills, company sends drivers notification that lot is full. Full area is at the staging area waiting to get in the lot, not the lot itself. No studies or plans to increase hold lot size. Perhaps shrinking lot, if ability to not have them go through hold lot (virtual hold lot).	Never fills anywhere near capacity. Around 30 or so in the morning and 50 or so in the afternoon. Not at the moment.	Occasionally, but rare. This phenomenon has been reduced due to TNCs. Recently the taxi company has asked to reduce the size of the hold lot. JWA would use this to expand the cell phone lot.	N/A
Operations	3. Does the total number of taxi spaces at the pick-up zone meet existing demand? Are there plans to change the space available to taxis for pick-ups?	Yes. Yes, as mode choice changes SFO is looking at how to make adjustments to the space that each mode is allotted.	Don't have enough space to share with all modes. Want to be more efficient, not have to have them waiting or queuing at all. 4-6 cars per stop. Taxi Starter (CSR) makes sure that there are not any more taxis than needed. Takes 5-7 minutes to get from hold lot to central terminal facility. Will pull taxis from other terminals if necessary.	Yes, it currently meets demand because demand for taxis is low.	Yes does meet demand. No plans to change. At GT center there are 14-17 spaces between Terminals A and B, and at the sound side of terminal C.	Yes. Downward trend. Monthly in 2016 about average 10,000 trips/month, now half a many. Two staging area at the curb. 5 taxi spaces at T1, dispatched, and 1 at T2
	4. What is the estimated average customer wait time for a taxi? How is this parameter measured or monitored?	1 - 2 minutes. Travel time from hold lot to pickup.	Always taxis waiting at every stand. If large demand, then it could be 10-15 minutes because roadways are congested.	5 minutes maximum. This is the time that the taxi needs to drive between the hold lot and the curbside after being dispatched.	No wait time, usually taxis waiting all the time to meet customer demand. Contract says no longer than 10 minutes.	Minimal, less than 2 minute standard, rarely more.
	5. Is a CSR available for taxis?	Yes	Yes, managed through taxi management group (taxi starter).	Yes, in the form of taxi starters. They dispatch the taxis and help customers with questions and luggage.	Yes, taxi starters. Employee of the taxi companies serve as CSR. Taxi personnel at hold lot for dispatches. Taxi employee as greeter at curbside.	SP Plus is the curbside manager. Starter at each taxi dispatch. Taxis pay pre pickup only. \$3.70. Drop-offs free.
	6. Is there a virtual hold lot capability utilized?	Currently working on virtual queue, will ping drivers to tell them to come. Slated for January 2020. If a positive response is shown, they will do full launch. Then they will go to smaller virtual dispatch lot. 45 minutes prior they will be told to come to the airport. Virtual lot will be about 100 spaces. Would have to be within geo queue to be pinged. If space in queue, will be told to come. If no space, they will be told to wait and come later. The current virtual queue system will automate the number of needs (using past data, # of people using taxis per hour to predict demand).	Looking at virtual lot. No timeline.	None at the moment. No timeline.	None at the moment. No timeline.	No, but would like to do a virtual hold lot. Something like the virtual queue used at Portland. Gatekeeper is also developing this technology.
	7. What taxi dispatch software is used?	Manual radio.	Use handheld radio to communicate with one another to dispatch.	Radio, had iCabbie at one point in time, but wasn't meeting standards.	None. Taxis are in charge of managing demand themselves. The airport plays no part in this.	Radio
	8. What is the methodology and technology for trip fee billing? (AVI, ALPR, paper, coin, other).	Use AVI to reconcile drivers. Use contactless card (issued by MTA) for billing to recover trip and airport fees. Card is loaded with credit and reduced when entering the hold lot.	Use AVI system and smart card system. Similar to SFO system. Makes sure that everything matches up.	Currently use an AVI gatekeeper system	AVI system with transponders	Sell and collect vouchers to taxis. Collected upon pickup by SP Plus. The vouchers are presold.
	9. What is the current operating schedule?	No schedule, drivers come and go as they please	5-day schedule	A day and B day schedule. Taxis can operate every other day	Unknown. The taxi company is in charge of this. Info has been requested by JWA and will forward on as soon as received.	A shift, Monday -Wednesday, B shift - Tuesday... not enforced by airport, taxis are self-enforcing.
Operating Schedule	10. What is the estimated percentage of taxis that are electric vehicles? What new EV requirements are anticipated in the coming years for taxis?	Unknown, but most of the vehicles are hybrids. MTA does not have a requirement. Have loosened requirements since TNCs arrived. Trip fees are not impacted by fuel type. Do not want to prioritize vehicles by fuel type. Could lead to a lawsuit (NYC was sued under Bloomberg for this reason).	Not doing this as an airport. City of LA does this as part of their system. Most are Prius. Holding lot does not have EV chargers, which is a limiting factor	0% or close to 0%. Currently 25% of trips need to be clean fuel. This takes the form of CNG. Wherever the industry goes, that is where the regulations go	0%. Current requirement is that 100% are CNG. No plans for going towards electric AFVs in future.	Offers reduced trip fee for AFVs - \$3.35/trip. Hybrid, electric, etc.
Technology	11. How many electric vehicle charging stations are available on airport for use by taxis?	Chargers in garages., Currently 6 in the staging area.	No	No charging stations, but many vehicles in the fleet are hybrid Priuses	No. However, t here are chargers in employee parking (10) and public parking structures (80).	No EV charging stations

				Airport Interview Follow-up Responses - Condensed		
		Question	SFO	OAK		
History		1. What initially prompted you to adopt an open taxi system?	Always had open system	Always had open system		
Open System Operations/Challenges/Benefits		2. Have you encountered any challenges associated with the open system? If so, what are these challenges?	General politics of the industry. Political pressure to maintain open system. Hard to make changes to system. Supply shortages at night (COVID)	Quality control. Billing/permitting/regulating is time consuming.		
		3. Have you encountered any surprise issues or unintended consequences in changing from a closed to an open system?	N/A	N/A		
		4. Are there any unexpected benefits, challenges, or insights associated with the open taxi system as opposed to the previous system?	N/A	Challenges: supply easily impacted by operator decisions and external factors. Arguments between operators are frequent. Benefits: provides owner/operators steady income		
Vehicle Management		5. How do you manage vehicle inventory and/or supply? Do your drivers operate on scheduled days? Have you had any challenges managing supply in an open system?	Work with taxi regulators. Use virtual queue system. Ensure appropriate size of physical hold lot. Have had issues managing supply, due to unknowns and outside factors (COVID).	A/B alternating daily schedule. Challenge: managing supply of ADA-equipped vehicles.		
Industry Representation/Relationship		6. Do local drivers have a union or representative body that speaks with the airport on behalf of the industry? If so, what have been the benefits/challenges associated with this relationship?	Yes. Various taxi advocacy groups. Previously a taxi advisory group. Benefits: representation of drivers and democratic process. Challenges: changes are hard to make and process is highly political	No formal organization. Individual operators have set-up communication pathways. Ground transportation contractor (currently SP Plus) acts as liaison between operators and airport.		
COVID-19 Impacts		7. Since the beginning of the COVID-19 pandemic, has OAK made any changes to the fee structure related to the taxi operation? Has the airport made any concessions to aid the taxi industry during these difficult times?	Overall, no. Very minor updates to process and hold lot functionality.	No, have not to date		

		Airport Interview Follow-up Responses - Detailed		
		Question	SFO	OAK
History		1. What initially prompted you to adopt an open taxi system?	Have always had an open system, ever since the airport began operating in the 1930s.	OAK has operated Taxi service in an open system. OAK has not had a closed Taxi system. Our open system was initially opened to a fixed number (120 Medallions) then opened to additional City of Oakland Permitted Cabs.
Open System Operations/Challenges/Benefits		2. Have you encountered any challenges associated with the open system? If so, what are these challenges?	The politics of the taxi industry are fraught. There are many issues related to the system including fairness and the fact that when there are issues it is extremely hard to kick someone out and not allow them to operate. SFO has debated closing the system many times in the past, but the political dynamic and local industry pushes back. Any minor adjustment to the system or the process is laborious. Have had issues with paid versus unpaid medallions, especially in how it relates to preferential treatment of drivers. Currently, drivers that have paid for their medallions are in one line, unpaid in another line. Paid drivers get preference when it comes to trips. Since COVID, night time shortages have become frequent. Biggest challenge of an open system is supply management.	Quality control of vehicles, one company would enhance uniformity and service. Managing/Permitting/Regulating multiple Operators is time consuming and depletes limited internal resources. Each Operator has its own set of practices, which can affect driver training, customer service and/or overall quality of service.
		3. Have you encountered any surprise issues or unintended consequences in changing from a closed to an open system?	N/A	N/A
		4. Are there any unexpected benefits, challenges, or insights associated with the open taxi system as opposed to the previous system?	N/A	In our open system, if a major carrier pulls their permits, it can effect supply. Drivers many of which are owner operators may be competitive or voice disagreements between each other, However an open Systems provides a larger pool of owner operators/independent drivers with access to Airport Permits (a steady income flow)
Vehicle Management		5. How do you manage vehicle inventory and/or supply? Do your drivers operate on scheduled days? Have you had any challenges managing supply in an open system?	Taxis that operate and have medallions to operate in the City and County are the only vehicles permitted to operate at the airport. Outside taxis are allowed to pick-up, but there needs to be a prior arrangement for this to happen. Often times work with the taxi regulators to determine supply. Have had an issued managing supply. Have realized that in open system the hold lot needs to be fairly large to accommodate many vehicles waiting on airport property. Have transitioned to a virtual hold lot system, but now dealing with high volume vehicle spillover into adjacent neighborhoods which are frustrating neighbors. Lastly, a large issue is that in an open system, there are many more companies to deal with which can lead to confusion and logistical challenges that can impact supply (shortage or over supply)	We have A/B, alternating day schedules, some minor supply challenges during COVID. Availability of taxi services for travelers with disabilities has been a growing issue (ex. independent drivers cannot afford cost of acquiring/operating/maintaining ADA equipped vehicles; in a closed system Operator could be required to maintain a certain fleet percentage)
Industry Representation/Relationship		6. Do local drivers have a union or representative body that speaks with the airport on behalf of the industry? If so, what have been the benefits/challenges associated with this relationship?	Yes, there are local taxi advocacy groups that help to support the many cultures and issues that all drivers face. There has been a taxi advisory group in the past. Members were nominated by the taxi industry. Any changes to the system had to be presented to this group for approval. This effort has been successful, although group members can be rowdy at times. SFO tries to keep a balance between airport and taxi needs. There have been board of supervisors members (now ex members) who have owned taxis. The taxi community is highly political.	Not a formal representative, however, some individual drivers step up to communicate for the taxi drivers. In prior years there was a taxi committee with drivers electing among themselves.- Our Ground Transportation contractor (SP+) acts as a liaison between Taxi drivers and OAK staff.
COVID-19 Impacts		7. Since the beginning of the COVID-19 pandemic, has OAK made any changes to the fee structure related to the taxi operation? Has the airport made any concessions to aid the taxi industry during these difficult times?	No, no concessions have been made to any operators since the pandemic started. This is due to FAA regulations. Using the Bay Area bridge tolls as precedent example. Everyone still has to pay a toll to cross the region's bridges. SFO is taking the same stance with operating at the airport. The only minor concession that has been made has been an adjustment to how the lot operates and how payments are made to ease the process for operators.	We have not.

Attachment H

San Diego Taxi Industry Survey No. 1
To all MTS Medallion Holders

Jul 2020

Purpose: to gauge the operators awareness of the plan, general Interest in operating at SAN in 2021, potential volumn of vehicles and technological capabilities of the operators (cellular connectivity)

No.	Question		Airport Permit	MTS Medallion	No. of Responses
Q1	Have you had a permit at SAN in the past?		Yes - 14	No - 26	40
Q2	Will you apply for a permit to operate at SAN on January 1st, 2021?		Yes - 11; No - 3	Yes - 23; No - 3	40
Q3	How many vehicles will you apply to have permitted?	Single?	79	69	148 Single Vehicle Operators
		Fleet (10 or more?)	1	1	2 Fleet Operators
Q4	Which best describes your operator type? Singal Driver or Fleet Operator	Single?	12	22	34
		Fleet?	2	4	6
Q5	How many vehicles in your fleet?	2 to 5 Vehicles?	7	4	11
Q6	Did you know about the decision to open the Airport to all MTS-permitted taxi drivers before today?		Yes - 13; No - 1	Yes - 14; No - 12	40
Q7	Do you have a cellphone?		Yes - 14	Yes - 26	40
Q8	Does your cellphone have internet access?		Yes - 14	Yes - 26	10
Q9	Do you currently drop-off passengers at SAN?		Yes - 8; No - 6	Yes - 25; No - 1	40
Q10	How many times per month do you drop off passengers at SAN?	1 to 5	10	8	40
		6 to 10	9	8	40
		11 to 15	6	9	40
		16 to 20	5	10	40
		21 or more	36	29	40
Q11	Do you have an ADA equipped vehicle?		Yes - 2; No - 12	Yes - 2; No - 24	40

Attachment I

San Diego Taxi Industry Survey No. 2
To all MTS Medallion Holders

Aug & Sep 2020

Purpose: to gauge the billing and operating preferences (assigned days vs. open schedule) and drop off trends

No.	Question		Airport Permit	MTS Medallion	No. of Responses
Q1	Would you be prepared to operate under Option A? (Application Fee + Trip Fees)		Yes - 28; No - 7	Yes - 78; No - 9	122
Q2	Would you be prepared to operate under Option B? (Flat Rate Permit Fee)		Yes - 20; No - 15	Yes - 62; No - 29	126
Q3	How often would you like to operate at the Airport? (Daily, Alternate Days)	Daily?	Daily - 32	Daily - 71	103
		Alternate Days?	Alternate - 6	Alternate - 25	31
Q4	I want to pick-up at the Airport..(With a Schedule or Without a Schedule?)	Schedule?	Sched - 20	Sched - 53	73
		No Schedule?	No Sched - 19	No Sched - 39	58

Option	A	B
Billing Scenario Type	<ul style="list-style-type: none"> Application Fee + Monthly Trip Fees 	<ul style="list-style-type: none"> 6 Month Permit Fee*
Payment Requirement	<ul style="list-style-type: none"> Application fee Individual trip fees still collected and paid monthly 	<ul style="list-style-type: none"> 6 Month prepaid permit fees instead of monthly trip fees Paid in advance
Payment Frequency	<ul style="list-style-type: none"> Up Front & Monthly** 	<ul style="list-style-type: none"> Flat Rate Permit Fee**
Operator Considerations	<ul style="list-style-type: none"> One-time upfront application fee Only pay trip fees for the trips that you make Pay both upfront and monthly trip fees 	<ul style="list-style-type: none"> Money saved if drive more frequently Less payments required Potential lower total cost per trip Non-refundable Up-front 6-month commitment
*Per Vehicle		
**January 1, 2021 thru June 30, 2021		



Open Taxi System Transition Update

Marc Nichols

Director, Ground Transportation

November 5, 2020

Agenda

- San Diego Taxi Industry Background
- Stakeholder Involvement
- GTAC – History, Purpose, Membership
- Authority Taxicab Management
- Industry Communication – MOAs
- Economic Information
- Preparing for Transition
- Permitting Process
- Information Gathering and Collaboration
- System Parameters
- Future Considerations

San Diego Taxi Industry Background

- Taxis are regulated by MTS
- TNCs are regulated by CA PUC
- Different –
 - operating rules
 - technology
 - Equipment
 - registration, and
 - insurance Requirements
- Creates “Level Playing Field” issues for modes

Table 1- Level Playing Field Issues

Requirements are Similar

Differences Exist

No.	PERMIT REQUIREMENTS	TAXI	TNC	VFH	CHARTER
1	Regulated by	MTS	CA PUC	CA PUC	CA PUC
2	Airport Permit Required	Each Vehicle	Company	Each Vehicle	Each Vehicle
3	Total Authorized Companies	450	10	9	No Limit
4	Total Vehicles	450	No Limit	No Limit*	No Limit
5	Vehicle	Commercial	Private	Commercial	Commercial
6	Vehicle Age	Less than 10 years*	Less than 10 years	Less than 10 years*	Less than 10 years
7	Vehicle Inspections	Older than 7 years	Older than 7 years	Older than 7 years	Older than 7 years
8	Driver Background Checks	Yes	Yes	Yes	Yes
9	Driver "Known Terrorist" Check	Yes	Yes	Yes	Yes
10	Driver "Sex Offender Database" Check	Yes	Yes	Yes	Yes
11	Driver DMV Check	Yes	Yes	Yes	Yes
12	Airport Driver Badge	No	No	No	No
13	Sherriff's Placard	Yes	No	No	No
14	Company Driver Identification	Yes	Yes	Yes	Yes
15	Trade Dress	Yes	Yes	Yes	Yes
16	GHG Requirements	Yes	Yes	Yes	Exempt
17	Vehicle Conversion	Yes	Yes	Yes *	Yes
18	Trip Fees/Permit Fees	Per Trip	PUDO	Per Trip	Annual Fee
19	Insurance - Worker's Comp	Yes	Yes	Yes	Yes
20	Insurance - Commercial Liability	\$350,000	\$1,000,000	\$1,000,000	\$750,000
21	Insurance - Auto Liability	\$350,000	\$1,000,000	\$1,000,000	\$750,000

San Diego Taxi Industry Background

- TNCs started operating in 2014
- Before 2015 – there were 990 outstanding City taxi medallions
- MTS medallion cap lifted Apr-2015
- Quickly climbed near 1400 applications & medallions
- Settled back down to approximately 800 medallions

- TNC impact on taxi business
- Covid-19 Downturn

- Oct-2020 – only 683 MTS medallions active
- 333 are temporarily surrendered
- Only about 350 operating in the City currently

** There has been pressure to open the Airport to all City taxis for many years*

San Diego Taxi Industry Background

- Any City taxi can drop off at the Airport
- Only Airport permitted taxis can Pick up on Airport
- There are only 450 authorized and issued Airport taxi permits (*Airport Code*)
- Broken down into
 - A and B permits - operate every other day
 - ALL permits – operate every day (Count 2x)
- These permit decals are affixed to only 366 MTS taxi vehicles.
- GT staff manages taxi supply and operating schedule.

Table 3 - Taxi Decals and Permits (as of 06/23/2020)

Decal Type	Taxi Vehicles	Operating Days	Permit Count
Total Authorized =	<u>366</u>		<u>450</u>
<i>Less Permits Issued:</i>			
A1	34	1	34
A2	34	1	34
A3	34	1	34
A4	35	1	35
B1	35	1	35
B2	35	1	35
B3	35	1	35
B4	35	1	35
ALL	89	2	177
<i>Spares (not counted in total)</i>	<u>-</u>		<u>(4)</u>
Total Issued =	366		450
Total Available =	0		(0)

San Diego Taxi Industry Background

- Transferability & underground value of taxi medallions and permits
- Radio Services – larger legacy companies vs smaller operators, industry is dynamic
- Changes to taxi industry since TNCs began
- Industry has many more smaller and single taxi operators than in the past, after the lifting of the cap.
- Increase in number of taxis, rise of TNCs, and impact from Covid-19 have all had impact on taxi economics

Stakeholder Involvement

- Passengers
- Authority
- Taxi Industry
 - On and Off Airport
 - Owners, Lease drivers, Union
- City of San Diego
- MTS
- CA PUC
- GTAC

GTAC - History, Purpose, Membership (Oct-2018)

Purpose -

- *Facilitate input from community stakeholders, SME, GT providers regarding the future of Ground Transportation operations at San Diego Airport*
- *Where possible, promote equity and fairness in vehicle, environmental, permitting, and operating requirements across commercial modes*
- *Establish parameters for long-term ground transportation environmental and operations strategy.*

Results -

- Collaborative Framework Document
- 6 Focus Areas
- 6 General Principles
- 27 Specific Actions
 - 1 of which was to Transition the Airport to an Open Taxi System – allow all MTS permitted taxis to operate on airport.

Table 2 - Ground Transportation Adhoc Committee (GTAC) Members

Members	Description
1-3	Three voting members from the San Diego County Regional Airport Authority Board
4-7	A single representative from each of the current Taxicab Memorandum of Agreement signatories
8-9	A single representative from each of the current Vehicle for Hire Memorandum of Agreement signatories
14-16	Three (3) representative leased-vehicle drivers from the non-airport taxicab (Metropolitan Transit System (MTS) -permitted) stakeholder pool who currently sit on the MTS Technical Advisory Committee (TAC) *
17	A single representative from MTS staff with responsibilities for taxicab operations
18	A single representative from the California Public Utilities Commission
19	A single representative from United Taxi Workers of San Diego (UTWSD)
20-25	Other groups and residents of San Diego County with knowledge of or part of the commercial ground transportation industry **

** Staff contacted MTS staff regarding potential membership for the non-airport taxicab lease drivers as MTS has responsibility for permitting all taxicabs in the county. MTS has a process by which taxicab owners elect five (5) lease drivers to participate on their TAC. Given the aggressive timeline for this Committee, staff proposes selecting members from the TAC to represent the non-airport taxicab stakeholder category.*

***Seats 20-25. The Auditor and the Vice President/CFO may jointly nominate up to six (6) individuals. The President/CEO shall issue a public notice and any individual residing in San Diego County and meeting the qualifications shall have the opportunity to apply to serve by providing information as to his/her qualifications and background. The President/CEO will select the individuals based upon the nominations.*

Authority Taxicab Management

1. Who participates, and at what level of access
2. Operating schedules or open access
3. Taxicab capacity and supply management
4. Administration and communication
5. Permitting and on-boarding
6. Costs and fee collection
7. Payment processing and registration
8. Authority collaboration with MTS
9. Training and education on airport processes
10. Quality control
11. The customer experience
12. Day-to-day operations
13. Technology
14. Environmental issues
15. Data tracking and analysis

Industry Communication - MOAs

- *Established to formalize the Airport taxi industry organizational structure.*
- *Registered as business entities*
- *Solicit membership from Airport permitted taxi companies*

Focus on -

1. Taxicab safety, condition and appearance
2. Driver Training, Customer Service, and Professionalism
3. Taxicab Availability
4. Passenger Wait Times
5. Taxicab Modernization- Systems, Equipment and Operations
6. Taxicab Modernization- Conversion
7. Dispatch Operations and Customer Service Representative (“CSR”) Personnel
8. Americans with Disability Act (“ADA”) Services
9. Industry Communication and Collaboration

Table 4 - MOA Member Companies and Vehicles

Operator Type	MOA Consortium	# of Companies	% of Companies	# of Vehicles	% of Vehicles
Taxi	<i>SDTA – San Diego Transportation Association</i>	92	48%	227	62%
Taxi	<i>STXA – San Diego Taxi Association</i>	60	31%	79	22%
Taxi	<i>ICOA – Independent Cab Owners Association</i>	41	21%	60	16%
		193	100%	366	100%



Economic Information

- Covid-19 activity level reductions
- Declared state of emergency
- Implemented immediate operational adjustments
- Severe impact on GT modes
- Authority accommodations to the taxi industry
- Ongoing collaboration

Role of the Authority

- Economic opportunity
- Operational, regulatory, technology requirements
- No guarantees of customer demand
- Impact of decisions
- Promote equity, remove artificial barriers where possible – competition
- At-risk business opportunities
- Sustainability

Table 5 - Year over Year Enplanement and Taxi Trip Data

Enplanements

Year/Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YTD	
CY-19 Enplanements	895,859	847,912	1,056,861	1,052,524	1,070,628	1,147,974	1,238,315	1,202,469	1,202,469	9,715,011	
CY-20 Enplanements	953,280	899,877	486,659	36,839	95,386	210,238	305,716	333,490	311,244	3,632,729	
<i>% Change from Prior Year</i>	<i>6.4%</i>	<i>6.1%</i>	<i>-54.0%</i>	<i>-96.5%</i>	<i>-91.1%</i>	<i>-81.7%</i>	<i>-75.3%</i>	<i>-72.3%</i>	<i>-74.1%</i>	<i>(6,082,282)</i>	<i>-62.6%</i>

Taxi Trips

Year/Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YTD	
CY-19 Taxi Trips	44,634	52,309	50,585	51,422	51,871	46,802	43,835	42,451	42,451	426,360	
CY-20 Taxi Trips	38,323	38,411	13,883	1,232	2,649	4,618	6,166	7,663	7,669	120,614	
<i>% Change from Prior Year</i>	<i>-14.1%</i>	<i>-26.6%</i>	<i>-72.6%</i>	<i>-97.6%</i>	<i>-94.9%</i>	<i>-90.1%</i>	<i>-85.9%</i>	<i>-81.9%</i>	<i>-81.9%</i>	<i>(305,746)</i>	<i>-71.7%</i>

Taxi Trips Per Enplanement

Year/Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YTD	
CY-19 Taxi Trips/Enpl	0.0498	0.0617	0.0479	0.0489	0.0484	0.0408	0.0354	0.0353	0.0353	0.0439	
CY-20 Taxi Trips/Enpl	0.0402	0.0427	0.0285	0.0334	0.0278	0.0220	0.0202	0.0230	0.0246	0.0332	
<i>% Change from Prior Year</i>	<i>-19.3%</i>	<i>-30.8%</i>	<i>-40.4%</i>	<i>-31.5%</i>	<i>-42.7%</i>	<i>-46.1%</i>	<i>-43.0%</i>	<i>-34.9%</i>	<i>-30.2%</i>	<i>(0.0107)</i>	<i>-24.3%</i>

Average Taxi Trips per Day

Year/Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YTD	
CY-19 Taxi Trips/Day	1,440	1,868	1,632	1,659	1,673	1,560	1,414	1,369	1,327	1,549	
CY-20 Taxi Trips/Day	1,236	1,372	448	40	85	154	199	247	240	447	
<i>% Change from Prior Year</i>	<i>-14.1%</i>	<i>-26.6%</i>	<i>-72.6%</i>	<i>-97.6%</i>	<i>-94.9%</i>	<i>-90.1%</i>	<i>-85.9%</i>	<i>-81.9%</i>	<i>-81.9%</i>	<i>(1,102)</i>	<i>-71.2%</i>
	31	28	31	31	31	30	31	31	32		

Table 6 - Three Year Comparison of Enplanements and Commercial Mode Activity

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	% Prior Year
Enplanements														
2018	840,479	821,285	1,009,853	1,002,428	1,043,331	1,124,860	1,165,456	1,139,314	963,790	1,025,924	1,005,813	984,141	12,128,692	
2019	895,859	847,912	1,056,861	1,052,524	1,070,628	1,147,974	1,238,315	1,202,469	1,034,475	1,070,451	1,003,157	1,060,131	12,682,775	4.6%
2020	953,280	899,877	486,659	36,839	95,386	210,238	305,716	333,490	311,244	-	-	-	3,634,749	-71%
Taxi Trips														
2018	44,634	52,309	50,585	51,422	51,871	46,802	43,835	42,451	45,319	52,694	50,084	31,201	565,225	
2019	40,215	41,401	44,544	42,660	40,603	38,186	35,516	35,060	38,030	43,009	37,400	30,649	469,292	-17%
2020	38,323	38,411	13,883	1,232	2,649	4,618	6,166	7,663	7,769	-	-	-	122,734	-74%
TNC Pickups														
2018	147,087	140,949	158,398	160,380	172,730	165,666	169,565	174,455	172,162	181,701	175,377	150,696	1,971,184	
2019	166,086	157,628	187,068	181,800	193,362	188,534	188,201	198,418	207,198	206,053	182,766	186,730	2,245,863	14%
2020	189,813	179,901	82,971	6,517	13,186	24,432	35,575	38,900	40,901	-	-	-	614,216	-73%
VFH Trips														
2018	4,650	4,013	4,593	4,558	4,546	4,581	4,586	4,121	3,933	4,142	3,724	3,177	52,642	
2019	3,628	3,017	3,436	3,554	3,555	3,491	3,504	3,334	3,277	3,682	3,363	2,985	42,845	-19%
2020	1,285	1,382	639	63	158	206	254	297	96	-	-	-	6,400	-85%
Off-Airport Parking Trips														
2018	15,116	14,528	16,037	16,154	17,005	16,398	16,970	16,951	16,165	16,577	15,768	15,448	195,135	
2019	15,401	14,039	15,497	15,128	15,969	15,446	15,863	16,145	15,774	15,738	14,859	14,491	186,369	-4%
2020	14,039	13,531	8,657	1,408	989	2,594	3,891	5,419	1,524	-	-	-	54,072	-71%
Hotel/Motel Trips														
2018	9,087	8,543	9,275	9,306	9,497	8,950	8,692	8,741	8,683	9,574	8,684	8,586	109,636	
2019	9,006	7,984	8,852	8,386	8,502	8,088	8,213	8,295	8,001	8,579	8,134	8,301	102,360	-7%
2020	9,123	8,552	6,090	1,312	1,059	1,782	2,454	2,258	672	-	-	-	35,322	-65%
Parking Transactions (Sum of Hourly and Daily)														
2018	96,110	81,673	108,395	102,067	110,429	127,056	131,801	126,980	102,336	109,449	110,545	114,199	1,323,058	
2019	97,362	82,074	93,660	104,480	106,342	121,928	125,293	119,342	98,477	102,729	99,039	115,308	1,268,053	-4%
2020	97,543	83,373	49,877	6,040	13,418	26,313	-	-	-	-	-	-	278,584	-78%

Table 7 - Active Taxi Companies and Vehicles

For the period March 1 through September 20, 2020

	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20
Company Summary							
Total Trips	13,883	1,232	2,649	4,618	6,166	7,663	7,769
# of Active Companies	194	50	37	37	49	69	84
Average Trips per Company	71.6	24.6	71.6	124.8	125.8	111.1	92.5
Days in Month	30	30	30	30	30	30	30
<i>Average Company Trips per Day</i>	<i>2.39</i>	<i>0.82</i>	<i>2.39</i>	<i>4.16</i>	<i>4.19</i>	<i>3.70</i>	<i>3.08</i>
Vehicle Summary							
Total Trips	13883	1232	2649	4618	6166	7663	7769
# of Active Vehicles	353	71	59	63	82	113	134
Average Trips per Vehicle	39.3	17.4	44.9	73.3	75.2	67.8	58.0
Days in Month	30	30	30	30	30	30	30
<i>Average Vehicle Trips per Day</i>	<i>1.31</i>	<i>0.58</i>	<i>1.50</i>	<i>2.44</i>	<i>2.51</i>	<i>2.26</i>	<i>1.93</i>
Enplanements	486,659	36,839	95,386	210,238	305,716	-	-
Trips per Enplanement	0.0285	0.0334	0.0278	0.0220	0.0202		

Preparing for Transition

Focus -

- 1. Taxi industry outreach*
- 2. Transparency and collaboration*
- 3. Continuation of the GTAC model*

- Meetings with stakeholders
- Developed project schedule
- MTS Collaboration and inclusion
- Feedback from airport and off-airport operators
- Move to online services, training, and information share
- Permitting preparation
- Training

Table 8 - Taxi Industry Meetings

<u>No.</u>	<u>Date</u>	<u>Time</u>	<u>Group</u>	<u>Subject</u>
1	10/20/20	10:00 AM	Taxi MOA	Operational & Transition Issues
2	10/02/20	11:00 AM	MTS & GT	Transition planning
3	09/22/20	2:30 PM	MTS & K Hamidi	Operational & Transition Issues
4	09/18/20	11:00 AM	MTS & GT	Transition planning
5	09/18/20	2:00 PM	Taxi MOA	Operational, Transition Issues & Covid -19 Issues
6	09/14/20	1:00 PM	SD Taxi Industry	Transition update
7	09/04/20	11:00 AM	MTS & GT	Transition planning
8	09/01/20	2:00 PM	MTS & Taxi MOA	Operational & Transition Issues
9	08/31/20	1:00 PM	SD Taxi Industry	Transition update
10	08/21/20	11:00 AM	MTS & GT	Transition planning
11	08/19/20	2:30 PM	MTS & GT	Transition planning
12	08/07/20	11:00 AM	MTS & GT	Transition planning
13	07/24/20	1:00 PM	MTS & GT	Transition planning
14	07/22/20	11:00 AM	GT & UTWSD	Transition planning
15	06/30/20	10:00 AM	Transportation Industry	Operational & Transition Issues
16	02/12/20	9:00 AM	Taxi MOA	Operational & Transition Issues
17	02/11/20	9:00 AM	Transportation Industry	Operational & Transition Issues
18	12/18/19	1:00 AM	Taxi MOA	Operational & Transition Issues
19	11/20/19	1:00 PM	Transportation Industry	Operational & Transition Issues
20	09/17/19	1:00 PM	Transportation Industry	Operational & Transition Issues
21	08/26/19	1:00 PM	Taxi MOA	Operational & Transition Issues

Permitting Process

- Begins Nov-2020
- Have already collected existing and new applicant data – DocuSign
 - Permit document processing and payment
- Proven Digital onboarding with online permitting and service model
 - Cell-phone and PC based access required
- 2 Permitting periods
 - 6 month stub period – Jan-Jun 2021
 - Annual permit – Jul-2021 to Jun-2022
 - *Annual permitting thereafter*
- Continuous operations throughout

Information Gathering & Collaboration

- Outreach to 5 other CA Peer Airports
 - SFO, LAX, SNA, SJC, OAK
 - Survey questionnaire
 - Phone interviews
 - Follow-up interviews with SFO & OAK
- San Diego Taxi Industry Surveys
 - 1st – Data gathering, general interest, airport knowledge, technology capabilities.
 - 2nd- Operating preferences, on-boarding preferences, payment preference, schedule vs no schedule

**Full details of the survey results are provided in Attachments to Staff Report*

Peer Airport Survey Results

	LAX	SFO	SAN	OAK	SJC	SNA
Open or closed system?	Closed	Open	Closed	Open	Closed	Closed
Management System?	Third-Party Operator	Hybrid	Airport Operated	Hybrid	Third-Party Operator	Third-Party Operator
Number of taxis permitted?	2,320	1,221	372	171	139	65
Does airport determine schedules?	Yes	No	Yes	Yes	Yes	No
Current schedule format	5-day	No schedule	2-day	2-day	2-day	Unknown. Industry-controlled
Application Fee	N/A	\$127 (new driver fee waived)		\$300	\$200	
Permit Fee	\$106 new, \$151 renewal	\$1,000 medallion fee		\$200	N/A	Company: \$3,334, Vehicle: \$639, Driver: \$250 (all 2-year)
Airport Trip Fee	Base: \$4	Base: \$5	Base: \$3.97 AFV: \$2.98 Non-AFV: \$7.94	AFV: \$3.35 Non-AFV: \$3.70	Base: \$1.50	Base: \$3.00

San Diego Taxi Industry Survey No. 1
To all MTS Medallion Holders

Jul 2020

Purpose: to gauge the operators awareness of the plan, general interest in operating at SAN in 2021, potential volume of vehicles and technological capabilities of the operators (cellular connectivity)

No.	Question		Airport Permit	MTS Medallion	No. of Responses
Q1	Have you had a permit at SAN in the past?		Yes - 14	No - 26	40
Q2	Will you apply for a permit to operate at SAN on January 1st, 2021?		Yes - 11; No - 3	Yes - 23; No - 3	40
Q3	How many vehicles will you apply to have permitted?	Single?	79	69	148 Single Vehicle Operators
		Fleet (10 or more?)	1	1	2 Fleet Operators
Q4	Which best describes your operator type? Singal Driver or Fleet Operator	Single?	12	22	34
		Fleet?	2	4	6
Q5	How many vehicles in your fleet?	2 to 5 Vehicles?	7	4	11
Q6	Did you know about the decision to open the Airport to all MTS-permitted taxi drivers before today?		Yes - 13; No - 1	Yes - 14; No - 12	40
Q7	Do you have a cellphone?		Yes - 14	Yes - 26	40
Q8	Does your cellphone have internet access?		Yes - 14	Yes - 26	10
Q9	Do you currently drop-off passengers at SAN?		Yes - 8; No - 6	Yes - 25; No - 1	40
Q10	How many times per month do you drop off passengers at SAN?	1 to 5	10	8	40
		6 to 10	9	8	40
		11 to 15	6	9	40
		16 to 20	5	10	40
		21 or more	36	29	40
Q11	Do you have an ADA equipped vehicle?		Yes - 2; No - 12	Yes - 2; No - 24	40

San Diego Taxi Industry Survey No. 2
To all MTS Medallion Holders

Aug & Sep 2020

Purpose: to gauge the billing and operating preferences (assigned days vs. open schedule) and drop off trends

No.	Question		Airport Permit	MTS Medallion	No. of Responses
Q1	Would you be prepared to operate under Option A? (Application Fee + Trip Fees)		Yes - 28; No - 7	Yes - 78; No - 9	122
Q2	Would you be prepared to operate under Option B? (Flat Rate Permit Fee)		Yes - 20; No - 15	Yes - 62; No - 29	126
Q3	How often would you like to operate at the Airport? (Daily, Alternate Days)	Daily?	Daily - 32	Daily - 71	103
		Alternate Days?	Alternate - 6	Alternate - 25	31
Q4	I want to pick-up at the Airport..(With a Schedule or Without a Schedule?)	Schedule?	Sched - 20	Sched - 53	73
		No Schedule?	No Sched - 19	No Sched - 39	58

Option	A	B
Billing Scenario Type	<ul style="list-style-type: none"> Application Fee + Monthly Trip Fees 	<ul style="list-style-type: none"> 6 Month Permit Fee*
Payment Requirement	<ul style="list-style-type: none"> Application fee Individual trip fees still collected and paid monthly 	<ul style="list-style-type: none"> 6 Month prepaid permit fees instead of monthly trip fees Paid in advance
Payment Frequency	<ul style="list-style-type: none"> Up Front & Monthly** 	<ul style="list-style-type: none"> Flat Rate Permit Fee**
Operator Considerations	<ul style="list-style-type: none"> One-time upfront application fee Only pay trip fees for the trips that you make Pay both upfront and monthly trip fees 	<ul style="list-style-type: none"> Money saved if drive more frequently Less payments required Potential lower total cost per trip Non-refundable Up-front 6-month commitment
<small>*Per Vehicle **January 1, 2021 thru June 30, 2021</small>		

System Parameters

Overall Factors

- Size, enplanements, available space, location, technology, capacity, financial and staff resources, economics, local politics, industry participation, customer preference, etc.
- Some common, some varied.
- Dynamic and evolving, Covid-19 recovery.
- Different priorities and preferences.
- What works best for this Airport?

Low-impact vs High-Impact

- Significant operational, regulatory, or economic impact on our industry partners.
- Change to or departure from existing or historical practice.
- No assent or consensus of a majority of the taxi industry operators.

System Parameters

Operating Schedule

- No Airport directed operating schedule.
- Taxis can come & go as they please, given capacity constraints and airport activity.
- Equal access to airport trips.
- Supply managed by Gatekeeper S/W and online tools.
- Visibility of hold lot queue, wait times, capacity, Check-in & Check-out.
- In-line with survey preference.
- **Similar to SFO,SNA.**

No Access Preference or Grandfathering

- “Start-fresh” approach to permits.
- No preference for trips, operating days, or schedule.
- Similar to MTS – cap removal.
- Inline with Board direction.
- Eliminate “underground” permit price.
- **LAX, SJC, SNA, OAK. Only SFO has a preferred permit class.**

System Parameters

Discontinuance of MOA Model

- Partner with MTS and taxi industry as a whole.
- Inclusion of union and driver members.
- Website, email, SMS push information tools.
- Continue to collect and compile all necessary performance criteria.
- Information share with Industry on website and quarterly meetings.
- Taxi industry can determine leadership and organizational structure.
- GT to take more active role with MTS in industry meetings – remove layers.
- 1 CA Airport has concession model, 4 used 3rd party contractor to manage taxi relationship.

Reliance on MTS Representational Structure with Industry Outreach

- Strengthen industry and agency partnerships.
- Inline with removal of redundancies
- Already engaged with MTS.
- Online training and digital tools.
- Of 5 other airports, communication, organization, quality control handled by contractor, or concessioner (LAX), with oversight by the Airport.

System Parameters

Collection of Fees

- No annual up-front fee at this time.
 - Barrier to entry, onerous for some owners.
 - Covid-19 recovery.
- Monthly billed Trip Fee – like current model.
- Market-based.
- Register with online payment processing tool for monthly trip fees.
- *New application fee - \$200.
- Docusign processing and collection of application fee.
- In-line with survey preference.
- **No one common solution for CA airports. Practices vary.**

Drop-off Charges

- No Drop off fee.
- Continuation of current practice.
- TNCs do pay a drop off fee.
- No good collection methodology.
- Self-reported.
- Difficult to capture & verify.
- **All 5 other Airports charge a drop-off fee for TNCs but not for taxis.**

System Parameters

Fare Priority for Deadhead Reduction

- Postive environmental impact.
- Reduces re-circulation, GHG, VMT.
- Increases efficiency.
- Reduces hold lot capacity requirement.
- GTAC focus.
- Change to current practice.
- Examining S/W capabilities.
- TNCs have seen benefits with Re-match.
- Taxi application could solve this issue.
- Need to study before implementing.
- **None of the 5 other airports have developed a solution for the taxi mode.**

Broader Use of Contract Services

- Increase level of service from 3rd party contractor.
- Restore to Pre-Covid levels after recovery.
- Additional management, operations, administration, permitting, and payment processing services.
- Could be critical for construction relief.
- Scalable
- **All 5 other Airports demonstrated a high level of contractor involvement in taxi operations management.**

System Parameters

Technology Application

- Focus of GTAC.
- No widely adopted taxi industry application.
- Some narrow-use, company specific solutions – Flywheel, Ride Yellow.
- Authority supports the organic development of a taxi industry application.
- Authority cannot endorse one app without a competitive process.
- Cannot mandate adoption.
- **None of the 5 other airports have developed a solution for the taxi mode.**

Future Considerations

- Drop off fees
- Technology integration –
 - Continuing focus of the GTAC.
 - Leveraging existing tools to the fullest.
 - Continual review and partnership with modes.
 - Focus on industry best practices – but go further.
- Environmental sustainability-
 - Continuing focus of the GTAC.
 - Very sensitive to economic condition of the industry.
 - High costs for early adopters.
 - EV, VMT/GHG Reduction, CARB.
 - Partnerships



Conclusion

GT staff will move forward transparently and collaboratively with taxi industry and MTS.

Some level of adjustment is required -

- level of industry influence and organization,
- economic value of existing permits,
- adoption of new operational requirements,
- number of taxi companies that can sustainably compete for airport taxi fares.

Staff is focused on –

- Industry best practices and integration,
- Authority guidelines, resources, capacity, and capabilities
- Continuous examination and communication with other airports,
- Collaboration with the San Diego taxi industry,
- Cooperation and consideration for existing regulatory agencies,
- A holistic regional and community approach, and
- Customer experience.



Open Taxi Transition Update

Questions?

GTAC Guiding Principles

1. Alignment with mission, goals, and strategies
2. Alignment with local & state requirements
3. Engage local & state agencies to address congestion, environmental & other issues
4. Maximize flexibility, promote economic/environmental sustainability, comprehensive approach, aligned with regional transportation strategies
5. Minimal unnecessary trips and congestion
6. Ongoing reporting, transparent communication, & feedback opportunities

STAFF REPORT

Meeting Date: **NOVEMBER 5, 2020**

Subject:

Ratify One Year Extension Agreements with California Teamsters Local 911

Recommendation:

Adopt Resolution No. 2020-0112, ratifying one year extension agreements between the Authority and California Teamsters Local 911 for Facilities Maintenance, Operations, & Crafts; Airport Traffic Officers; and General Supervisors Units effective October 1, 2020 through September 30, 2021

Background/Justification:

Pursuant to Authority Policy 3.02, entitled "Employer-Employee Relations Policy," the Authority has formally recognized California Teamsters Public, Professional & Medical Employees Union, Local 911 ("Teamsters Local 911") as the sole employee organization representing the employees in the Facilities Maintenance, Operations, & Crafts Unit; Airport Traffic Officers Unit; and General Supervisors Unit. The Authority and Teamsters Local 911 are parties to three Memoranda of Agreements ("MOAs") for the term of October 1, 2017 through September 30, 2020, for the Facilities Maintenance, Operations, & Crafts Unit ("FMD Unit"), the Airport Traffic Officers Unit ("ATO Unit"), and the General Supervisor Unit. The Board directed staff to negotiate with Teamsters Local 911 on behalf of the Board beginning in April 2020. The parties had planned to engage in regular collective bargaining negotiations beginning in April 2020, but the COVID-19 pandemic caused a State of Emergency to be declared in March 2020, and the pandemic had a significant impact on air travel, and thus on the Authority. In accordance with Policy 3.02, Authority staff met and conferred in good faith with Teamsters Local 911 regarding matters that directly affected the wages, hours, and other terms and conditions of employment of employees in the FMD Unit, ATO Unit and General Supervisors Unit. Because of the impacts of COVID-10, the parties agreed to extend the current MOAs for a term of one year, from October 1, 2020 through September 30, 2021, on the terms set forth below:

- a. Each MOA will be extended from October 1, 2020 to September 30, 2021.
- b. There will be no general or salary increase for any employee under any MOA during this one-year extension period.
- c. However, as to those employees in the FMD Unit and the ATO Unit who are not at the top step of their wage scale, those employee shall remain eligible to receive their step increases during this one year extension period as provided in the applicable MOA.
- d. There will be no stipends for any employee under any MOA during this one year extension period.

Page 2 of 2

There will be no other changes to the MOAs during this one-year extension period. The parties will commence negotiations for new MOAs in 2021 at a time to be agreed upon.

Fiscal Impact:

Adequate funding for the one-year extension agreements between the California Teamsters Local 911 is included in the adopted FY 2021 and conceptually approved FY 2022 Operating Expense Budgets within the Employee expense line items.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

Environmental Review:

- A. CEQA: This Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act ("CEQA"), as amended. 14 Cal. Code Regs. §15378. This Board action is not a "project" subject to CEQA. Cal. Pub. Res. Code §21065.
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act. Cal. Pub. Res. Code §30106.
- C. NEPA: This Board action is not a project that involves additional approvals or actions by the Federal Aviation Administration ("FAA") and, therefore, no formal review under the National Environmental Policy Act ("NEPA") is required.

Application of Inclusionary Policies:

N/A

Prepared by:

AMY GONZALEZ
GENERAL COUNSEL

RESOLUTION NO. 2020-0112

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, RATIFYING ONE YEAR EXTENSION AGREEMENTS BETWEEN THE AUTHORITY AND CALIFORNIA TEAMSTERS LOCAL 911 FOR FACILITIES MAINTENANCE, OPERATIONS, & CRAFTS; AIRPORT TRAFFIC OFFICERS; AND GENERAL SUPERVISOR UNITS, EFFECTIVE OCTOBER 1, 2020 THROUGH SEPTEMBER 30, 2021

WHEREAS, on April 3, 2003, San Diego County Regional Airport Authority (“Authority”) adopted Policy 3.02, Employer-Employee Relations Policy; and

WHEREAS, in accordance with this policy, the Authority formally has recognized California Teamsters Public, Professional & Medical Employees Union, Local 911 (“Teamsters Local 911”) as the sole employee organization representing the employees in the Facilities Maintenance, Operations, & Crafts unit; Airport Traffic Officers unit; and General Supervisors unit; and

WHEREAS, the Board directed staff to negotiate with Teamsters Local 911 on behalf of the Board beginning in April 2020; and

WHEREAS, in accordance with Policy 3.02, Authority staff met and conferred in good faith with Teamsters Local 911 regarding matters that directly affected the wages, hours, and other terms and conditions of employment of employees in the Facilities Maintenance, Operations, & Crafts unit; Airport Traffic Officers unit; and General Supervisors unit; and

WHEREAS, proposed new extension agreements (“Extension Agreements”) were reached in September 2020; and

WHEREAS, Teamsters Local 911 ratified the Extension Agreements on October 14, 2020, for each of the aforementioned units.

NOW THEREFORE BE IT RESOLVED that the Board of the San Diego County Regional Airport Authority hereby adopts and approves the Extension Agreements between the Authority and California Teamsters 911 for the Facilities Maintenance, Operations, & Crafts unit; Airport Traffic Officers unit; and General Supervisors unit as summarized in the attached document (Attachment A); and

BE IT FURTHER RESOLVED that the Board hereby authorizes the President/CEO or her designee to execute the Extension Agreements; and

BE IT FURTHER RESOLVED that the Board finds that this Board action is not a "project" as defined by the California Environmental Quality Act ("CEQA"), (California Public Resources Code §21065); and

BE IT FURTHER RESOLVED that the Board finds that this Board action is not a "development," as defined by the California Coastal Act (California Public Resources Code §30106); and

BE IT FURTHER RESOLVED that the Board finds that this action is not a project that involves additional approvals or actions by the Federal Aviation Administration ("FAA") and, therefore, no formal review under the National Environmental Policy Act ("NEPA") is required.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 5TH day of November 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

Contract Extension Agreement

Between the

San Diego County Regional Airport Authority

and

**California Teamsters Public, Professional
& Medical Employees Union, Local 911**

October 1, 2020

Recitals

A. The San Diego County Regional Airport Authority (the "Authority") and California Teamsters Public, Professional & Medical Employees Union, Local 911 (the "Union") are parties to three Memoranda of Agreements ("MOAs") for the term of October 1, 2017 through September 30, 2020, for the Facilities Maintenance, Operations, & Crafts Unit ("FMD unit"), the Airport Traffic Officers Unit ("ATO unit"), and the General Supervisor Unit.

B. The parties had planned to engage in regular collective bargaining negotiations beginning in April 2020, but the COVID-19 pandemic caused a State of Emergency to be declared in March 2020, and the pandemic had a significant impact on air travel, and thus on the Authority.

C. As such, the parties have agreed to extend the current MOAs for a term of one year, from October 1, 2020 through September 30, 2021, on the terms set forth below. The parties will commence negotiations for new MOAs in 2021 at a time to be agreed upon.

Wherefore, the parties have agreed to the following.

Agreement

1. The three MOAs between the Authority and the Union for the FMD unit, the ATO unit, and the General Supervisor Unit, dated October 1, 2017 through September 30, 2020, shall for be extended for a period of one year, with the following conditions:

a. Each MOA will be extended from October 1, 2020 to September 30, 2021.

b. There will be no general wage or salary increase for any employee under any MOA during this one year extension period.

c. However, as to those employees in the FMD unit and the ATO unit who are not at the top step of their wage scale, those employee shall remain eligible to receive their step increases during this one year extension period as provided in the applicable MOA.

d. There will be no stipends for any employee under any MOA during this one year extension period.

e. There will be no other changes to the MOAs during this one year extension period.

**San Diego County Regional
Airport Authority**

California Teamsters Local 911

Kimberly J. Becker, President/CEO

Neil Sholander, Business Representative