

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

Board Members

Johanna Schiavoni
Chair

Catherine Blakespear
Gil Cabrera
Mary Casillas Salas
Robert T. Lloyd
Paul McNamara
Paul Robinson
Nora Vargas
Marni von Wilpert

Ex-Officio Board Members

Gustavo Dallarda
Col. Charles B. Dockery
Gayle Miller

President / CEO

Kimberly J. Becker

BOARD MEETING **AGENDA**

Thursday, February 4, 2021
9:00 A.M.

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

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=13941>

- **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. Please mute the webcast to avoid any feedback. 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=13941>

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 SIX MONTHS ENDED DECEMBER 31, 2020:

Presented by Scott Brickner, Chief Financial Officer

B. PART 150 NOISE COMPATIBILITY STUDY UPDATE:

Presented by Sjohnna Knack, Program Manager, Planning & Environmental Affairs

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

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

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:

- **MILITARY AFFAIRS:**
Liaison: Dockery
- **PORT:**
Liaisons: Robinson
- **WORLD TRADE CENTER:**
Representatives: Robert H. Gleason

BOARD REPRESENTATIVES (EXTERNAL)

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

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 - 14):

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 January 7, 2021 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 DECEMBER 7, 2020 THROUGH JANUARY 10, 2021 AND REAL PROPERTY AGREEMENTS GRANTED AND ACCEPTED FROM DECEMBER 7, 2020 THROUGH JANUARY 10, 2021:**
RECOMMENDATION: Receive the report.
(Procurement: Jana Vargas, Director)
- 4. APPOINTMENTS TO BOARD COMMITTEES, LIAISON POSITIONS, OTHER REPRESENTATIVE AND ALTERNATE POSITIONS:**
RECOMMENDATION: Adopt Resolution No. 2021-0009, making appointments to Board committees, liaison and representative positions, the Authority Advisory Committee, the Art Advisory Committee, and the World Trade Center Board.
(Board Services: Tony R. Russell, Director/Authority Clerk)

CLAIMS

COMMITTEE RECOMMENDATIONS

- 5. ACCEPT THE UNAUDITED FINANCIAL STATEMENTS FOR THE SIX MONTHS ENDED DECEMBER 31, 2020:**
RECOMMENDATION: The Finance Committee recommends that the Board accept the information.
(Finance: Scott Brickner, Vice President/CFO)
- 6. ACCEPT THE AUTHORITY'S INVESTMENT REPORT AS OF DECEMBER 31, 2020:**
RECOMMENDATION: The Finance Committee recommends that the Board accept the report.
(Business and Financial Management: Geoff Bryant, Manager, Airport Finance)

CONTRACTS AND AGREEMENTS

- 7. AWARD AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE A CONTRACT WITH HOOD DESIGN STUDIO TO DESIGN, FABRICATE, TRANSPORT, DELIVER AND CONSULT DURING INSTALLATION OF AN INTEGRATED ARTWORK FOR THE AIRPORT TERMINAL AND ROADWAYS GATEWAY PUBLIC ART PROJECT:**
RECOMMENDATION: Adopt Resolution No. 2021-0010, awarding and authorizing the President/CEO to execute a contract with Hood Design Studio to Design, Fabricate, Transport, Deliver and Consult During Installation of an Integrated Artwork for the Airport Terminal and Roadways Gateway Public Art Project in an amount not-to-exceed \$2,100,000.
(Customer Experience & Innovation: Chris Chalupsky, Senior Manager, Arts Program)
- 8. AWARD AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE A CONTRACT WITH NOVA JIANG TO DESIGN, FABRICATE, TRANSPORT, DELIVER AND CONSULT DURING INSTALLATION OF AN INTEGRATED ARTWORK FOR THE AIRPORT TERMINAL AND ROADWAYS VERTICAL TICKETING PUBLIC ART PROJECT:**
RECOMMENDATION: Adopt Resolution No. 2021-0011, awarding and authorizing the President/CEO to execute a contract with Nova Jiang to Design, Fabricate, Transport, Deliver and Consult During Installation of an Integrated Artwork for the Airport Terminal and Roadways Vertical Ticketing Public Art Project in an amount not-to-exceed \$640,000.
(Customer Experience & Innovation: Chris Chalupsky, Senior Manager, Arts Program)
- 9. AWARD AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE A CONTRACT WITH MATTHEW MAZZOTTA TO DESIGN, FABRICATE, TRANSPORT, DELIVER AND CONSULT DURING INSTALLATION OF AN INTEGRATED ARTWORK FOR THE AIRPORT TERMINAL AND ROADWAYS OUTDOOR PLAZA PUBLIC ART PROJECT:**
RECOMMENDATION: Adopt Resolution No. 2021-0012, awarding and authorizing the President/CEO to execute a contract with Matthew Mazzotta to Design, Fabricate, Transport, Deliver and Consult During Installation of an Integrated Artwork for the Airport Terminal and Roadways Outdoor Plaza Public Art Project in an amount not-to-exceed \$520,000.
(Customer Experience & Innovation: Chris Chalupsky, Senior Manager, Arts Program)

- 10. AWARD AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE A CONTRACT WITH AMY ELLINGSON TO DESIGN, FABRICATE, TRANSPORT, DELIVER AND CONSULT DURING INSTALLATION OF AN INTEGRATED ARTWORK FOR THE AIRPORT TERMINAL AND ROADWAYS RECOMPOSURE AREA PUBLIC ART PROJECT:**
RECOMMENDATION: Adopt Resolution No. 2021-0013, awarding and authorizing the President/CEO to execute a contract with Amy Ellingson to Design, Fabricate, Transport, Deliver and Consult During Installation of an Integrated Artwork for the Airport Terminal and Roadways Recomposure Area Public Art Project in an amount not-to-exceed \$376,000.
(Customer Experience & Innovation: Chris Chalupsky, Senior Manager, Arts Program)
- 11. AWARD AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE A CONTRACT WITH ERWIN REDL TO DESIGN, FABRICATE, TRANSPORT, DELIVER AND CONSULT DURING INSTALLATION OF AN INTEGRATED ARTWORK FOR THE AIRPORT TERMINAL AND ROADWAYS FOOD HALL INTERACTIVE PUBLIC ART PROJECT:**
RECOMMENDATION: Adopt Resolution No. 2021-0014, awarding and authorizing the President/CEO to execute a contract with Erwin Redl to Design, Fabricate, Transport, Deliver and Consult During Installation of an Integrated Artwork for the Airport Terminal and Roadways Food Hall Interactive Public Art Project in an amount not-to-exceed \$580,000.
(Customer Experience & Innovation: Chris Chalupsky, Senior Manager, Arts Program)
- 12. AWARD AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE A CONTRACT WITH DONALD LIPSKI TO DESIGN, FABRICATE, TRANSPORT, DELIVER AND CONSULT DURING INSTALLATION OF AN INTEGRATED ARTWORK FOR THE AIRPORT TERMINAL AND ROADWAYS FAMILY PLAY AREA PUBLIC ART PROJECT:**
RECOMMENDATION: Adopt Resolution No. 2021-0015, awarding and authorizing the President/CEO to execute a contract with Donald Lipski to Design, Fabricate, Transport, Deliver and Consult During Installation of an Integrated Artwork for the Airport Terminal and Roadways Family Play Area Public Art Project in an amount not-to-exceed \$385,000.
(Customer Experience & Innovation: Chris Chalupsky, Senior Manager, Arts Program)

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

- 13. AWARD A CONTRACT TO G&G SPECIALTY CONTRACTORS, INC. FOR QUIETER HOME PROGRAM PHASE 10, GROUP 11, PROJECT NO. 381011, SIXTY (60) SINGLE-FAMILY AND MULTI-FAMILY UNITS ON FORTY-SEVEN (47) NON-HISTORIC RESIDENTIAL PROPERTIES LOCATED EAST AND WEST OF THE SAN DIEGO INTERNATIONAL AIRPORT:**
RECOMMENDATION: Adopt Resolution No. 2021-0016, awarding a contract to G&G Specialty Contractors, Inc. in the amount of \$1,134,468.80 for Phase 10, Group 11, Project No. 381011, of the San Diego County Regional Airport Authority's Quieter Home Program.
(Planning & Environmental Affairs: Brendan Reed, Director)
- 14. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO NEGOTIATE AND EXECUTE AN AGREEMENT FOR AIRPORT LAND USE COMPATIBILITY ON-CALL TECHNICAL SUPPORT:**
RECOMMENDATION: Adopt Resolution No. 2021-0017, approving and authorizing the President/CEO to negotiate and execute an agreement for Airport Land Use Compatibility On-Call Technical Support with Ricondo & Associates, Inc. for a term of three years, with the option for two one-year extensions, in a maximum total amount not-to-exceed \$2,500,000 in support of numerous airport land use compatibility planning efforts.
(Planning & Environmental Affairs: Brendan Reed, Director)

PUBLIC HEARINGS:

OLD BUSINESS:

NEW BUSINESS:

- 15. FEBRUARY 2021 LEGISLATIVE REPORT AND 2021 LEGISLATIVE AGENDA:**
RECOMMENDATION: Adopt Resolution No. 2021-0018, approving the February 2021 Legislative Report and 2021 Legislative Agenda.
(Government Relations: Matt Harris, Director)

CLOSED SESSION:

- 16. 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

- 17. 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
- 18. 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
- 19. 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
- 20. 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
- 21. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)
Name of Case: City of Coronado v. San Diego County Regional Airport Authority, et al.
San Diego Superior Court Case No. 37-2020-00039394-CU-TT-CTL
- 22. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)
Name of case: In re Advantage Holdco, Inc., et al., Case No. 20-11259-JTD
- 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 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
- 28. 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.

Item A

Review of the Unaudited Financial Statements for the Six Months Ended December 31, 2020



SAN DIEGO
INTERNATIONAL AIRPORT

LET'S **GO.**

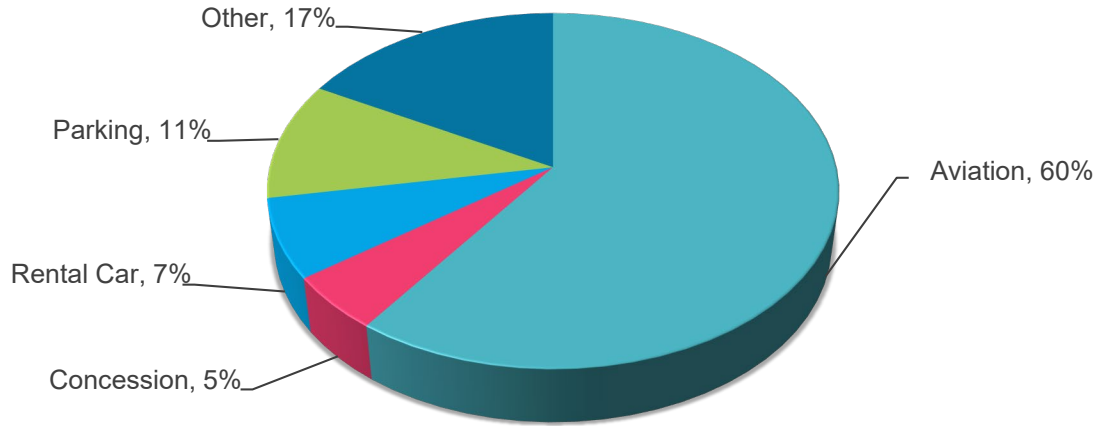
Presented by:
Scott Brickner
Chief Financial Officer

February 4, 2021

Operating Revenues

Six Months Ended December 31, 2020 (Unaudited)

Actual Operating Revenues by Percentage

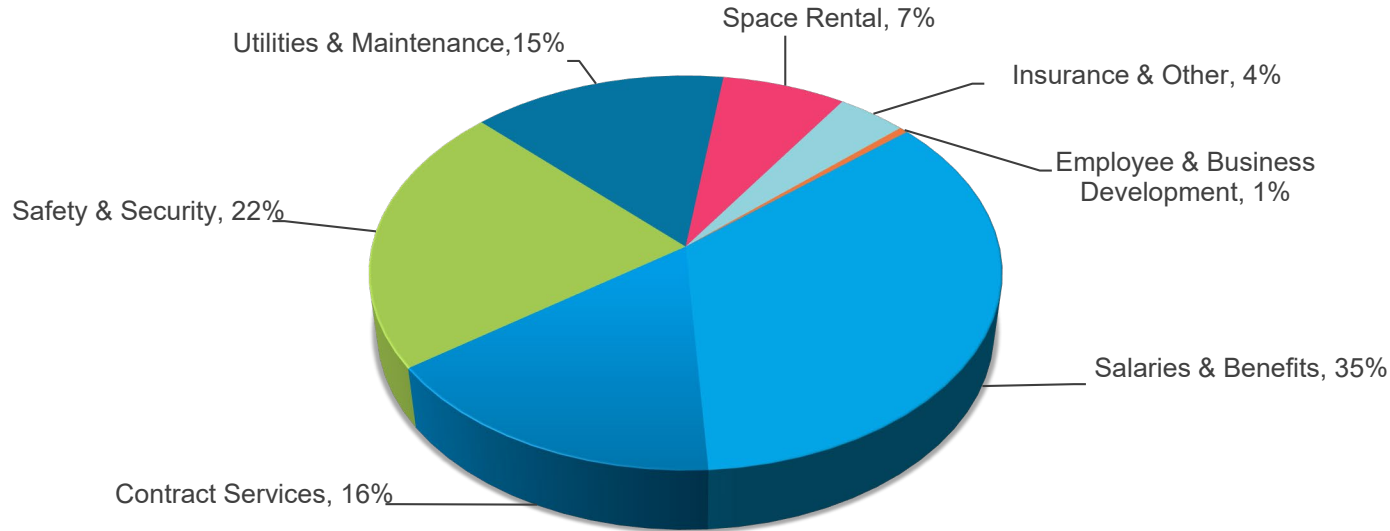


(in \$000s)	Aviation Revenue	Concession Revenue	Rental Car Revenue	Parking Revenue	Other Revenue	Total Operating Revenue
Prior Year	\$ 93,617	\$ 16,000	\$ 16,780	\$ 24,762	\$ 25,298	\$ 176,457
Budget	53,837	7,944	8,433	6,308	14,383	90,905
Actual	50,644	4,259	6,079	9,033	14,393	84,408
Variance	\$ (3,193)	\$ (3,685)	\$ (2,354)	\$ 2,725	\$ 10	\$ (6,497)

Operating Expenses

Six Months Ended December 31, 2020 (Unaudited)

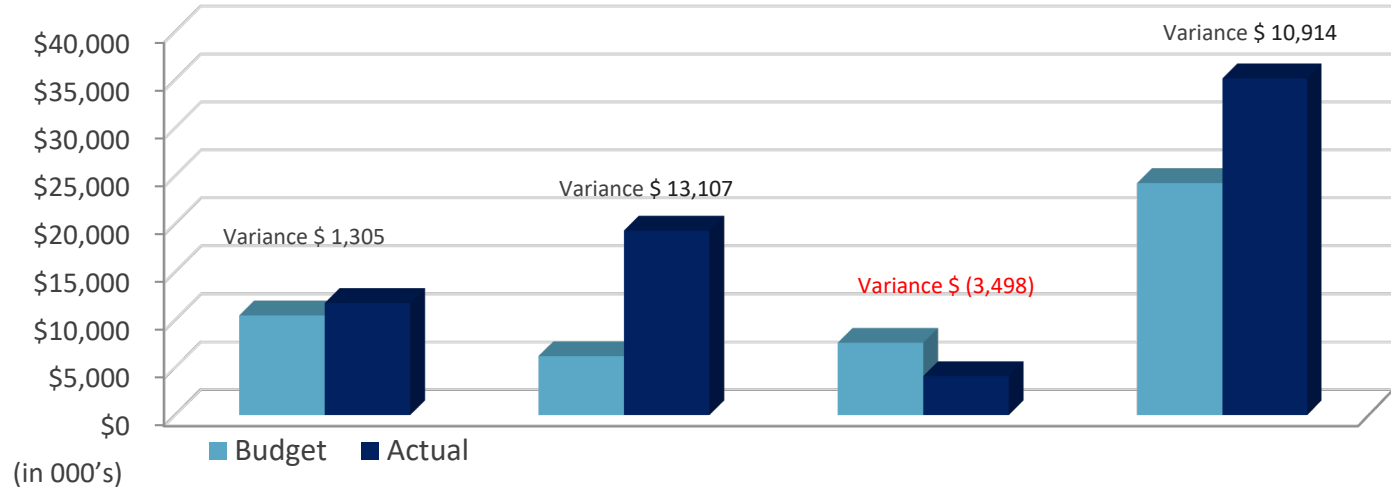
Actual Operating Expenses by percentage



(in \$000s)	Salaries & Benefits	Contract Services	Safety & Security	Utilities & Maintenance	Space Rental	Insurance & Other	Employee & Business Dev.	Total Operating Expenses
Prior Year	\$ 23,840	\$ 21,720	\$ 15,820	\$ 13,646	\$ 5,102	\$ 2,909	\$ 1,489	\$ 84,526
Budget	26,007	14,040	17,157	13,060	5,102	3,141	872	79,379
Actual	24,904	11,478	15,761	10,494	5,097	2,852	356	70,942
Variance	\$ 1,103	\$ 2,562	\$ 1,396	\$ 2,566	\$ 5	\$ 289	\$ 516	\$ 8,437

Non-operating Revenue & Expenses

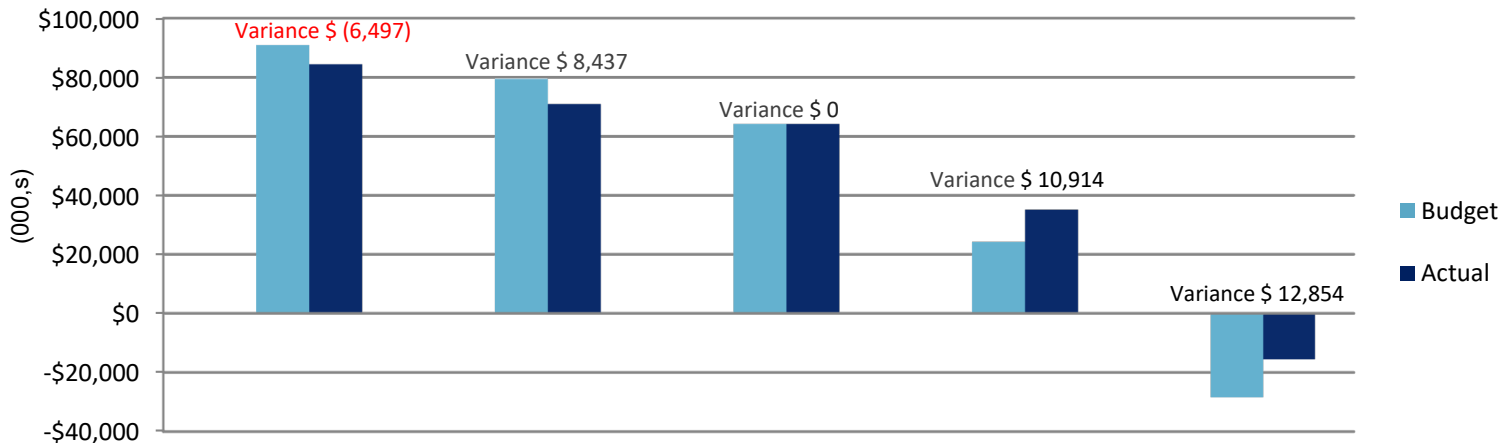
Six Months Ended December 31, 2020 (Unaudited)



(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	\$ 43,048	\$ (24,982)	\$ 2,348	\$ 20,414
Budget	10,456	6,190	7,599	24,245
Actual	11,761	19,297	4,101	35,159
Variance	\$ 1,305	\$ 13,107	\$ (3,498)	\$ 10,914

Financial Summary

Six Months Ended December 31, 2020 (Unaudited)

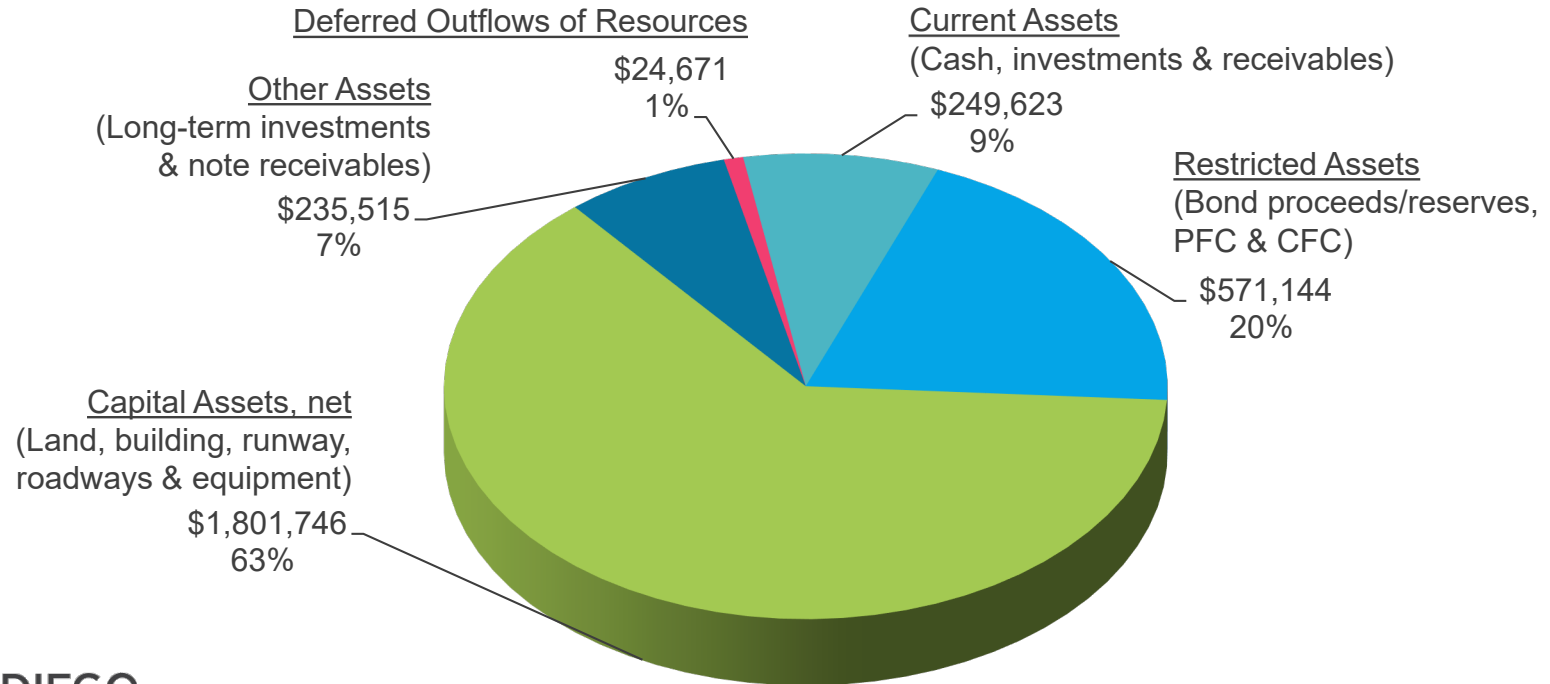


(\$000s)	Total operating revenues	Total operating expenses	Depreciation	Total non-operating revenues, (net)	Change in Net Position
Prior Year	\$ 176,457	\$ 84,526	\$ 62,165	\$ 20,414	\$ 50,180
Budget	90,905	79,379	64,189	24,245	(28,418)
Actual	84,408	70,942	64,189	35,159	(15,564)
Variance	\$ (6,497)	\$ 8,437	\$ 0	\$ 10,914	\$ 12,854

Statement of Net Position as of December 31, 2020 (Unaudited)

Assets and Deferred Outflow of Resources (000's)

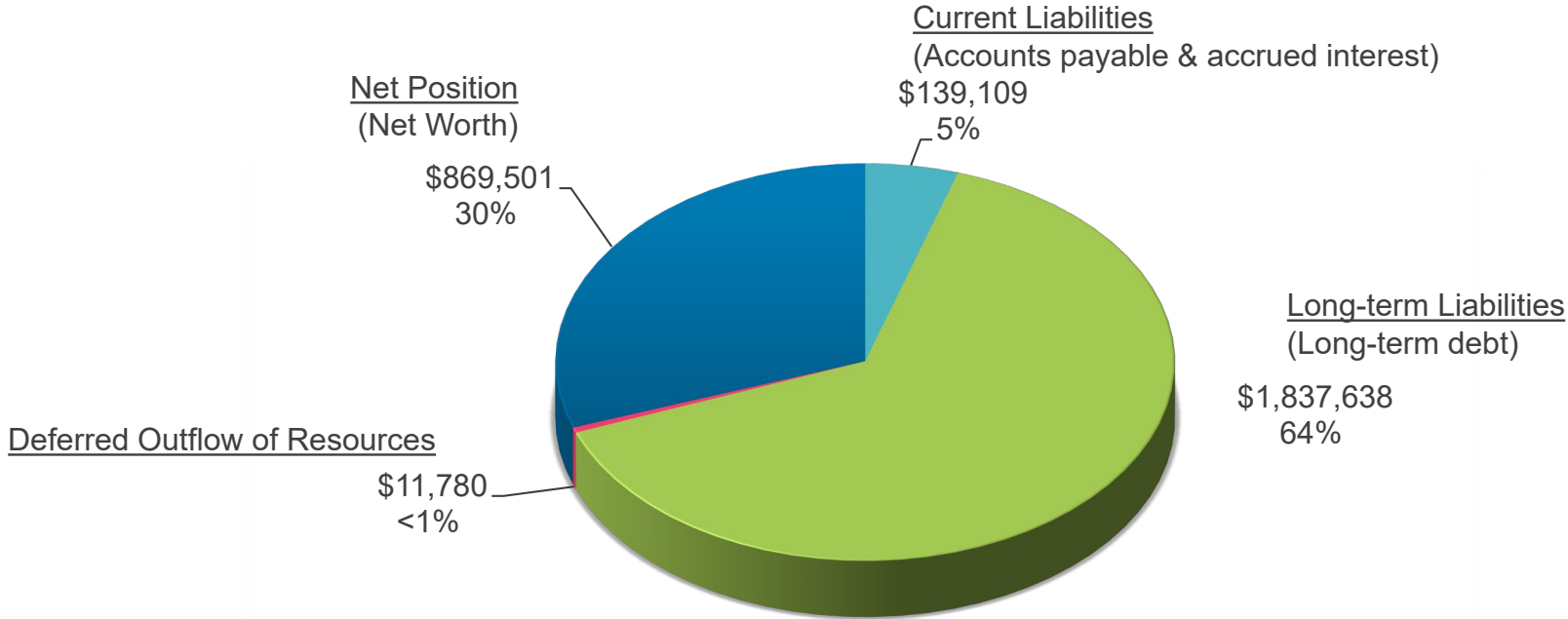
Total: \$2,858,028



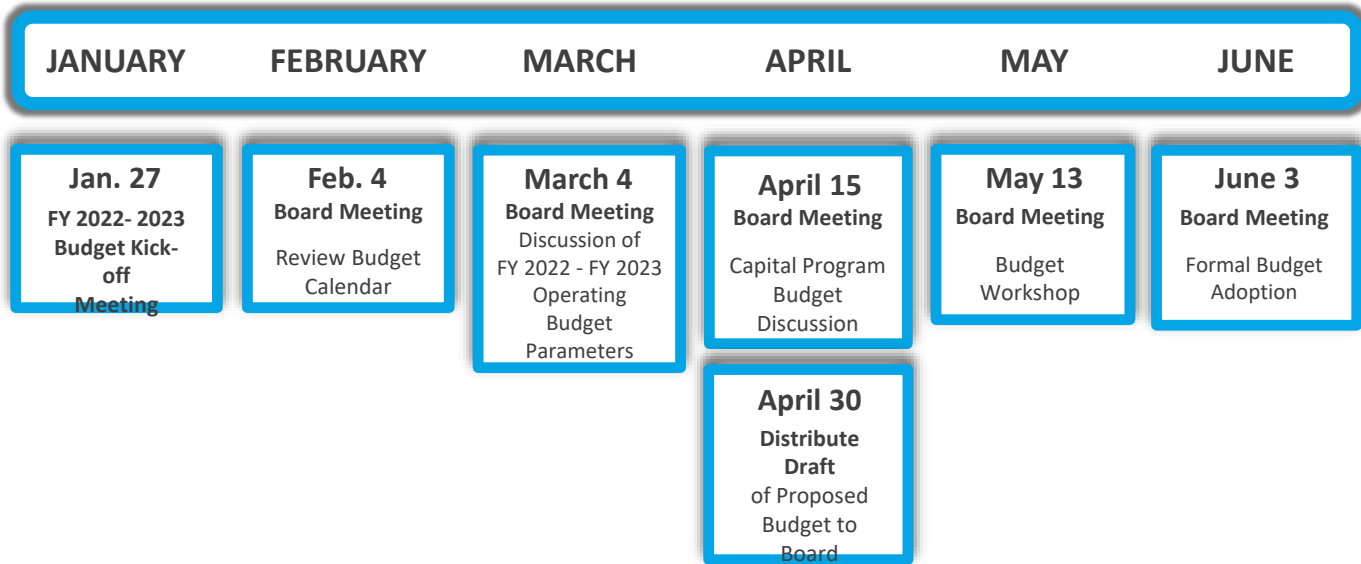
Statement of Net Position as of December 31, 2020 (unaudited)

Liabilities, Deferred Outflow of Resources & Net Position (000's)

Total: \$2,858,028



Budget – Timeline of Key Dates





Questions?



Item B



SAN DIEGO
INTERNATIONAL AIRPORT

LET'S **GO.**

Part 150 Noise Compatibility Study Update

Board Meeting – February 4, 2021

Sjohnna Knack, Program Manager
Planning & Environmental Affairs

Background

ANAC Subcommittee

Created in 2016 to address increases in noise concerns surrounding the airport.

Recommendations

21 recommendations from the subcommittee were accepted by ANAC and then the Board. Recommendations were either completed by staff or moved on for technical analysis.

Flight Procedure Analysis and Part 150 Study Update

Technical analysis was to review feasibility of recommendations.

Flight Procedure Analysis



- To review flight procedures outside the 65 dB Community Noise Equivalent Level (CNEL) contour
- Started in March of 2018, held six meetings over one year
- Analyzed the feasibility of over 20 different procedure modifications based on ANAC recommendations
- Six procedures were deemed feasible to send to FAA for their review
- Four procedures need further analysis in Part 150 study (impact 65 dB CNEL contours)
- Two procedures were submitted to the FAA in August for their review
- Due to the complex and unique airspace issues in East County, a separate working group was established

FAR Part 150 Noise Compatibility Study

NEM

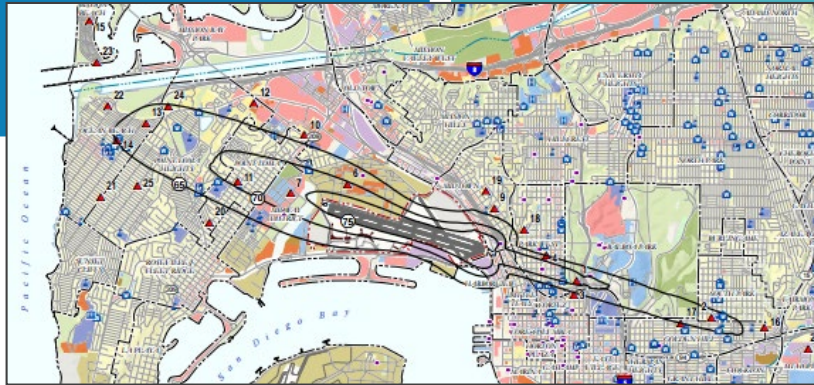
Noise Exposure Map (NEM)

- Detailed information on noise impacts within 65 dB CNEL or higher
- Existing and 5-year contours

NCP

Noise Compatibility Plan (NCP)

- Descriptions and evaluations
- Noise abatement and noise mitigation programs



First Part 150 Study was conducted in 1988 and accepted by the FAA in 1991.

1995 NCP Amendment

Allowed for school sound attenuation at five schools within the 65 CNEL contours.

1997 NCP Amendment

Implemented the Quieter Home Program for residential homes within the 65 dB CNEL contours.

2008 Full Update to Part 150

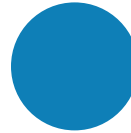
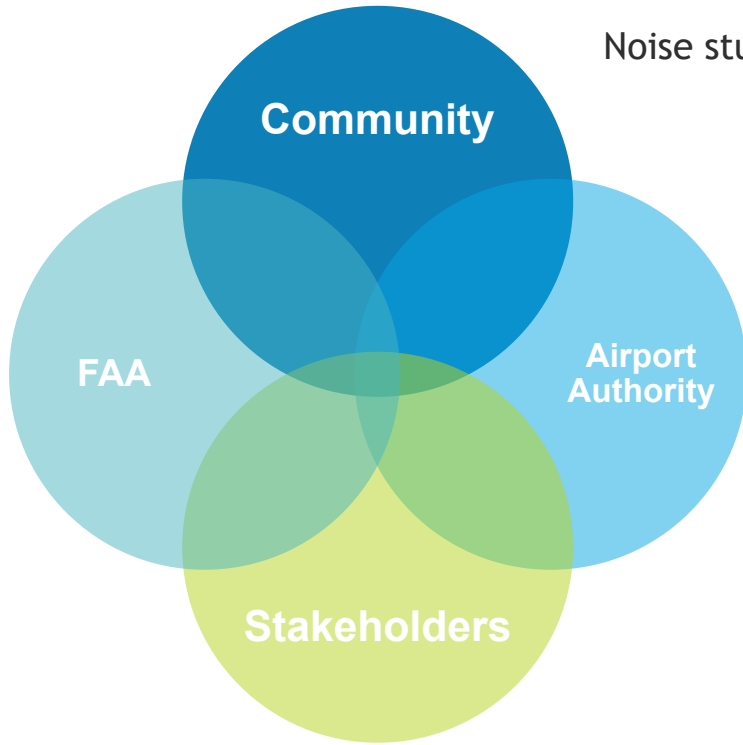
Updated the NEM and NCP to assess how programs in place were operating and propose new projects to further enhance noise abatement programs. Accepted by FAA in 2011.

2016 NEM Recertification

The FAA recertified the NEMs based on limited changes in the contours.

Community and Stakeholder Involvement

Noise studies require significant collaboration to be successful.



Community

Residents from over 13 neighborhoods are participating on the CAC and TAC. The general community can participate online or at public workshops.



Stakeholders

Technical stakeholders are critical for successful noise alternatives. Stakeholders include airlines, City/County airport and planning staff, and military representatives.



Airport Authority

Staff from Operations, Marketing/PR, and Planning are involved.



FAA

Both FAA Airports and Air Traffic have been involved in these noise study efforts.

Purpose of the Part 150 Study Update

- The Noise Exposure Maps are accepted by the Federal Aviation Administration.
- The Noise Compatibility Program measures are either approved or disapproved by the FAA. Approved measures are eligible for Federal funding.
- Part 150 Studies are voluntary, the Airport Authority is being proactive to address aircraft noise levels and to identify measures to address them.
- The Study looks at aircraft fleet mix, increase in operations and noise levels associated with them. This information is used to develop recommended measures to reduce noise.

Current Efforts



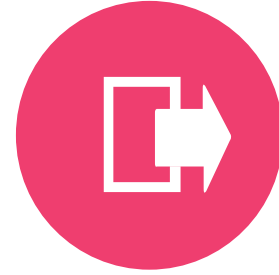
**Conducted
Public
Workshop
1/21/21**



**Reviewing
draft chapters
of NEM &
NCP**

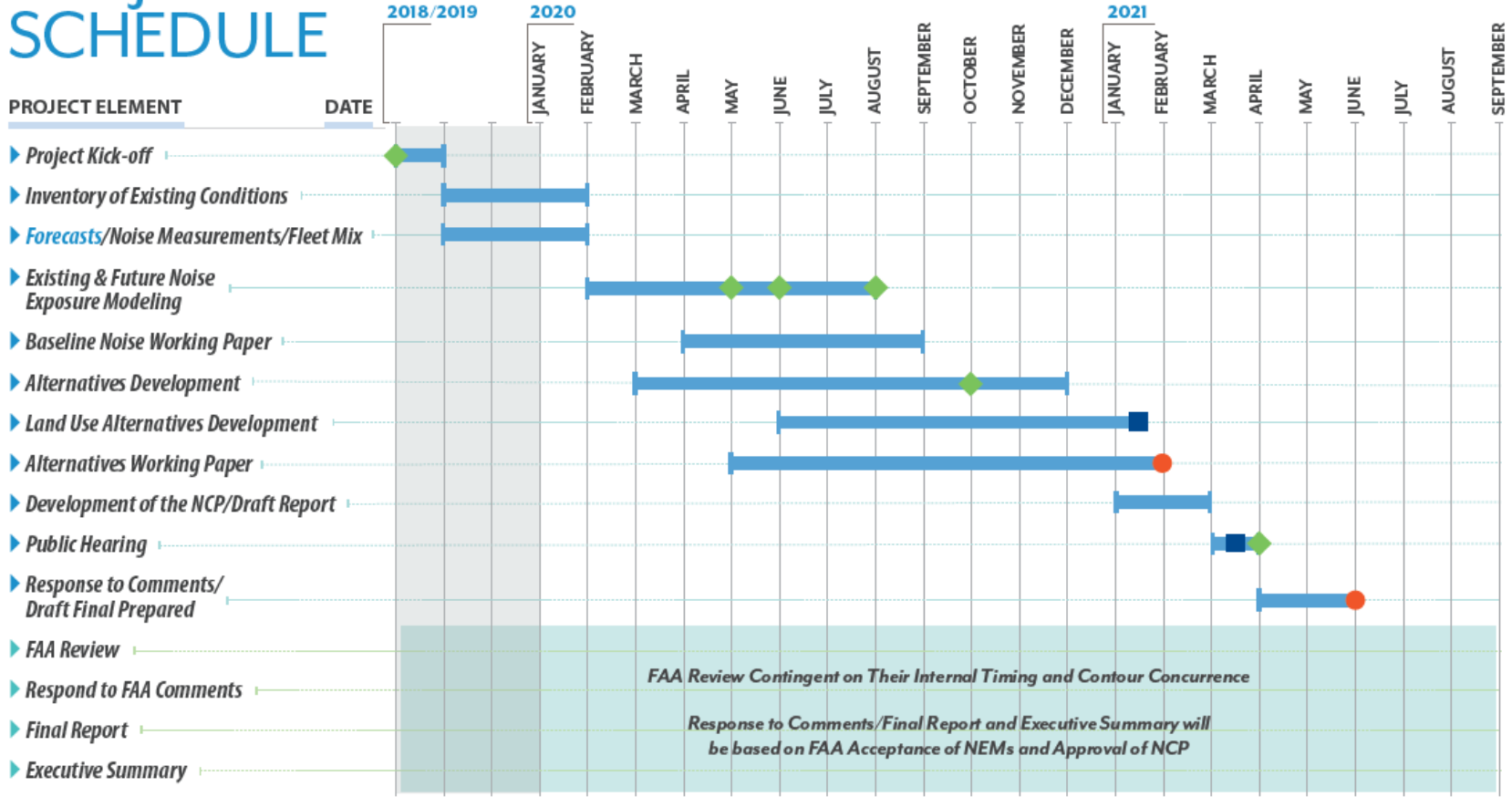


**Compiling
public and
CAC/TAC
comments**



**Incorporating
changes and
finalizing
documents for
Public Hearing**

PROJECT SCHEDULE



FAA Review Contingent on Their Internal Timing and Contour Concurrence

Response to Comments/Final Report and Executive Summary will be based on FAA Acceptance of NEMs and Approval of NCP

Timeframe

Public Meeting

Committee Meeting (TAC & CAC)

Deliverable

Forecasts—Forecasts are being finalized under a separate project.

Next Steps



Release Draft for Public Hearing

Draft report will be released to the public for 30 days and a Public Hearing will be held



Final TAC/CAC Meeting

After the Public Hearing, committee will meet to review all final documents



ANAC then Airport Authority Board Acceptance

After TAC/CAC are completed, the study will go to ANAC for a recommendation to send to the Airport Authority Board acceptance to submit to the FAA

STUDY WEBSITE:

- Any interested member of the community can provide input and review documentation
- Engagement opportunities
- General updates on the study

sannoisestudy.com



Questions?

DRAFT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY BOARD
MINUTES
THURSDAY, JANUARY 7, 2021
SAN DIEGO INTERNATIONAL AIRPORT
BOARD ROOM

CALL TO ORDER: Chair Schiavoni called the meeting of the San Diego County Regional Airport Authority Board to order at 9:03 a.m. on Thursday, January 7, 2021, 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: Cabrera, Dallarda (Ex-Officio), Dockery (Ex-Officio), Lloyd, McNamara, Robinson, Schiavoni, Vargas, West

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

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

Chair Schiavoni welcomed new Board Members Cabrera and Vargas. She also thanked and recognized former Chair, April Boling, for her contributions and service to the Airport Authority.

PRESENTATIONS:

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

- **AUDIT COMMITTEE:** None.
- **CAPITAL IMPROVEMENT PROGRAM OVERSIGHT COMMITTEE:** Board Member West reported that the Committee's next meeting will be on January 14th and he recommended that all Board Members attend because an update on the Airport Development Program will be given.
- **EXECUTIVE PERSONNEL AND COMPENSATION COMMITTEE:** None.
- **FINANCE COMMITTEE:** Chair Schiavoni reported that the Committee's last met on December 21, 2020 where they reviewed the unaudited financial statements for the five months ended November 30, 2020, the investment report as of November 30, 2020 and an update on the upcoming request for proposals regarding variable and short-term debt.

ADVISORY COMMITTEES

- **AUTHORITY ADVISORY COMMITTEE:** None.
- **ART ADVISORY COMMITTEE:** Chris Chalupsky, Senior Manager, Art & Community Partnership, reported that the Request For Qualification for six Airport Development Program - related public art solicitations closed on December 7th, 2020 and that approximately 100 submissions were received. He reported that a selection panel comprised of members of the Arts Advisory Committee along with a body of external experts convened on multiple days during the week of December 14, 2020 to shortlist finalists and that interviews with the finalists will be held shortly to select the recommended awardees. He also reported that over the course of five days preceding the holidays, live musical performances resumed at the airport. He also reported that the airport's Performing Arts Residency artist, Margaret Noble has concluded her 6-month residency.

LIAISONS

- **CALTRANS:** Board Member Dallarda reported that due to the number of positive COVID-19 cases and the extended stay at home orders, the California Department of Transportation (Caltrans) district office in Old Town continues to be closed and will continue to provide services to the public via teleworking and that the maintenance and construction offices remain open. He also reported that highway traffic continues to be at about 20% below normal and that speeds continue to be high. He reported that there were some incursions into work zones which resulted in two fatalities and that Caltrans is asking the Board to help spread the message to watch out for construction workers, maintenance workers and emergency responders. He also reported that Caltrans recently released an equity statement that acknowledges that communities of color and underserved communities have historically experienced fewer benefits and a greater share of negative impacts associated with the State's transportation system and Caltrans recognizes its leadership role and unique responsibility to eliminate barriers and provide more equitable transportation for all Californians.
- **MILITARY AFFAIRS:** None.
- **PORT:** Chair Schiavoni congratulated Joe Stuyvesant on being named the new President and Chief Executive Officer of the Port District of San Diego.
- **WORLD TRADE CENTER:** None.

BOARD REPRESENTATIVES (EXTERNAL)

- **SANDAG BOARD OF DIRECTORS:** Board Member Robinson reported that the SANDAG Board met on December 4th and 18th and that they named Board Member Blakespear as the new Chair of the SANDAG Board of Directors.

ADVISORY COMMITTEES (Continued)

- **INTER-GOVERNMENTAL AFFAIRS:** Matt Harris, Director, Government Relations, reported that prior to the end of the 116th Congress, lawmakers approved a \$2 trillion bi-partisan appropriations bill that funded the government for the remainder of the fiscal year, as well as another COVID relief package which includes \$2 billion for airports and concessionaires, of which \$1.75 billion is reserved for commercial service airports and \$200 million for concessionaire relief. He reported that these funds are expected to be available within the next 30 to 60 days. He reported that it is considered very likely that there will be another COVID-19 relief package this year and that the Airport Authority's Government Relations team is continuing to work with federal consultants and industry partners to advocate for additional resources in the next COVID-relief package. He also reported that the Governor's Office released a preview of his budget, which includes \$4.5 billion to promote job recovery and support small businesses. He reported that the Government Relations team will be reviewing this budget to identify any funding or grant opportunities available to the Airport Authority or our concessionaires and other partners. He also reported that the Airport Authority's Government Relations team is currently working with state and federal consultants, partners at the California Airports Council and other stakeholders to prepare the Authority's 2021 Legislative Agenda and that he will be joined by the consultant teams to present the agenda for approval at the February Board meeting.

BOARD REPRESENTATIVES (EXTERNAL) (Continued)

- **SANDAG BOARD OF DIRECTORS:** Board Member Robinson reported that the SANDAG Board met on December 4th and 18th and that they named Board Member Blakespear as the new Chair of the SANDAG Board of Directors.
- **SANDAG TRANSPORTATION COMMITTEE:** Chair Schiavoni reported that the committee met once since the last San Diego Airport Authority Board meeting and that they forwarded to the full SANDAG Board the draft 2021 Regional Transportation Improvement Program and public transportation safety target recommendations that are required by federal law. She also reported that the committee received an update on the San Vicente Comprehensive Multimodal Corridor Plan, which includes the City of Poway, sections of east San Diego County such as Ramona and Lakeside, and the Barona Indian Reservation.

CHAIR'S REPORT: Chair reported that the Airport Authority still faces major challenges in 2021 as the Authority works to recover from the impacts of the COVID-19 pandemic. She also reported that the Airport Authority's recently installed battery energy storage system will be commissioned near the end of January and will allow the airport to maximize financial and environmental benefits from the campus-wide photovoltaic portfolio. She reported that the Airport Authority anticipates one million dollars in savings on utility demand costs over 10 years and that the system is an important tool in harnessing onsite renewable energy opportunities and maximizing benefits as outlined in

the Strategic Energy Plan. She also congratulated Kim Becker, President/CEO, on her election to the Board of Directors of Airports Council International – North America.

PRESIDENT/CEO'S REPORT: Kim Becker, President/CEO, reported that December's numbers were down 70 percent compared to 2019 and that, on the day before Christmas Eve, they were down only 46 percent. She reported that this was a new high for the pandemic, with nearly 34,000 total passengers arriving and departing. She reported that Japan Airlines announced it will restart service to SAN in March. She reported that the only international markets SAN currently serves are Puerto Vallarta and Cancun. She also reported that Alaska Airlines launched its first nonstop flight from San Diego to Jackson Hole, Wyoming and that it is offered daily, excluding Tuesdays and Wednesdays, until April 11, 2021. She also reported that Alaska Airlines will start new daily nonstop service between San Diego and JFK airport in New York on April 4, 2021. She reported that SAN is encouraging those that choose to fly to use all safety precautions and follow all appropriate city, county and state health guidelines. She also reported that an onsite COVID-19 testing program for Hawaii-bound passengers was expanded in December and that SAN's testing partner, Carbon Health, is now offering COVID tests for all departing passengers who wish to be tested. She also reported that the Authority transitioned to an open taxi system on January 1st and, to date, less than 20 taxi cabs have signed up to operate at the airport. She reported that during the recent Employee Appreciation event Camille Bueno was recognized as Volunteer of the Year, the Adobe Acrobat DC Pro Electronic Signature Team as Sustainability Champion of the Year, Telecommute Team as Innovator of the year, 2020 Hydrant Fuel Lines as Team of the Year and Steve Terry as Employee of the Year. She also thanked the entire SAN team for all of their hard work and dedication over the past year.

NON-AGENDA PUBLIC COMMENT: None.

CONSENT AGENDA (Items 1-10):

ACTION: Moved by Board Member Robinson and seconded by Board Member West to approve the Consent Agenda. Motion carried by the following votes: YES – Cabrera, Lloyd, McNamara, Robinson, Schiavoni, Vargas, West; NO – None; ABSENT – Blakespear; (Weighted Vote Points: YES – 75; NO – 0; ABSENT – 12)

1. APPROVAL OF MINUTES:

RECOMMENDATION: Approve the minutes of the December 3, 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.

- 3. AWARDED CONTRACTS, APPROVED CHANGE ORDERS FROM NOVEMBER 9, 2020 THROUGH DECEMBER 6, 2020 AND REAL PROPERTY AGREEMENTS GRANTED AND ACCEPTED FROM NOVEMBER 9, 2020 THROUGH DECEMBER 6, 2020:**
RECOMMENDATION: Receive the report.
- 4. JANUARY 2021 LEGISLATIVE REPORT:**
RECOMMENDATION: Adopt Resolution No. 2021-0001, approving the January 2021 Legislative Report.
- 5. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO EXTEND THE RENT FORBEARANCE AND ABATEMENT PROGRAM TO PROVIDE RENT ABATEMENT TO QUALIFYING NON-AIRLINE TENANTS FOR AN ADDITIONAL TEMPORARY PERIOD NOT TO EXCEED THREE (3) MONTHS, AS A RESULT OF THE CONTINUED IMPACT OF THE COVID-19 PANDEMIC:**
RECOMMENDATION: Adopt Resolution No. 2021-0002, approving and authorizing the President/CEO to execute the required agreements to extend the Authority's temporary rent forbearance and abatement program to temporarily reduce rental obligations of qualifying non-airline tenants at the Airport, by providing abatement of monthly minimum annual guarantee (MAG), certain fixed-rent, and a portion of cost recovery payments for a period not to exceed three (3) months beginning January 1, 2021 and ending March 31, 2021, in response to the continued impact of the COVID-19 pandemic crisis.
- 6. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE THE ELEVENTH AMENDMENT TO THE AGREEMENT WITH LEIGH FISHER TO COMPLETE ENVIRONMENTAL REVIEW FOR THE AIRPORT DEVELOPMENT PLAN:**
RECOMMENDATION: Adopt Resolution No. 2021-0003, approving and authorizing the President/CEO to execute the Eleventh Amendment to the agreement with Leigh Fisher extending the term by 12 months to complete the Airport Development Plan's environmental review.
- 7. APPOINTMENTS TO BOARD COMMITTEES, LIAISON POSITIONS, OTHER REPRESENTATIVE AND ALTERNATE POSITIONS:**
RECOMMENDATION: Adopt Resolution No. 2021-0007, appointing Gil Cabrera as a Member of the Capital Improvement Program Oversight Committee and Finance Committee.

CLAIMS

- 8. REJECT THE CLAIM OF MARILYN JENKS:**
RECOMMENDATION: Adopt Resolution No. 2021-0004, rejecting the claim of Marilyn Jenks.
- 9. REJECT THE CLAIM OF ROBERT JENKS:**
RECOMMENDATION: Adopt Resolution No. 2021-0005, rejecting the claim of Robert Jenks.

10. REJECT THE CLAIM OF CHERYL FINKBEINER:

RECOMMENDATION: Adopt Resolution No. 2021-0006, rejecting the claim of Cheryl Finkbeiner.

COMMITTEE RECOMMENDATIONS

CONTRACTS AND AGREEMENTS

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

PUBLIC HEARINGS:

OLD BUSINESS:

NEW BUSINESS:

CLOSED SESSION: The Board did not meet in Closed Session.

11. 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

12. 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

13. 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

14. 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

15. 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

- 16. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)
Name of Case: City of Coronado v. San Diego County Regional Airport Authority, et al.
San Diego Superior Court Case No. 37-2020-00039394-CU-TT-CTL
- 17. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)
Name of case: In re Advantage Holdco, Inc., et al., Case No. 20-11259-JTD
- 18. 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
- 19. 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
- 20. 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
- 21. 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
- 22. 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
- 23. THREAT TO PUBLIC SERVICES OR FACILITIES:**
Consultation with: General Counsel and President/CEO

REPORT ON CLOSED SESSION:

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 9:46 a.m.

APPROVED BY A MOTION OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY BOARD THIS 4TH DAY OF FEBRUARY, 2021.

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

STAFF REPORT

Meeting Date: **FEBRUARY 4, 2021**

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

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:	January 2021	
Board Member Name:	Catherine Blakespear	
Date:	1/25/21	
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	1/7/2021 9:00 a.m. - Noon Microsoft Teams	Board/ALUC Meeting
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	1/25/2021 9:00 -11:00 a.m. Microsoft Teams	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		
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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.

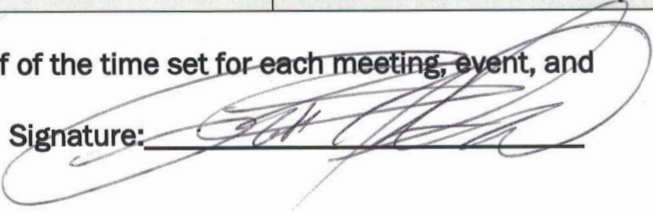
Signature: Catherine Blakespear Digitally signed by Catherine Blakespear
Date: 2021.01.25 12:51:46 -08'00'

BOARD MEMBER EVENT/MEETING/TRAINING REPORT SUMMARY

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Period Covered: Dec 2020 / Jan 2021	
Board Member Name: Bob Lloyd	
Date: 1/25/21	
Type of Meeting	Date/Time/Location of Event/Meeting/Training
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	Aluc / Board Meeting Dec 3, 2020
	Monthly Board Meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	Aluc / Board meeting Jan 7 , 2021
	Monthly Board Meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	Capital Improvement Meeting Jan 14, 2021
	Capital Improvements update
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	Executive Finance Committee Meeting Jan 25 , 2021
	Financial and investment update for approval to forward to Board for approval.
<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: 



BOARD MEMBER EVENT/MEETING/TRAINING REPORT SUMMARY

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Period Covered:	January 2021	
Board Member Name:	Paul McNamara	
Date:	1/26/21	
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	01/07/2021/0900/Zoom	Board/ALCU Meeting
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	01/14/2021/1100/Zoom	CIP Meeting
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	01/21/2021/0900/Zoom	EPPC Meeting
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	01/25/2021/0900/Zoom	Exec-Fin 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		

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: 2021.01.26 12:24:51 -08'00'



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: 1/1/21		
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	1/7 9:00 a.m. Microsoft	SDCRAA Bd ALUC mtg
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	1/8 9:00 a.m. Microsoft	SANDAG Bd mtg
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	1/14 10:00 a.m. Microsoft	CITOC mtg
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	1/21 9:00 a.m. Microsoft	FPCA mtg
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	1/25 9:00 a.m. Microsoft	Exec / Finance 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: FR Robinson

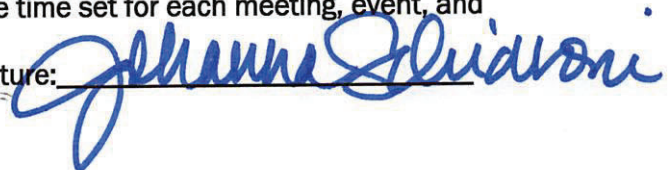


BOARD MEMBER EVENT/MEETING/TRAINING REPORT SUMMARY

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Period Covered:	12/7/2020-1/25/2021	
Board Member Name:	Johanna S. Schiavoni	
Date:	1/25/21	
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 checked="" type="checkbox"/> Res. 2019-0074	12/7/2020, 3:00pm, Teleconference	Meet with San Diego Mayor Todd Gloria re Airport Authority
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input checked="" type="checkbox"/> Res. 2019-0074	12/29/2020, 3:00pm, Video conference	Meet with CEO K. Becker
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	1/7/2021, 9:00am, Video conference	SDCRAA Board meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input checked="" type="checkbox"/> Res. 2019-0074	1/8/2021, 11am, Video conference	Meet with CEO K. Becker
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	1/14/2021, 11am, Video conference	SDCRAA Capital Improvements Program Oversight Committee
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	1/15/2021, 9am, Video Conference	SANDAG Transportation Committee
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	1/19/2021, 3:00pm, Video Conference	SDCRAA Arts Advisory Committee
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	1/22/2021, 9am, Video Conference	SDCRAA Executive Personnel and Compensation Committee

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

Signature: 



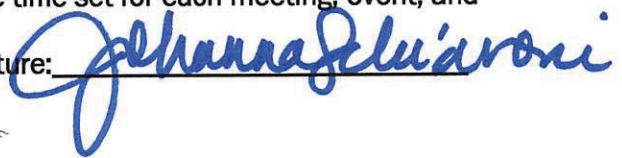
BOARD MEMBER EVENT/MEETING/TRAINING REPORT SUMMARY

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:	12/7/2020-1/25/2021
Board Member Name:	Johanna S. Schiavoni
Date:	1/25/21

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	1/25/2021, 9:00am, Video conference	SDCRAA Executive Committee/Finance Committee
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074		
<input checked="" 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 checked="" type="checkbox"/> Res. 2019-0074		
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<input checked="" 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 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: 



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:	January 2021	
Board Member Name:	Mark West	
Date:	1/25/21	
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: Jan 11 2021 Time: 1-3 pm Location: Microsoft Teams	CIPOC initial review mtg
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	Date: Jan 7., 2021 Time: 9-12 am Location: Microsoft Teams	Board/ALLIC meeting
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2019-0074	Date: Jan 14., 2021 Time: 11 am - 1 pm Location: Microsoft Teams	CIPOC 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		

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: 2020.12.21.15:45:08'00'
 1/25/2021

STAFF REPORT

Meeting Date: **FEBRUARY 4, 2021**

Subject:

Awarded Contracts, Approved Change Orders from December 7, 2020 through January 10, 2021 and Real Property Agreements Granted and Accepted from December 7, 2020 through January 10, 2021

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 (*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:

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 December 7, 2020 to January 10, 2021

New Contracts

Date Signed	CIP #	Company	Description	Solicitation Method	Owner	Contract Value	End Date
1/5/2021		Insight Public Sector, Inc.	The Contractor will provide Cloud Based Maintenance and Support Services for the San Diego County Regional Airport Authority.	Informal RFP	Information & Technology Services	\$48,043.20	12/17/2022

Attachment "A"

AWARDED CONTRACTS AND CHANGE ORDERS SIGNED BETWEEN December 7, 2020 to January 10, 2021

New Contracts Approved by the Board

Date Signed	CIP #	Company	Description	Solicitation Method	Owner	Contract Value	End Date
12/22/2020		U.S. Bank National Association	The Contract was approved by the Board at the May 7, 2020 Board Meeting. The Contractor will provide Letter of Credit Services for the San Diego County Regional Airport Authority.	RFP	Finance & Risk Management	\$250,000.00	10/31/2025
1/8/2021	381010	S&L Specialty Construction Inc.	The Contract was approved by the Board at the November 5, 2020 Board Meeting. The Contractor will provide the sound attenuation for certain residences around the San Diego International Airport.	RFB	QHP & Noise Mitigation	\$1,387,835.53	10/22/2021
1/8/2021	104281	Hazard Construction Company	The Contract was approved by the Board at the July 9, 2020 Board Meeting. The Contractor will provide Upgrades to the Energy Mass Arresting System at the San Diego International Airport.	RFB	Airport Design & Construction	\$2,414,650.00	5/22/2021

Attachment "A"

AWARDED CONTRACTS AND CHANGE ORDERS SIGNED BETWEEN December 7, 2020 to January 10, 2021

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
12/8/2020		Cushman & Wakefield Western, Inc.	The 1st Amendment extends the termination date ninety (90) days. There is no change in total compensation. The Contractor will provide Commercial Real Estate Appraisal Services for the San Diego County Regional Airport Authority.	Revenue Generation & Business Development	\$4,900.00	\$0.00	0%	\$4,900.00	2/25/2021
12/15/2020		Bay City Equipment Industries, Inc. dba Bay City Electric works	The 1st Amendment amends the scope and compensation to include additional equipment at the new Facilities Management Northside campus. This Amendment does not increase the total compensation or extend the term of the Agreement. The Contractor provides Emergency Generator Maintenance Services for the San Diego County Regional Airport Authority.	Facilities Management	\$400,000.00	\$0.00	0%	\$400,000.00	6/29/2023
12/16/2020		Ocean Blue Environmental Services, Inc.	The 2nd Amendment adds additional specified services needed in order to comply with all environmental laws and regulations. This Amendment does not increase the total compensation or extend the term of the Agreement. The Contractor provides On-Call Hazardous Waste Management Services for the San Diego County Regional Airport Authority.	Environmental Affairs	\$7,000,000.00	\$0.00	0%	\$7,000,000.00	5/18/2021
12/21/2020		Willis towers Watson Midwest, Inc.	The 1st Amendment is to reflect the Contractor's legal name change. This Amendment does not increase the total compensation or extend the term of the Agreement. The Contractor provides Construction Insurance Broker Services for the San Diego County Regional Airport Authority.	Finance & Risk Management	\$1,800,000.00	\$0.00	0%	\$1,800,000.00	7/14/2022
12/22/2020		Steer Davies & Gleave, Inc.	The 2nd Amendment adds additional funds and extends the term by ninety (90) days. The Contractor provides Aviation Consulting Services for the San Diego County Regional Airport Authority.	Board Services	\$109,500.00	\$499.00	0%	\$109,999.00	5/15/2021
12/29/2020		Siemens Industry, Inc.	The 2nd Amendment adds funds for numerous unforeseen additional services required by the Fire Marshal. The Contractor provides Fire Alarm and Related System Maintenance Services at the San Diego International Airport.	Facilities Management	\$1,725,000.00	\$103,500.00	6%	\$1,828,500.00	7/21/2021

Attachment "A"

AWARDED CONTRACTS AND CHANGE ORDERS SIGNED BETWEEN December 7, 2020 to January 10, 2021

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
1/5/2021		Verizon Wireless	The 6th Amendment extends the term sixty (60) days. There is no change in total compensation. The Contractor provides Wireless Cell Phone Services to the San Diego County Regional Airport Authority.	Information & Technology Services	\$750,000.00	\$0.00	0%	\$750,000.00	2/28/2021
1/6/2021		Presentation Products dba Spinitar	The 1st Amendment extends the term by one (1) year and increases the maximum amount payable by \$13,000.00. The Contractor provides Board Room Audio/Visual System Maintenance and Repair Services for the San Diego County Airport Authority.	Board Services	\$47,408.00	\$13,000.00	27%	\$60,408.00	4/30/2022
1/7/2021		KV & Associates, LLC	The 1st Amendment extends the term by ninety (90) days. There is no change in total compensation. The Contractor provides Promotional Item Fulfillment Services to the San Diego County Regional Airport Authority.	Communications	\$500,000.00	\$0.00	0%	\$500,000.00	4/14/2021

Attachment "A"

AWARDED CONTRACTS AND CHANGE ORDERS SIGNED BETWEEN December 7, 2020 to January 10, 2021

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 DECEMBER 7, 2020 through January 10, 2021



Real Property Agreements

Begin/End Dates	Authority Doc. #	Tenant/Company	Agreement Type	Property Location	Use	Property Area (s.f)	Consideration	Comments
12/23/2020 - 12/31/2021	LE-1098	Carbon Health Technologies, Inc.	Use and Occupancy Permit	Former Valet Parking Lot	COVID-19 Testing Services	8,243 square feet	Monthly Rent is \$3,894.82	N/A
12/1/2020-12/31/2024	LE-1091	Gitibin & Associates dba Go Rentals	LO	FBO	Non-Exclusive FBO Rental Car Concession	N/A	\$4,200 / 10%	Rental Car Concession serving only Signature Flight Support customers



Real Property Agreement Amendments and Assignments

Effective Date	Authority Doc. #	Tenant/Company	Agreement Type	Property Location	Use	Property Area (s.f)	Consideration	Comments
10/1/2020	LE-0647	Paradies	Temporary Rent Forbearance & Abatement Agreement	Terminals 1 & 2	Operation of a Retail Concession	N/A	N/A	Special program in response to COVID 19 Pandemic
10/1/2020	LE-0671	Hudson	Temporary Rent Forbearance & Abatement Agreement	Terminals 1 & 2	Operation of a Retail Concession	N/A	N/A	Special program in response to COVID 19 Pandemic
10/1/2020	LE-0670	Hudson	Temporary Rent Forbearance & Abatement Agreement	Terminals 1 & 2	Operation of a Retail Concession	N/A	N/A	Special program in response to COVID 19 Pandemic
10/1/2020	LE-0950	SFS Duty Free	Temporary Rent Forbearance & Abatement Agreement	Terminal 2	Operation of a Retail Concession	N/A	N/A	Special program in response to COVID 19 Pandemic
10/1/2020	LE-0908	SFS Beauty MAC	Temporary Rent Forbearance & Abatement Agreement	Terminal 2	Operation of a Retail Concession	N/A	N/A	Special program in response to COVID 19 Pandemic
10/1/2020	LE-0659	Spa Didacus	Temporary Rent Forbearance & Abatement Agreement	Terminal 2	Operation of a Retail Concession	N/A	N/A	Special program in response to COVID 19 Pandemic
10/1/2020	LE-0648	Stellar	Temporary Rent Forbearance & Abatement Agreement	Terminals 1 & 2	Operation of a Retail Concession	N/A	N/A	Special program in response to COVID 19 Pandemic
10/1/2020	LE-0746	Nevada Lease & Rentals dba Payless Rent a Car	Temporary Rent Forbearance & Abatement Agreement	Rental Car Center	Non-Exclusive On-Airport Rental Car Concession	N/A	N/A	Special program in response to COVID 19 Pandemic; Executed 11/20/20
10/1/2020	LE-0747	Nevada Lease & Rentals dba Payless Rent a Car	Temporary Rent Forbearance & Abatement Agreement	Rental Car Center	Rental Car Center Lease Agreement	N/A	N/A	Special program in response to COVID 19 Pandemic; Executed 11/20/20
10/1/2020	LE-0758	Sixt Rent a Car	Temporary Rent Forbearance & Abatement Agreement	Rental Car Center	Non-Exclusive On-Airport Rental Car Concession	N/A	N/A	Special program in response to COVID 19 Pandemic; Executed 11/20/20



Real Property Agreement Amendments and Assignments

10/1/2020	LE-0759	Sixt Rent a Car	Temporary Rent Forebearance & Abatement Agreement	Rental Car Center	Rental Car Center Lease Agreement	N/A	N/A	Special program in response to COVID 19 Pandemic; Executed 11/20/20
10/1/2020	LE-0799	AC Holdings, Inc. (CNN)	Temporary Rent Forebearance & Abatement Agreement	All Terminals, Hold Rooms	Operation of Airport Television Services	N/A	N/A	Special program in response to COVID 19 Pandemic; Executed 11/20/20
10/1/2020	LE-0933	Denise Pullen dba The Classic Shine	Temporary Rent Forebearance & Abatement Agreement	Post-Security, All Terminals	Operation of Shoeshine Services	N/A	N/A	Special program in response to COVID 19 Pandemic; Executed 11/20/20
12/16/2020	LE-0657	Host International, Inc.	Temporary Rent Forebearance & Abatement Extension 1 Amendment	Terminals 1 & 2	Food/Beverage Operations	N/A	N/A	Special program in response to COVID 19 Pandemic
12/16/2020	LE-0658	Host International, Inc.	Temporary Rent Forebearance & Abatement Extension 1 Amendment	Terminals 1 & 2	Food/Beverage Operations	N/A	N/A	Special program in response to COVID 19 Pandemic
12/16/2020	LE-0726	Swissport Lounge, LLC	Temporary Rent Forebearance & Abatement Extension 1 Amendment	Terminal 2	Operation of a Common Use Lounge	N/A	N/A	Special program in response to COVID 19 Pandemic
12/18/2020	LE-0650	High Flying Foods San Diego Partnership	Temporary Rent Forebearance & Abatement Extension 1 Amendment	Terminals 1 & 1	Food/Beverage Operations	N/A	N/A	Special program in response to COVID 19 Pandemic
12/21/2020	LE-0649	High Flying Foods San Diego Partnership	Temporary Rent Forebearance & Abatement Extension 1 Amendment	Terminals 1 & 2	Food/Beverage Operations	N/A	N/A	Special program in response to COVID 19 Pandemic
12/22/2020	LE-0651	Mission Yogurt, Inc.	Temporary Rent Forebearance & Abatement Extension 1 Amendment	Terminals 1 & 1	Food/Beverage Operations	N/A	N/A	Special program in response to COVID 19 Pandemic
12/29/2020	LE-0875	G&P Partners dba B.C.B Company	Temporary Rent Forebearance & Abatement Extension 1 Amendment	Rental Car Center	Food/Beverage/Retail Operations	N/A	N/A	Special program in response to COVID 19 Pandemic
12/30/2020	LE-0667	SSP America, Inc.	Temporary Rent Forebearance & Abatement Extension 1 Amendment	Terminals 1 & 2	Food/Beverage Operations	N/A	N/A	Special program in response to COVID 19 Pandemic
12/30/2020	LE-0668	SSP America, Inc.	Temporary Rent Forebearance & Abatement Extension 1 Amendment	Terminals 1 & 2	Food/Beverage Operations	N/A	N/A	Special program in response to COVID 19 Pandemic
12/30/2020	LE-0669	SSP America, Inc.	Temporary Rent Forebearance & Abatement Extension 1 Amendment	Terminals 1 & 2	Food/Beverage Operations	N/A	N/A	Special program in response to COVID 19 Pandemic
1/1/2021	LE-1073	Prepango, LLC	UOP Amendment	Pre-Security, all Terminals	Operation of Personal Protective Equipment Vending Machines	36 sq ft (Four machines at 9 sq ft each)	N/A	Pilot program term extended to June 30, 2021
1/1/2021	LE-0907	Nmex	Amendment - Term	Off-Site Rental Car Company	Non-Exclusive Off-Airport Rental Car Concession	N/A	N/A	Extends expiration date to 1/31/21 for collection of updated Letter of Credit

STAFF REPORT

Meeting Date: FEBRUARY 4, 2021

Subject:

Appointments to Board Committees, Liaison Positions, Other Representative and Alternate Positions

Recommendation:

Adopt Resolution No. 2021-0009, making appointments to Board committees, liaison and representative positions, the Authority Advisory Committee, the Art Advisory Committee, and the World Trade Center Board.

Background/Justification:

Authority Policy 1.20 establishes a policy for the formation of committees of and for the Board. Authority Policy 1.50 (5) (c), "Standing Board Committees," establishes four standing Board committees. The Board also appoints a representative to the Authority Advisory Committee, the Art Advisory Committee and the World Trade Center Board.

Pursuant to California Code of Regulations Section 18702.5, *Materiality Standard: Economic Interest in Personal Finances*, the Authority is required to post on its website, a F.P.P.C. Form 806 (See Exhibit A), listing all paid appointed positions on boards, committees, or commissions of a public agency, prior to the appointments being made.

Most committee terms were due to expire in January 2021. It is recommended that the Board appoint or re-appoint members to the Board's committees, liaison positions, the Art Advisory Committee (AAC), the SANDAG Transportation Committee and the World Trade Center Board for terms indicated in Attachment A to the Resolution.

Fiscal Impact:

Legislation limits compensation for Board Members to \$200 per day of service, with a maximum of eight (8) days per month. Adequate funds for Board Member compensation are included in the Authority Board Department adopted FY 2021 and conceptually approved FY 2022 Operating Expense Budgets.

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. §15378. This Board action is not a "project" subject to CEQA. Pub. Res. Code §21065.
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act. 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

**Agency Report of:
Public Official Appointments**

A Public Document

1. Agency Name			California Form 806
Division, Department, or Region <i>(If Applicable)</i>			For Official Use Only
Designated Agency Contact <i>(Name, Title)</i>			
Area Code/Phone Number	E-mail	Page _____ of _____	Date Posted: <i>(Month, Day, Year)</i>

2. Appointments

Agency Boards and Commissions	Name of Appointed Person	Appt Date and Length of Term	Per Meeting/Annual Salary/Stipend
	▶ Name _____ <i>(Last, First)</i> Alternate, if any _____ <i>(Last, First)</i>	▶ _____/_____/_____ <i>Appt Date</i> ▶ _____ <i>Length of Term</i>	▶ Per Meeting: \$ _____ ▶ Estimated Annual: \$0-\$1,000 \$2,001-\$3,000 \$1,001-\$2,000 _____ <i>Other</i>
	▶ Name _____ <i>(Last, First)</i> Alternate, if any _____ <i>(Last, First)</i>	▶ _____/_____/_____ <i>Appt Date</i> ▶ _____ <i>Length of Term</i>	▶ Per Meeting: \$ _____ ▶ Estimated Annual: \$0-\$1,000 \$2,001-\$3,000 \$1,001-\$2,000 _____ <i>Other</i>
	▶ Name _____ <i>(Last, First)</i> Alternate, if any _____ <i>(Last, First)</i>	▶ _____/_____/_____ <i>Appt Date</i> ▶ _____ <i>Length of Term</i>	▶ Per Meeting: \$ _____ ▶ Estimated Annual: \$0-\$1,000 \$2,001-\$3,000 \$1,001-\$2,000 _____ <i>Other</i>
	▶ Name _____ <i>(Last, First)</i> Alternate, if any _____ <i>(Last, First)</i>	▶ _____/_____/_____ <i>Appt Date</i> ▶ _____ <i>Length of Term</i>	▶ Per Meeting: \$ _____ ▶ Estimated Annual: \$0-\$1,000 \$2,001-\$3,000 \$1,001-\$2,000 _____ <i>Other</i>

3. Verification

I have read and understand FPPC Regulation 18702.5. I have verified that the appointment and information identified above is true to the best of my information and belief.

Tony R Russell

Signature of Agency Head or Designee

Print Name

Title

(Month, Day, Year)

Comment: _____

**Agency Report of:
Public Official Appointments
Continuation Sheet**

1. Agency Name

Date Posted: _____
(Month, Day, Year)

2. Appointments

Agency Boards and Commissions	Name of Appointed Person	Appt Date and Length of Term	Per Meeting/Annual Salary/Stipend
	▶ Name _____ (Last, First) Alternate, if any _____ (Last, First)	▶ ____/____/____ Appt Date ▶ _____ Length of Term	▶ Per Meeting: \$ _____ ▶ Estimated Annual: \$0-\$1,000 \$2,001-\$3,000 \$1,001-\$2,000 _____ Other
	▶ Name _____ (Last, First) Alternate, if any _____ (Last, First)	▶ ____/____/____ Appt Date ▶ _____ Length of Term	▶ Per Meeting: \$ _____ ▶ Estimated Annual: \$0-\$1,000 \$2,001-\$3,000 \$1,001-\$2,000 _____ Other
	▶ Name _____ (Last, First) Alternate, if any _____ (Last, First)	▶ ____/____/____ Appt Date ▶ _____ Length of Term	▶ Per Meeting: \$ _____ ▶ Estimated Annual: \$0-\$1,000 \$2,001-\$3,000 \$1,001-\$2,000 _____ Other
	▶ Name _____ (Last, First) Alternate, if any _____ (Last, First)	▶ ____/____/____ Appt Date ▶ _____ Length of Term	▶ Per Meeting: \$ _____ ▶ Estimated Annual: \$0-\$1,000 \$2,001-\$3,000 \$1,001-\$2,000 _____ Other
	▶ Name _____ (Last, First) Alternate, if any _____ (Last, First)	▶ ____/____/____ Appt Date ▶ _____ Length of Term	▶ Per Meeting: \$ _____ ▶ Estimated Annual: \$0-\$1,000 \$2,001-\$3,000 \$1,001-\$2,000 _____ Other
	▶ Name _____ (Last, First) Alternate, if any _____ (Last, First)	▶ ____/____/____ Appt Date ▶ _____ Length of Term	▶ Per Meeting: \$ _____ ▶ Estimated Annual: \$0-\$1,000 \$2,001-\$3,000 \$1,001-\$2,000 _____ Other

RESOLUTION NO. 2021-0009

A RESOLUTION OF THE BOARD OF THE
SAN DIEGO COUNTY REGIONAL AIRPORT
AUTHORITY, MAKING APPOINTMENTS TO BOARD
COMMITTEES, LIAISON AND REPRESENTATIVE
POSITIONS, THE AUTHORITY ADVISORY
COMMITTEE, THE ART ADVISORY COMMITTEE,
AND THE WORLD TRADE CENTER BOARD

WHEREAS, Authority Policy Section 1.20 establishes a policy for the formation of committees of and for the Board and Authority Policy Section 1.50 (5) (c) establishes certain Board committees; and

WHEREAS, the Board wishes to appoint or re-appoint members to Board committees, liaison and representative positions, the Authority Advisory Committee, the Art Advisory Committee, and the San Diego World Trade Center Board; and

WHEREAS, pursuant to California Code of Regulations Section 18702.5, *Materiality Standard: Economic Interest in Personal Finances*, the Authority is required to post on its website F.P.P.C. Form 806, listing all the paid appointed positions on boards, committees, or commissions of a public agency; and

WHEREAS, in accordance with the requirements of the California Code of Regulations §18702.5, F.P.P.C. Form 806 outlining the appointments to boards, commissions, and committees, was posted on the Authority website with the staff report.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves the appointments listed in "Attachment A" to the Board's standing committees, liaison and representative positions, the Authority Advisory Committee, the Art Advisory Committee and the World Trade Center Board for the terms set forth therein; 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), Pub. Res. 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, Pub. Res. Code §30106; and

BE IT FURTHER RESOLVED that the Board finds 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 4th day of February, 2021, 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 Board Committee, Liaison and Representative Appointments

STANDING COMMITTEES

Executive Committee		
<i>Hold Monthly Meetings</i>		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Johanna Schiavoni (Chair)	January 2021	
Paul Robinson (Vice Chair)	February 2020	January 2022
Robert Lloyd	February 2020	January 2022
Finance Committee		
Gil Cabrera	February 2021	January 2022
Robert Lloyd (Chair)	February 2021	January 2022
Mary Casillas Salas	February 2021	January 2022
Nora Vargas	February 2021	January 2022
Marni von Wilpert (Vice Chair)	February 2021	January 2022
Audit Committee		
<i>Hold Quarterly Meetings</i>		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Catherine Blakespear (Vice Chair)	February 2021	January 2022
Robert Lloyd	February 2021	January 2022
Mary Casillas Salas	February 2021	January 2022
Nora Vargas	February 2021	January 2022
Carmen Vann* (Chair)	February 2020	June 2022
Jack Van SambEEK*	July 2018	June 2021
Agnes Wong Nickerson*	July 2020	June 2023
<small>*Public Members Added Pursuant to Public Utilities Code §170018</small>		
Executive Personnel and Compensation Committee		
<i>Hold Quarterly Meetings</i>		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Robert McNamara	February 2021	January 2022
Paul Robinson (Chair)	February 2021	January 2022
Johanna Schiavoni (Vice Chair)	February 2021	January 2022
Nora Vargas	February 2021	January 2022
Capital Improvement Program Oversight Committee		
<i>Hold Quarterly Meetings</i>		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Catherine Blakespear	February 2021	January 2022
Gil Cabrera (Vice Chair)	February 2021	January 2022
Paul McNamara (Chair)	February 2021	January 2022
Johanna Schiavoni	February 2021	January 2022
Marni von Wilpert	February 2021	January 2022

San Diego County Regional Airport Authority Board Committee, Liaison and Representative Appointments

REPRESENTATIVES (EXTERNAL)

SANDAG BOARD OF DIRECTORS		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Johanna Schiavoni (Primary)	January 2021	December 2021
Paul Robinson (Alternate)	January 2021	December 2021
SANDAG Transportation Committee		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Gil Cabrera (Primary)	February 2021	January 2022
Robert Lloyd (Alternate)	February 2021	January 2022
SCAG Aviation Task Force		
	February 2021	January 2022
World Trade Center		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Robert H. Gleason	February 2021	January 2022

REPRESENTATIVES (INTERNAL)

Authority Advisory Committee		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Paul Robinson (Alternate)	February 2021	January 2022
Mary Casillas Salas (Primary)	February 2021	January 2022
Art Advisory Committee		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Robert H. Gleason	February 2021	January 2022

LIAISONS

Military Affairs		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Col. Dockery	February 2021	January 2022
Port		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Paul Robinson	February 2021	January 2022
Johanna Schiavoni (Primary)	February 2021	January 2022
Nora Vargas	February 2021	January 2022
Caltrans		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Gustavo Dallarda	October 2021	January 2022
Inter-Governmental Affairs		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Gil Cabrera	February 2021	January 2022

Board Communication

Date: February 4, 2021
To: Board Members
Via: Kimberly J. Becker, President/CEO
From: Scott M. Brickner, Chief Financial Officer
Subject: Accept the Unaudited Financial Statements for the Year Ended
December 31, 2020 and 2019:

Attached is the Authority's Unaudited Financial Statements for the Year Ended December 31, 2020 and 2019 that was presented to the Finance Committee on January 25, 2021.

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
Statements of Net Position
as of December 31, 2020
(Unaudited)

ASSETS

	December	
	2020	2019
Current assets:		
Cash and investments ⁽¹⁾	\$ 87,359,283	\$ 86,206,737
Tenant lease receivable, net of allowance of 2020: (597,199) and 2019: (\$211,156)	6,761,158	22,010,095
Grants receivable	5,733,427	4,621,881
Notes receivable-current portion	2,123,843	2,006,052
Prepaid expenses and other current assets	9,844,529	11,504,572
Total current assets	111,822,240	126,349,337
Cash designated for capital projects and other ⁽¹⁾	137,801,333	78,390,460
Restricted assets:		
Cash and investments:		
Bonds reserve ⁽¹⁾	63,145,006	62,911,770
Passenger facility charges and interest unapplied ⁽¹⁾	47,381,001	63,528,560
Customer facility charges and interest unapplied ⁽¹⁾	35,942,893	47,095,133
SBD Bond Guarantee ⁽¹⁾	2,222,300	4,000,000
Bond proceeds held by trustee ⁽¹⁾	414,175,218	495,625,646
Passenger facility charges receivable	1,516,073	5,483,625
Customer facility charges receivable	1,155,979	3,388,772
Customer facility charges held by trustee	85,334	97,218
OCIP insurance reserve	5,519,913	5,519,913
Total restricted assets	571,143,717	687,650,637
Noncurrent assets:		
Capital assets:		
Land and land improvements	136,757,115	136,757,115
Runways, roads and parking lots	708,999,286	698,701,559
Buildings and structures	1,733,867,143	1,695,520,193
Machinery and equipment	65,312,541	61,930,746
Vehicles	25,836,842	25,388,285
Office furniture and equipment	44,822,907	44,244,977
Works of art	13,980,641	13,784,607
Construction-in-progress	365,150,797	223,988,126
	3,094,727,272	2,900,315,608
Less accumulated depreciation	(1,292,981,419)	(1,159,370,581)
Total capital assets, net	1,801,745,853	1,740,945,027
Other assets:		
Notes receivable - long-term portion	26,167,970	28,348,079
Investments-long-term portion ⁽¹⁾	182,134,401	261,568,893
Net OPEB Asset	2,136,494	394,547
Security deposit	404,985	331,025
Total other assets	210,843,850	290,642,544
Deferred outflows of resources:		
Deferred pension outflows	23,052,087	27,314,384
Deferred OPEB outflows	1,097,066	1,405,099
Deferred POB outflows	521,578	556,018
Deferred Bond Refunding		5,985,331
Total assets and deferred outflows of resources	\$ 2,858,027,724	\$ 2,959,238,837

⁽¹⁾ Total cash and investments, \$970,161,435 for 2020 and \$1,099,327,199 for 2019

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
Statements of Net Position
as of December 31, 2020
(Unaudited)

LIABILITIES AND NET POSITION

	December	
	2020	2019
Current liabilities:		
Accounts payable and accrued liabilities	\$ 56,195,547	\$ 68,128,558
Deposits and other current liabilities	11,239,832	5,542,575
Total current liabilities	67,435,379	73,671,133
Current liabilities - payable from restricted assets:		
Current portion of long-term debt	36,520,000	30,740,000
Accrued interest on bonds and variable debt	35,153,508	32,832,275
Total liabilities payable from restricted assets	71,673,508	63,572,275
Long-term liabilities:		
Variable debt	-	13,719,000
Other long-term liabilities	9,741,244	9,244,925
Long term debt - bonds net of amortized premium	1,811,934,998	1,870,216,455
Net pension liability	15,961,502	18,373,280
Total long-term liabilities	1,837,637,744	1,911,553,660
Total liabilities	1,976,746,631	2,048,797,068
Deferred inflows of resources:		
Deferred pension inflows	6,190,685	6,235,495
Deferred OPEB inflows	1,400,369	507,578
Deferred POB inflows	218,627	217,937
Deferred Inflows Bond Refunding	3,969,939	
Total liabilities and deferred inflows of resources	\$ 1,988,526,251	\$ 2,055,758,078
Net Position:		
Invested in capital assets, net of related debt	361,113,170	315,202,258
Other restricted	158,660,866	191,927,773
Unrestricted:		
Designated	166,094,829	58,332,181
Undesignated	183,632,608	338,018,547
Total Net Position	\$ 869,501,473	\$ 903,480,759

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
Statements of Revenues, Expenses, and Changes in Net Position
For the Month Ended December 31, 2020
(Unaudited)

	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Operating revenues:					
Aviation revenue:					
Landing fees	\$ 3,165,363	\$ 3,640,390	\$ 475,027	15%	\$ 3,971,211
Aircraft parking Fees	969,315	1,020,545	51,230	5%	930,614
Building rentals	8,086,603	6,344,196	(1,742,407)	(22)%	9,543,440
CUPPS Support Charges	722,357	516,777	(205,580)	(28)%	826,601
Other aviation revenue	7,735	21,348	13,613	176%	14,063
Terminal rent non-airline	208,515	216,247	7,732	4%	208,909
Terminal concessions	2,186,284	2,312,327	126,043	6%	2,650,334
Terminal Concessions-Revenue Waived	-	(1,634,385)	(1,634,385)	-	-
Rental car license fees	2,206,469	2,181,563	(24,906)	(1)%	1,946,120
Rental car center cost recovery	174,259	160,368	(13,891)	(8)%	169,188
Rental Car-Revnuue Waived	-	(1,378,826)	(1,378,826)	-	-
License fees other	208,574	341,865	133,291	64%	686,081
Parking revenue	1,847,257	1,568,709	(278,548)	(15)%	3,962,171
Ground transportation permits and citations	884,234	275,201	(609,033)	(69)%	1,470,931
Ground rentals	1,593,242	1,599,294	6,052	-	1,555,693
Grant reimbursements	24,800	54,081	29,281	118%	24,799
Other operating revenue	91,041	111,181	20,140	22%	90,782
Total operating revenues	22,376,048	17,350,881	(5,025,167)	(22)%	28,050,937
Operating expenses:					
Salaries and benefits	5,416,892	5,233,363	183,529	3%	3,904,018
Contractual services	2,509,145	1,948,653	560,492	22%	3,799,836
Safety and security	3,446,883	3,556,973	(110,090)	(3)%	2,412,525
Space rental	850,163	848,055	2,108	-	850,155
Utilities	1,061,851	821,709	240,142	23%	1,047,511
Maintenance	870,942	891,452	(20,510)	(2)%	1,007,993
Equipment and systems	19,642	(3,422)	23,064	117%	7,404
Materials and supplies	33,720	33,217	503	1%	35,716
Insurance	120,036	115,305	4,731	4%	100,263
Employee development and support	133,561	30,211	103,350	77%	99,216
Business development	122,157	(141,062)	263,219	215%	173,636
Equipment rentals and repairs	283,447	252,041	31,406	11%	297,722
Total operating expenses	14,868,439	13,586,495	1,281,944	9%	13,735,995
Depreciation	10,667,007	10,667,007	-	-	10,350,256
Operating income (loss)	(3,159,398)	(6,902,621)	(3,743,223)	(118)%	3,964,686
Nonoperating revenue (expenses):					
Passenger facility charges	1,860,641	960,793	(899,848)	(48)%	3,252,869
Customer facility charges (Rental Car Center)	1,627,467	763,164	(864,303)	(53)%	2,745,208
CARES Act Grant	2,317,350	14,280,770	11,963,420	516%	-
Quieter Home Program	(260,666)	(276,666)	(16,000)	(6)%	(228,876)
Interest income	568,755	1,141,561	572,806	101%	1,586,775
BAB interest rebate	-	-	-	-	136,825
Interest expense	(6,856,981)	(6,849,598)	7,383	-	(8,432,755)
Bond amortization costs	816,924	1,174,889	357,965	44%	732,188
Other nonoperating income (expenses)	(833)	(456,002)	(455,169)	-	623,768
Nonoperating revenue, net	72,657	10,738,911	10,666,254	14680%	416,002
Change in net position before capital grant contributions	(3,086,741)	3,836,290	6,923,031	224%	4,380,688
Capital grant contributions	82,597	364,354	281,757	341%	674,482
Change in net position	\$ (3,004,144)	\$ 4,200,644	\$ 7,204,788	240%	\$ 5,055,170

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
Statements of Revenues, Expenses, and Changes in Net Position
For the Six Months Ended December 31, 2020 and 2019
(Unaudited)

	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Operating revenues:					
Aviation revenue:					
Landing fees	\$ 13,630,480	\$ 12,956,120	\$ (674,360)	(5)%	\$ 24,077,444
Aircraft parking fees	4,720,567	4,943,966	223,399	5%	5,842,224
Building rentals	33,303,426	30,502,512	(2,800,914)	(8)%	58,536,991
CUPPS Support Charges	2,158,350	2,158,350	-	-	5,066,449
Other aviation revenue	24,521	83,382	58,861	240%	93,719
Terminal rent non-airline	1,263,831	1,275,075	11,244	1%	1,207,435
Terminal concessions	7,944,037	13,343,777	5,399,740	68%	16,000,070
Terminal Concessions-Revenue Waived	-	(9,084,451)	(9,084,451)	-	-
Rental car license fees	7,910,558	12,076,373	4,165,815	53%	15,763,020
Rental car center cost recovery	522,776	962,209	439,433	84%	1,016,650
Rental Car-Revenue Waived	-	(6,959,464)	(6,959,464)	-	-
License fees other	982,643	1,394,398	411,755	42%	3,768,570
Parking revenue	6,307,727	9,032,678	2,724,951	43%	24,761,839
Ground transportation permits and citations	2,710,065	2,082,292	(627,773)	(23)%	9,932,306
Ground rentals	8,790,306	8,833,939	43,633	-	9,334,157
Grant reimbursements	147,200	176,480	29,280	20%	155,476
Other operating revenue	488,580	631,146	142,566	29%	899,780
Total operating revenues	90,905,067	84,408,783	(6,496,284)	(7)%	176,456,130
Operating expenses:					
Salaries and benefits	26,007,464	24,903,839	1,103,625	4%	23,840,068
Contractual services	14,039,671	11,478,317	2,561,354	18%	21,720,291
Safety and security	17,156,989	15,761,189	1,395,800	8%	15,819,938
Space rental	5,101,575	5,097,068	4,507	-	5,101,872
Utilities	7,526,296	5,938,060	1,588,236	21%	7,123,785
Maintenance	5,533,993	4,556,018	977,975	18%	6,522,358
Equipment and systems	130,106	47,131	82,975	64%	146,027
Materials and supplies	317,439	244,071	73,368	23%	298,286
Insurance	845,478	831,187	14,291	2%	714,092
Employee development and support	377,686	156,718	220,968	59%	592,531
Business development	493,572	199,321	294,251	60%	895,552
Equipment rentals and repairs	1,848,780	1,730,125	118,655	6%	1,751,374
Total operating expenses	79,379,049	70,943,044	8,436,005	11%	84,526,174
Depreciation	64,189,067	64,189,067	-	-	62,165,269
Operating income (loss)	(52,663,049)	(50,723,328)	1,939,721	4%	29,764,687
Nonoperating revenue (expenses):					
Passenger facility charges	6,515,604	6,567,612	52,008	1%	23,866,359
Customer facility charges (Rental Car Center)	5,424,488	6,484,167	1,059,679	20%	20,920,259
CARES Act Grant	37,405,992	50,727,452	13,321,460	36%	-
Quieter Home Program	(1,484,098)	(1,291,386)	192,712	13%	(1,738,433)
Interest income	5,024,273	7,185,009	2,160,736	43%	8,987,637
BAB interest rebate	-	-	-	-	2,089,397
Interest expense	(41,153,605)	(41,117,238)	36,367	-	(41,560,613)
Bond amortization costs	4,919,070	7,083,472	2,164,402	44%	3,055,152
Other nonoperating income (expenses)	(5,000)	(4,581,256)	(4,576,256)	-	2,445,907
Nonoperating revenue, net	16,646,724	31,057,832	14,411,108	87%	18,065,665
Change in net position before capital grant contributions	(36,016,325)	(19,665,496)	16,350,829	45%	47,830,352
Capital grant contributions	7,599,401	4,101,301	(3,498,100)	(46)%	2,348,052
Change in net position	\$ (28,416,924)	(15,564,195)	\$ 12,852,729	45%	\$ 50,178,404



San Diego County Regional Airport Authority
Authority Detail Income Statement - Supplemental Schedule
 For the six months ended December 31, 2020
 (Unaudited)

Print Date: 1/10/2021
 Print Time: 10:59:30AM
 Report ID: GL0012

	Month to Date					Year to Date				
	Budget	Actual	Variance Favorable (Unfavorable)	Variance Percent	Prior Year Actual	Budget	Actual	Variance Favorable (Unfavorable)	Variance Percent	Prior Year Actual
Landing Fees										
41112 - Landing Fees	\$3,165,363	\$3,666,093	\$500,730	16	\$3,987,312	\$13,630,480	\$13,026,051	\$(604,429)	(4)	\$24,176,990
41113 - Landing Fee Rebate	0	(25,703)	(25,703)	0	(16,101)	0	(69,931)	(69,931)	0	(99,545)
Total Landing Fees	3,165,363	3,640,390	475,027	15	3,971,211	13,630,480	12,956,120	(674,360)	(5)	24,077,444
Aircraft Parking Fees										
41160 - Aircraft Parking Position Rent	460,246	620,703	160,456	35	636,840	2,761,478	2,866,053	104,575	4	3,821,040
41162 - Parking Position Turn Fee	203,605	(39,677)	(243,282)	(119)	136,244	653,280	324,235	(329,046)	(50)	945,379
41165 - Overnight Parking Fee	305,464	439,520	134,056	44	157,530	1,305,809	1,753,678	447,869	34	1,075,805
Total Aircraft Parking Fees	969,315	1,020,545	51,230	5	930,614	4,720,567	4,943,966	223,399	5	5,842,224
Building and Other Rents										
41210 - Terminal Rent	7,907,818	6,255,620	(1,652,198)	(21)	9,167,769	32,751,599	30,419,506	(2,332,093)	(7)	56,328,586
41211 - Terminal Rent-Waived	0	(21,234)	(21,234)	0	0	0	(324,774)	(324,774)	0	0
41215 - Federal Inspection Services	178,786	109,810	(68,976)	(39)	375,670	551,827	407,780	(144,047)	(26)	2,208,405
Total Building and Other Rents	8,086,603	6,344,195	(1,742,408)	(22)	9,543,439	33,303,425	30,502,511	(2,800,914)	(8)	58,536,991
Security Surcharge										
41310 - Airside Security Charges	0	0	0	0	0	0	0	0	0	0
41320 - Terminal Security Charge	0	0	0	0	0	0	0	0	0	0
Total Security Surcharge	0	0	0	0	0	0	0	0	0	0
CUPPS Support Charges										
41400 - Common Use Fees	722,357	516,777	(205,580)	(28)	826,601	2,158,350	2,158,350	0	0	5,066,449
Total CUPPS Support Charges	722,357	516,777	(205,580)	(28)	826,601	2,158,350	2,158,350	0	0	5,066,449
Other Aviation Revenue										
43100 - Fuel Franchise Fees	7,735	21,348	13,614	176	14,063	24,521	83,382	58,860	240	93,719
Total Other Aviation Revenue	7,735	21,348	13,614	176	14,063	24,521	83,382	58,860	240	93,719
Non-Airline Terminal Rents										
45010 - Terminal Rent - Non-Airline	208,515	216,247	7,732	4	208,909	1,263,831	1,275,075	11,244	1	1,207,435
Total Non-Airline Terminal Rents	208,515	216,247	7,732	4	208,909	1,263,831	1,275,075	11,244	1	1,207,435

San Diego County Regional Airport Authority
Authority Detail Income Statement - Supplemental Schedule
For the six months ended December 31, 2020
(Unaudited)

Print Date: 1/10/2021
Print Time: 10:59:30AM
Report ID: GL0012

	Month to Date					Year to Date				
	Budget	Actual	Variance Favorable (Unfavorable)	Variance Percent	Prior Year Actual	Budget	Actual	Variance Favorable (Unfavorable)	Variance Percent	Prior Year Actual
Concession Revenue										
45111 - Term Concessions-Food & Bev	\$1,042,837	\$1,081,789	\$38,952	4	\$1,188,105	\$3,659,209	\$6,302,570	\$2,643,361	72	\$7,157,946
45112 - Terminal Concessions - Retail	633,345	652,295	18,950	3	641,025	2,210,004	3,619,317	1,409,313	64	4,150,516
45113 - Term Concessions - Other	173,622	295,295	121,673	70	395,096	835,089	1,790,575	955,486	114	2,108,625
45114 - Term Concessions Space Rents	85,894	68,868	(17,026)	(20)	85,044	513,676	489,572	(24,104)	(5)	508,592
45115 - Term Concessions Cost Recovery	110,808	111,176	368	0	143,697	332,424	501,169	168,745	51	873,435
45116 - Rec Distr Center Cost Recovery	107,034	87,869	(19,166)	(18)	135,904	321,102	542,027	220,925	69	810,584
45117 - Concessions Marketing Program	32,744	15,035	(17,709)	(54)	61,463	72,533	98,547	26,014	36	390,372
45119 - Term Concessions-Revenue Waived	0	(1,634,385)	(1,634,385)	0	0	0	(9,084,451)	(9,084,451)	0	0
45120 - Rental car license fees	2,206,469	2,181,563	(24,906)	(1)	1,946,120	7,910,558	12,076,373	4,165,815	53	15,763,020
45121 - Rental Car Center Cost Recover	174,259	160,368	(13,891)	(8)	169,188	522,776	962,209	439,433	84	1,016,650
45122 - Rental Car - Revenue Waived	0	(1,378,826)	(1,378,826)	0	0	0	(6,959,464)	(6,959,464)	0	0
45130 - License Fees - Other	208,574	390,144	181,570	87	686,081	982,643	1,836,621	853,978	87	3,768,570
45131 - License Fees Other Waiver	0	(48,279)	(48,279)	0	0	0	(442,223)	(442,223)	0	0
Total Concession Revenue	4,775,586	1,982,911	(2,792,674)	(58)	5,451,723	17,360,014	11,732,842	(5,627,172)	(32)	36,548,310
Parking and Ground Transportat										
45210 - Parking	1,847,257	1,568,709	(278,548)	(15)	3,962,171	6,307,727	9,032,678	2,724,951	43	24,761,839
45220 - AVI fees	839,344	250,137	(589,207)	(70)	1,430,605	2,604,083	1,967,900	(636,183)	(24)	9,698,035
45240 - Ground Transportation Pe	40,186	17,189	(22,996)	(57)	35,090	80,371	70,901	(9,470)	(12)	101,841
45250 - Citations	4,704	7,875	3,171	67	5,236	25,611	43,492	17,881	70	132,430
Total Parking and Ground Transportat	2,731,491	1,843,911	(887,580)	(32)	5,433,102	9,017,792	11,114,970	2,097,178	23	34,694,145
Ground Rentals										
45310 - Ground Rental Fixed - N	1,593,242	1,599,294	6,052	0	1,555,693	8,790,306	9,603,087	812,781	9	9,334,157
45311 - Ground Rental Fixed Waived	0	0	0	0	0	0	(769,148)	(769,148)	0	0
Total Ground Rentals	1,593,242	1,599,294	6,052	0	1,555,693	8,790,306	8,833,939	43,633	0	9,334,157
Grant Reimbursements										
45410 - TSA Reimbursements	24,800	54,080	29,280	118	24,800	147,200	176,480	29,280	20	147,200
45420 - Planning Grants	0	0	0	0	(1)	0	0	0	0	8,276
Total Grant Reimbursements	24,800	54,080	29,280	118	24,799	147,200	176,480	29,280	20	155,476

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Other Operating Revenue										
45510 - Finger Printing Fee	\$8,626	\$7,010	\$(1,616)	(19)	\$15,683	\$30,393	\$45,183	\$14,790	49	\$118,008
45520 - Utilities Reimbursements	16,676	16,676	0	0	16,686	100,056	100,058	2	0	100,115
45530 - Miscellaneous Other Reve	4,274	2,934	(1,340)	(31)	21,110	25,644	11,745	(13,899)	(54)	103,608
45535 - Innovation Lab Revenue	0	0	0	0	0	0	0	0	0	600
45540 - Service Charges	7,314	10,786	3,472	47	(29,173)	43,883	152,306	108,422	247	173,719
45550 - Telecom Services	40,825	34,609	(6,216)	(15)	42,244	244,950	196,415	(48,535)	(20)	249,037
45570 - FBO Landing Fees	13,327	39,165	25,838	194	24,231	41,334	125,440	84,106	203	152,373
45580 - Equipment Rental	0	0	0	0	0	2,320	2,320	0	0	2,320
45599 - Other Operating Rev Waived	0	0	0	0	0	0	(2,320)	(2,320)	0	0
Total Other Operating Revenue	91,042	111,181	20,139	22	90,780	488,580	631,146	142,566	29	899,780
Total Operating Revenue	22,376,048	17,350,879	(5,025,169)	(22)	28,050,934	90,905,067	84,408,782	(6,496,285)	(7)	176,456,129
Personnel Expenses										
Salaries										
51110 - Salaries & Wages	4,213,097	3,269,679	943,418	22	2,405,264	18,622,693	15,686,306	2,936,387	16	14,948,683
51210 - Paid Time Off	29,167	525,566	(496,399)	(1,702)	280,424	175,000	1,706,839	(1,531,839)	(875)	1,769,768
51220 - Holiday Pay	0	277,903	(277,903)	0	113,846	0	443,709	(443,709)	0	282,770
51240 - Other Leave With Pay	0	82,388	(82,388)	0	1,250	0	239,629	(239,629)	0	64,913
51250 - Special Pay	0	20,754	(20,754)	0	16,971	0	84,352	(84,352)	0	136,791
Total Salaries	4,242,264	4,176,290	65,974	2	2,817,754	18,797,693	18,160,837	636,856	3	17,202,924
52110 - Overtime	56,914	53,708	3,206	6	62,252	331,087	203,790	127,297	38	470,667

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Benefits										
54110 - FICA Tax	\$293,915	\$293,668	\$247	0	\$189,452	\$1,372,994	\$1,290,345	\$82,650	6	\$1,220,046
54120 - Unemployment Insurance-S	0	0	0	0	0	0	36,250	(36,250)	0	8,249
54130 - Workers Compensation Ins	28,744	0	28,744	100	14,390	138,289	44,237	94,052	68	87,987
54135 - Workers Comp Incident Expense	0	292	(292)	0	472	0	35,542	(35,542)	0	22,282
54210 - Medical Insurance	397,519	365,245	32,273	8	374,908	2,385,112	2,222,285	162,827	7	2,224,845
54220 - Dental Insurance	28,031	25,492	2,538	9	27,043	168,183	156,987	11,197	7	159,965
54230 - Vision Insurance	3,400	3,127	273	8	3,336	20,400	19,286	1,114	5	19,716
54240 - Life Insurance	7,704	7,228	476	6	7,398	46,113	43,858	2,255	5	43,626
54250 - Short Term Disability	13,676	12,679	997	7	13,427	81,822	77,865	3,958	5	71,917
54310 - Retirement	862,589	856,286	6,304	1	762,845	5,044,722	4,973,487	71,235	1	4,691,144
54315 - Retiree Health Benefits	63,850	78,346	(14,496)	(23)	13,550	383,100	472,092	(88,992)	(23)	79,300
54410 - Taxable Benefits	0	14,099	(14,099)	0	1,150	0	15,173	(15,173)	0	15,318
54430 - Accrued Vacation	0	(16,324)	16,324	0	(1,796)	0	220,952	(220,952)	0	(29,411)
Total Benefits	1,699,428	1,640,139	59,289	3	1,406,176	9,640,736	9,608,357	32,379	0	8,614,984
Cap Labor/Burden/OH Recharge										
54510 - Capitalized Labor Recha	(524,927)	(378,137)	(146,789)	(28)	(232,627)	(2,494,593)	(1,719,373)	(775,220)	(31)	(1,495,001)
54515 - Capitalized Burden Rech	0	(190,546)	190,546	0	(101,914)	0	(1,053,159)	1,053,159	0	(662,755)
Total Cap Labor/Burden/OH Recharge	(524,927)	(568,683)	43,756	8	(334,541)	(2,494,593)	(2,772,532)	277,939	11	(2,157,756)
QHP Labor/Burden/OH Recharge										
54520 - QHP Labor Recharge	(56,785)	(28,257)	(28,528)	(50)	(21,159)	(267,458)	(154,025)	(113,434)	(42)	(148,933)
54525 - QHP Burden Recharge	0	(12,049)	12,049	0	(10,141)	0	(68,576)	68,576	0	(71,825)
54526 - QHP OH Contra Acct	0	(27,784)	27,784	0	(16,177)	0	(73,676)	73,676	0	(57,497)
Total QHP Labor/Burden/OH Recharge	(56,785)	(68,090)	11,305	20	(47,478)	(267,458)	(296,277)	28,818	11	(278,256)
MM&JS Labor/Burden/OH Recharge										
54530 - MM & JS Labor Recharge	0	0	0	0	(143)	0	(336)	336	0	(12,496)
Total MM&JS Labor/Burden/OH Recharge	0	0	0	0	(143)	0	(336)	336	0	(12,496)
Total Personnel Expenses	5,416,893	5,233,363	183,530	3	3,904,019	26,007,464	24,903,839	1,103,625	4	23,840,068
Non-Personnel Expenses										

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Contract Services										
61100 - Temporary Staffing	\$24,665	\$29,284	\$(4,619)	(19)	\$77,659	\$24,665	\$124,045	\$(99,380)	(403)	\$302,245
61110 - Auditing Services	3,000	2,500	500	17	0	106,800	110,300	(3,500)	(3)	132,610
61120 - Legal Services	40,000	82,727	(42,727)	(107)	72,780	360,000	277,726	82,274	23	168,712
61130 - Services - Professional	660,378	533,916	126,463	19	1,019,142	3,434,100	2,740,745	693,355	20	4,539,984
61150 - Outside Svs - Other	310,257	181,276	128,982	42	313,433	1,550,970	1,090,034	460,937	30	2,183,688
61160 - Services - Custodial	1,356,932	1,027,876	329,056	24	2,176,053	7,904,186	6,573,849	1,330,336	17	13,548,207
61190 - Receiving & Dist Cntr Services	113,913	91,071	22,842	20	140,771	658,950	561,618	97,332	15	844,845
Total Contract Services	2,509,147	1,948,650	560,497	22	3,799,838	14,039,670	11,478,316	2,561,354	18	21,720,292
Safety and Security										
61170 - Services - Fire, Police,	625,372	568,810	56,562	9	593,259	3,802,921	3,428,628	374,293	10	3,483,743
61180 - Services - SDUPD-Harbor	2,332,525	2,399,259	(66,733)	(3)	1,286,379	10,500,544	9,491,359	1,009,184	10	9,201,356
61185 - Guard Services	364,564	394,349	(29,785)	(8)	414,089	2,001,024	1,941,458	59,566	3	2,298,932
61188 - Other Safety & Security Serv	124,422	194,555	(70,133)	(56)	118,797	852,500	899,744	(47,244)	(6)	835,907
Total Safety and Security	3,446,883	3,556,973	(110,090)	(3)	2,412,525	17,156,989	15,761,189	1,395,799	8	15,819,937
Space Rental										
62100 - Rent	850,163	848,055	2,108	0	850,155	5,101,575	5,097,068	4,507	0	5,101,872
Total Space Rental	850,163	848,055	2,108	0	850,155	5,101,575	5,097,068	4,507	0	5,101,872
Utilities										
63100 - Telephone & Other Commun	54,775	46,774	8,001	15	44,579	328,730	318,767	9,963	3	252,438
63110 - Utilities - Gas & Electr	914,361	717,559	196,802	22	895,464	6,529,063	5,297,271	1,231,792	19	6,206,980
63120 - Utilities - Water	92,715	57,376	35,339	38	107,467	668,504	322,022	346,483	52	664,367
Total Utilities	1,061,851	821,710	240,141	23	1,047,509	7,526,297	5,938,059	1,588,238	21	7,123,785
Maintenance										
64100 - Facilities Supplies	47,600	37,558	10,042	21	68,859	381,000	263,093	117,907	31	398,090
64110 - Maintenance - Annual R	687,176	718,496	(31,320)	(5)	719,964	4,586,493	3,827,139	759,354	17	4,931,499
64125 - Major Maintenance - Mat	94,500	77,320	17,180	18	151,953	316,500	237,691	78,809	25	918,768
64140 - Refuse & Hazardous Waste	41,667	58,078	(16,412)	(39)	67,216	250,000	228,095	21,905	9	274,001
Total Maintenance	870,942	891,451	(20,509)	(2)	1,007,992	5,533,993	4,556,018	977,975	18	6,522,358
Equipment and Systems										
65100 - Equipment & Systems	19,642	(3,422)	23,064	117	7,403	130,106	47,131	82,975	64	146,027
Total Equipment and Systems	19,642	(3,422)	23,064	117	7,403	130,106	47,131	82,975	64	146,027

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Materials and Supplies										
65110 - Office & Operating Suppl	\$22,823	\$13,376	\$9,446	41	\$29,037	\$242,696	\$127,288	\$115,408	48	\$233,118
65120 - Safety Equipment & Suppl	4,397	19,602	(15,205)	(346)	4,415	52,743	103,497	(50,754)	(96)	50,235
65130 - Tools - Small	6,500	240	6,260	96	2,264	22,000	13,286	8,714	40	14,933
Total Materials and Supplies	33,720	33,218	502	1	35,715	317,439	244,071	73,368	23	298,287
Insurance										
67170 - Insurance - Property	74,133	72,917	1,216	2	58,335	444,795	437,500	7,295	2	350,009
67171 - Insurance - Liability	15,639	14,958	680	4	13,599	93,831	89,750	4,081	4	81,593
67172 - Insurance - Public Offic	17,469	14,491	2,978	17	16,694	98,813	86,948	11,866	12	94,165
67173 - Insurance Miscellaneous	12,795	12,939	(144)	(1)	11,636	208,039	216,989	(8,950)	(4)	188,325
Total Insurance	120,035	115,305	4,729	4	100,263	845,479	831,186	14,293	2	714,091
Employee Development and Suppo										
66120 - Awards - Service	3,092	3,500	(408)	(13)	3,557	19,267	15,566	3,701	19	35,834
66130 - Book & Periodicals	3,923	338	3,585	91	236	24,158	9,814	14,344	59	18,886
66220 - Permits/Certificates/Lic	73,842	2,369	71,473	97	37,635	101,387	16,134	85,253	84	61,539
66260 - Recruiting	0	1,118	(1,118)	0	2,831	2,250	1,813	437	19	17,558
66280 - Seminars & Training	19,052	5,176	13,876	73	10,539	68,750	13,735	55,015	80	173,843
66290 - Transportation	11,608	9,726	1,882	16	10,683	70,196	58,304	11,892	17	69,082
66305 - Travel-Employee Developm	9,396	0	9,396	100	20,580	19,632	(3,377)	23,009	117	153,094
66310 - Tuition	4,333	3,517	816	19	5,929	26,000	13,711	12,289	47	23,747
66320 - Uniforms	8,315	4,467	3,848	46	7,227	46,046	31,018	15,028	33	38,948
Total Employee Development and Suppo	133,561	30,211	103,350	77	99,216	377,685	156,718	220,967	59	592,530
Business Development										
66100 - Advertising	1,617	663	954	59	40,805	8,952	2,311	6,641	74	216,081
66110 - Allowance for Bad Debts	2,500	(164,939)	167,439	6,698	(1,088)	5,000	(7,935)	12,935	259	(888)
66200 - Memberships & Dues	16,646	18,385	(1,739)	(10)	15,921	160,723	155,708	5,015	3	158,837
66230 - Postage & Shipping	1,268	574	694	55	1,255	8,585	2,521	6,064	71	11,322
66240 - Promotional Activities	89,805	4,685	85,120	95	108,710	269,680	47,349	222,331	82	391,101
66250 - Promotional Materials	7,982	(430)	8,412	105	1,414	18,815	1,667	17,148	91	20,997
66300 - Travel-Business Developm	2,339	0	2,339	100	6,620	21,817	(2,300)	24,117	111	98,102
Total Business Development	122,156	(141,062)	263,218	215	173,636	493,572	199,320	294,252	60	895,553

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Equipment Rentals and Repairs										
66140 - Computer Licenses & Agre	\$78,547	\$80,464	\$(1,917)	(2)	\$9,865	\$403,462	\$427,363	\$(23,901)	(6)	\$266,846
66150 - Equipment Rental/Leasing	13,600	1,241	12,359	91	28,744	139,902	29,413	110,489	79	145,793
66160 - Tenant Improvements	27,200	20,884	6,316	23	48,024	190,400	160,032	30,368	16	378,354
66270 - Repairs - Office Equipme	164,099	149,452	14,648	9	211,089	1,115,016	1,113,317	1,699	0	960,381
Total Equipment Rentals and Repairs	283,447	252,041	31,406	11	297,722	1,848,780	1,730,126	118,654	6	1,751,372
Total Non-Personnel Expenses	9,451,547	8,353,131	1,098,416	12	9,831,974	53,371,586	46,039,203	7,332,382	14	60,686,104
Total Departmental Expenses before	14,868,439	13,586,493	1,281,946	9	13,735,993	79,379,050	70,943,042	8,436,008	11	84,526,173
Depreciation and Amortization										
69110 - Depreciation Expense	10,667,007	10,667,007	0	0	10,350,256	64,189,067	64,189,067	0	0	62,165,269
Total Depreciation and Amortization	10,667,007	10,667,007	0	0	10,350,256	64,189,067	64,189,067	0	0	62,165,269
Non-Operating Revenue/(Expense)										
Passenger Facility Charges										
71110 - Passenger Facility Charg	1,860,641	960,793	(899,848)	(48)	3,252,869	6,515,604	6,567,612	52,008	1	23,866,359
Total Passenger Facility Charges	1,860,641	960,793	(899,848)	(48)	3,252,869	6,515,604	6,567,612	52,008	1	23,866,359
Customer Facility Charges										
71120 - Customer facility charges (Con	1,627,467	763,164	(864,303)	(53)	2,745,208	5,424,488	6,484,167	1,059,679	20	20,920,259
Total Customer Facility Charges	1,627,467	763,164	(864,303)	(53)	2,745,208	5,424,488	6,484,167	1,059,679	20	20,920,259
CARES Act Grant										
71130 - CARES Act Grant	2,317,350	14,280,770	11,963,420	516	0	37,405,992	50,727,452	13,321,460	36	0
Total CARES Act Grant	2,317,350	14,280,770	11,963,420	516	0	37,405,992	50,727,452	13,321,460	36	0
Quieter Home Program										
71212 - Quieter Home - Labor	(45,850)	(28,257)	17,593	38	(21,159)	(275,100)	(154,847)	120,253	44	(148,965)
71213 - Quieter Home - Burden	0	(12,049)	(12,049)	0	(10,141)	0	(68,576)	(68,576)	0	(71,825)
71214 - Quieter Home - Overhead	0	(27,784)	(27,784)	0	(16,177)	0	(73,676)	(73,676)	0	(57,497)
71215 - Quieter Home - Material	(1,215,813)	(1,126,908)	88,904	7	(1,051,517)	(6,895,393)	(5,579,403)	1,315,990	19	(8,102,624)
71216 - Quieter Home Program	1,009,330	918,333	(90,997)	(9)	870,119	5,736,395	4,585,116	(1,151,279)	(20)	6,642,478
71225 - Joint Studies - Material	(8,333)	0	8,333	100	0	(50,000)	0	50,000	100	0
Total Quieter Home Program	(260,666)	(276,666)	(16,000)	(6)	(228,876)	(1,484,098)	(1,291,386)	192,712	13	(1,738,433)

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	Budget	Actual	Variance Favorable (Unfavorable)	Variance Percent	Prior Year Actual	Budget	Actual	Variance Favorable (Unfavorable)	Variance Percent	Prior Year Actual
Interest Income										
71310 - Interest - Investments	\$435,784	\$707,244	\$271,460	62	\$1,099,584	\$4,222,908	\$4,598,326	\$375,418	9	\$6,008,966
71330 - Interest - Variable Debt	0	82	82	0	0	0	104,203	104,203	0	0
71340 - Interest - Note Receivab	132,971	132,971	0	0	142,560	801,365	801,365	0	0	857,632
71350 - Interest - Other	0	(350)	(350)	0	(1,222)	0	(2,228)	(2,228)	0	(2,507)
71361 - Interest Income - 2010 Bonds	0	0	0	0	130,321	0	(140,938)	(140,938)	0	645,765
71363 - Interest Income - 2013 Bonds	0	103,966	103,966	0	66,721	0	196,938	196,938	0	427,489
71364 - Interest Income - 2017 Bond A	0	12,710	12,710	0	53,153	0	93,527	93,527	0	603,766
71365 - Interest Income - 2014 Bond A	0	35,878	35,878	0	95,659	0	193,915	193,915	0	446,526
71366 - Interest Income - 2019A Bond	0	134,810	134,810	0	0	0	1,147,523	1,147,523	0	0
71367 - Interest Income - 2020A Bond	0	14,250	14,250	0	0	0	192,378	192,378	0	0
Total Interest Income	568,755	1,141,562	572,806	101	1,586,775	5,024,273	7,185,009	2,160,736	43	8,987,636
Interest income BAB's rebate										
71362 - BAB interest rebate	0	0	0	0	136,825	0	0	0	0	2,089,397
Total Interest income BAB's rebate	0	0	0	0	136,825	0	0	0	0	2,089,397
Interest Expense										
71411 - Interest Expense- 2010 Bonds	0	0	0	0	(1,646,896)	0	0	0	0	(13,846,396)
71412 - Interest Expense 2013 Bonds	(1,473,758)	(1,473,758)	0	0	(1,506,779)	(8,842,550)	(8,842,550)	0	0	(9,040,675)
71413 - Interest Expense 2014 Bond A	(1,318,995)	(1,318,995)	0	0	(1,335,732)	(7,913,970)	(7,913,970)	0	0	(8,014,395)
71414 - Interest Expense 2017 Bond A	(1,154,104)	(1,164,104)	(10,000)	(1)	(1,174,208)	(6,924,625)	(6,984,625)	(60,000)	(1)	(7,045,250)
71415 - Interest Exp 2019A Bond	(1,857,675)	(1,857,675)	0	0	(1,229,585)	(11,146,050)	(11,146,050)	0	0	(1,229,585)
71416 - Interest Expense 2020A Bond	(1,003,417)	(1,003,417)	0	0	0	(6,020,500)	(6,020,500)	0	0	0
71420 - Interest Expense-Variable Debt	0	0	0	0	(92,941)	0	0	0	0	(433,763)
71430 - LOC Fees - C/P	0	0	0	0	(70,092)	0	0	0	0	(261,013)
71450 - Trustee Fee Bonds	0	0	0	0	0	(8,967)	(4,400)	4,567	51	(1,050)
71451 - Program Fees - Variable Debt	(417)	0	417	100	0	(2,500)	0	2,500	100	0
71460 - Interest Expense - Other	0	16,966	16,966	0	(1,325,773)	0	89,300	89,300	0	(1,381,482)
71461 - Interest Expense - Cap Leases	(48,615)	(48,615)	0	0	(50,749)	(294,443)	(294,443)	0	0	(307,004)
Total Interest Expense	(6,856,981)	(6,849,599)	7,382	0	(8,432,756)	(41,153,605)	(41,117,238)	36,367	0	(41,560,612)
Amortization										
69210 - Amortization - Premium	816,924	1,174,889	357,965	44	732,188	4,919,070	7,083,472	2,164,401	44	3,055,152
Total Amortization	816,924	1,174,889	357,965	44	732,188	4,919,070	7,083,472	2,164,401	44	3,055,152

San Diego County Regional Airport Authority
Authority Detail Income Statement - Supplemental Schedule
For the six months ended December 31, 2020
(Unaudited)

Print Date: 1/10/2021
Print Time: 10:59:30AM
Report ID: GL0012

	Month to Date					Year to Date				
	Budget	Actual	Variance Favorable (Unfavorable)	Variance Percent	Prior Year Actual	Budget	Actual	Variance Favorable (Unfavorable)	Variance Percent	Prior Year Actual
Other Non-Operating Income (Expense)										
71510 - Legal Settlement Income	\$(833)	\$0	\$833	100	\$1,075,000	\$(5,000)	\$127	\$5,127	103	\$1,075,000
71520 - Fixed Asset Disposal-Gain	0	0	0	0	0	0	0	0	0	4,000
71530 - Gain/Loss On Investments	0	(514,690)	(514,690)	0	(455,205)	0	(4,649,639)	(4,649,639)	0	1,264,125
71540 - Discounts Earned	0	978	978	0	2,415	0	5,360	5,360	0	4,465
71610 - Legal Settlement Expense	0	0	0	0	0	0	(814)	(814)	0	(10,000)
71620 - Other non-operating revenue (e	0	57,710	57,710	0	1,558	0	63,710	63,710	0	83,983
71630 - Other Non-Operating Expe	0	0	0	0	0	0	0	0	0	0
73300 - DMJM and Auth OH Clearin	0	0	0	0	0	0	0	0	0	24,334
Total Other Non-Operating Income (Expense)	(833)	(456,002)	(455,169)	(54,621)	623,769	(5,000)	(4,581,257)	(4,576,257)	(91,525)	2,445,907
Total Non-Operating Revenue/(Expense)	72,657	10,738,911	10,666,254	14,680	(416,003)	16,646,725	31,057,831	14,411,105	87	(18,065,665)
Capital Grant Contribution										
72100 - AIP Grants	82,597	364,354	281,757	341	674,482	7,599,401	4,101,301	(3,498,100)	(46)	2,348,052
Total Capital Grant Contribution	82,597	364,354	281,757	341	674,482	7,599,401	4,101,301	(3,498,100)	(46)	2,348,052
Total Expenses Net of Non-Operating Revenue/ (Expense)	25,380,192	13,150,235	12,229,957	48	22,995,764	119,321,991	99,972,978	19,349,013	16	126,277,725
Net Income/(Loss)	(3,004,144)	4,200,644	7,204,787	240	5,055,170	(28,416,924)	(15,564,195)	12,852,728	45	50,178,404
Equipment Outlay										
73200 - Equipment Outlay Expendi	(77,940)	0	77,940	100	(32,411)	(172,940)	(113,776)	59,164	34	(208,170)
73299 - Capitalized Equipment Co	0	0	0	0	32,411	0	113,776	113,776	0	208,170
Total Equipment Outlay	(77,940)	0	77,940	100	0	(172,940)	0	172,940	100	0

Review of the Unaudited Financial Statements for the Six Months Ended December 31, 2020 and 2019



SAN DIEGO
INTERNATIONAL AIRPORT

LET'S **GO.**

Presented by:
Scott Brickner
Chief Financial Officer

February 4, 2021

Market Commentary

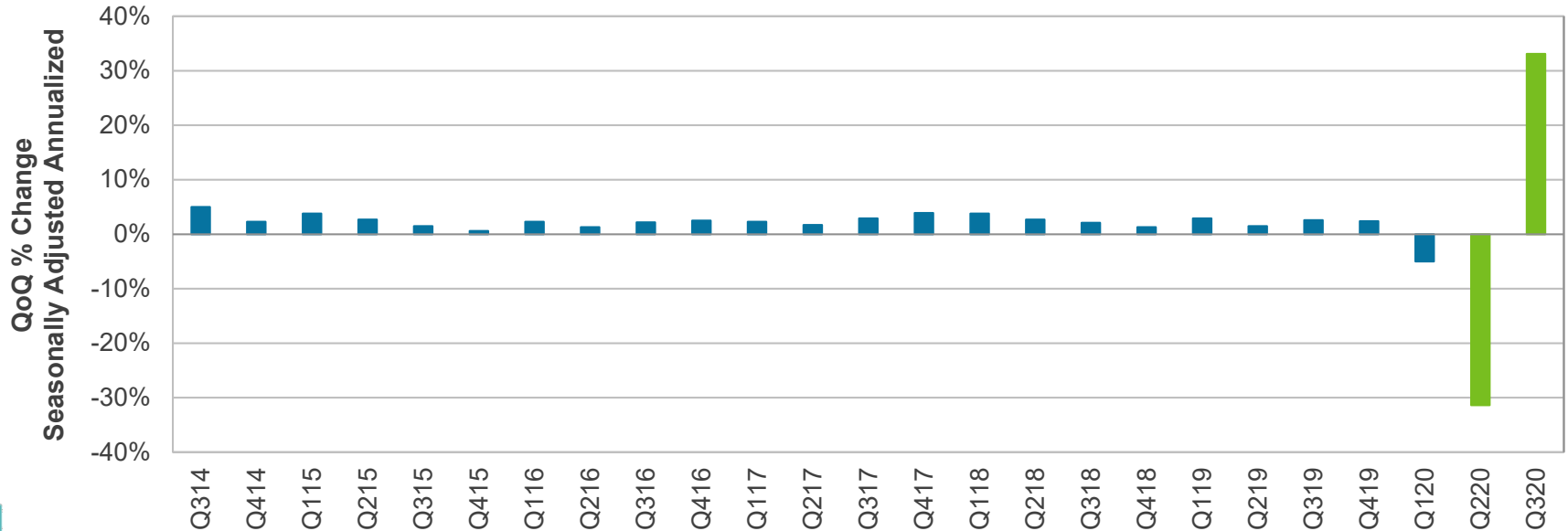
Recent economic data suggests that the economy has lost momentum as virus cases have risen. We anticipated that economic data would soften during the winter months, and believe the near-term outlook remains challenging as the labor market remains under pressure and many regions have renewed business restrictions due to the virus. However, the passage of a new \$900 billion COVID-19 fiscal relief bill should help cushion the economy over the next few months, and we believe the incoming Presidential administration will have a keen focus on getting the economy back on track. We also remain very optimistic about progress on vaccines. A limited number of vaccine doses have already been distributed, and we expect more widespread distribution in the second and third quarter of 2021. We believe the distribution of vaccines and therapeutics will help fuel the economic recovery later this year. We also expect the Fed's highly accommodative monetary policy framework will continue to provide support for the financial markets.

The Federal Open Market Committee (FOMC) kept monetary policy unchanged at their December meeting as expected, with the fed funds target rate in a range of 0.0% to 0.25%. The Fed intends to remain highly accommodative until their goals of maximum employment and higher inflation are achieved. The Fed's summary of economic projections continues to signal that the target fed funds rate will remain unchanged until at least 2023, as policymakers do not expect inflation to exceed 2.0% during that timeframe. Until the Fed has made substantial progress toward achieving their dual mandate of maximum employment and price stability, they have set a floor for monthly asset purchases of at least \$80 billion per month of Treasuries and \$40 billion per month of agency mortgage-backed securities. Notably, the Fed's outlook for GDP over the next few years was revised higher and the outlook for unemployment was revised lower compared with their previous forecasts in September, which suggests increased optimism. Nevertheless, the outlook remains uncertain and Fed Chair Powell indicated that the Fed would increase policy accommodation further if progress toward their dual mandate slows.

Third Quarter GDP

According to the third estimate, real US gross domestic product (GDP) grew at an annualized rate of 33.4% in the third quarter (up slightly from the advance and second estimates), following a 31.4% annualized decline in the second quarter. Third quarter GDP growth was by far the largest annualized gain on record but followed the largest annualized decline in GDP on record in the second quarter. Personal consumption expenditures rebounded in the third quarter and was by far the biggest contributor to third quarter GDP growth. The consensus estimates for fourth quarter 2020 and current quarter GDP growth are 4.2% and 2.3%, respectively. The consensus forecast for US gross domestic product growth in 2021 is 4.1%, following an expected 3.5% decline in 2020.

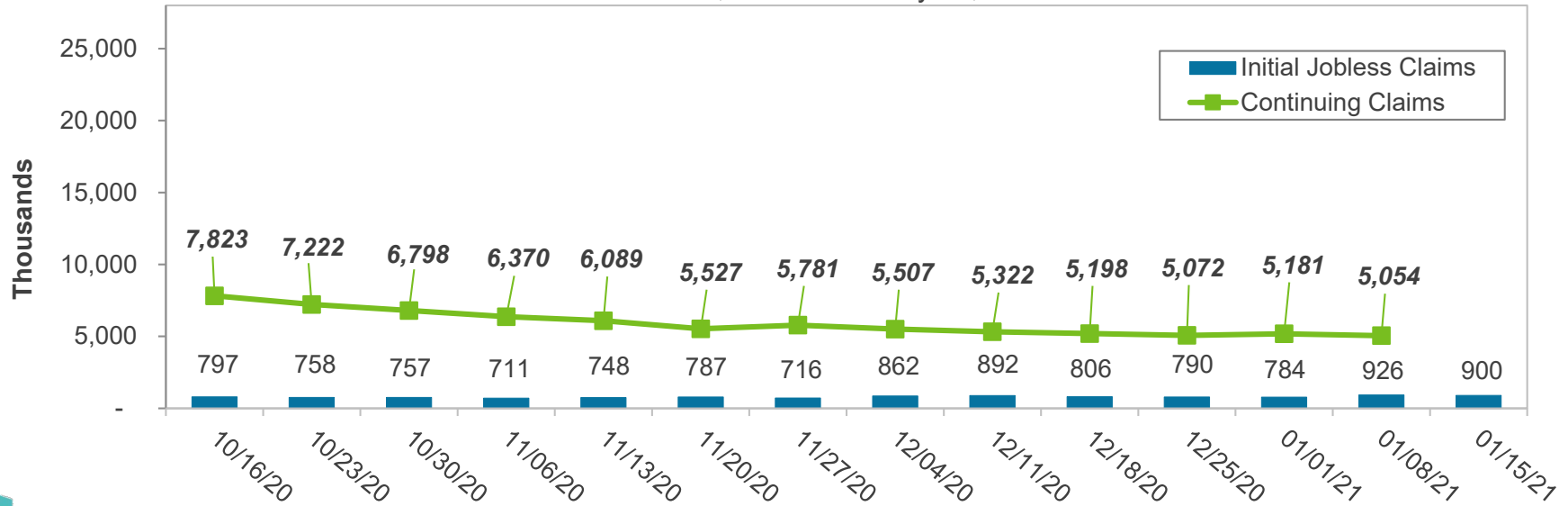
U.S. Gross Domestic Product (QoQ)
Third Quarter 2014 – Third Quarter 2020



Initial Claims For Unemployment

In the most recent week, the number of initial jobless claims decreased to 900,000 compared to 926,000 in the prior week. The level of continuing unemployment claims (where the data is lagged by one week) also declined slightly to about 5.1 million from roughly 5.2 million in the prior week. Although continuing jobless claims are much lower than the peak of nearly 25 million last May, they remained well above the 2019 average of 1.7 million.

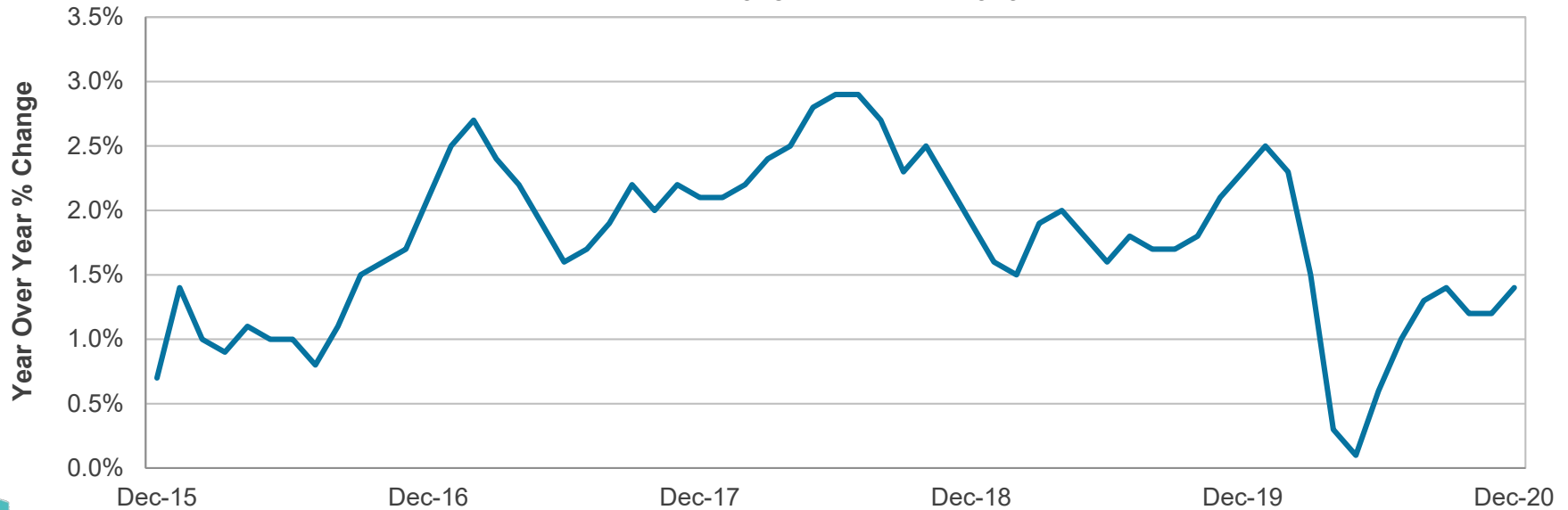
Initial Jobless Claims and 4-Week Moving Average
October 16, 2020 – January 15, 2021



Consumer Price Index

The Consumer Price Index (CPI) was up 1.4% year-over-year in December, versus up 1.2% year-over-year in November. Core CPI (CPI less food and energy) was up 1.6% year-over-year in December, unchanged from November. Inflation remains below the Fed's target.

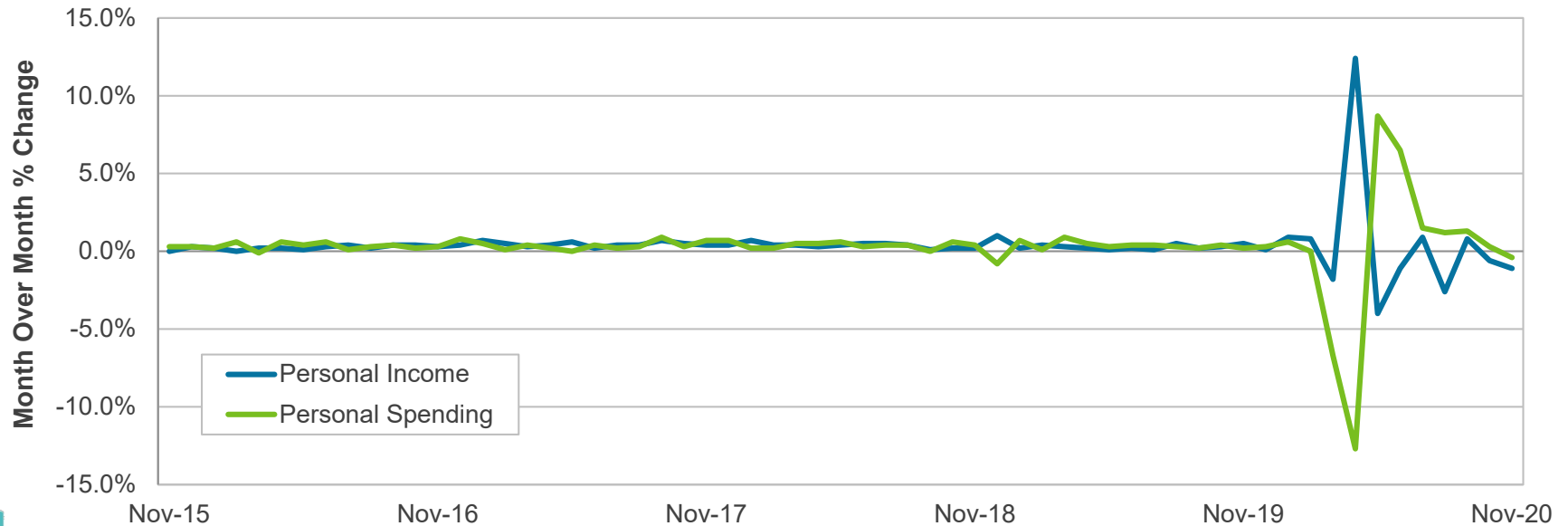
Consumer Price Index (YoY%)
December 2015 – December 2020



Personal Income and Spending

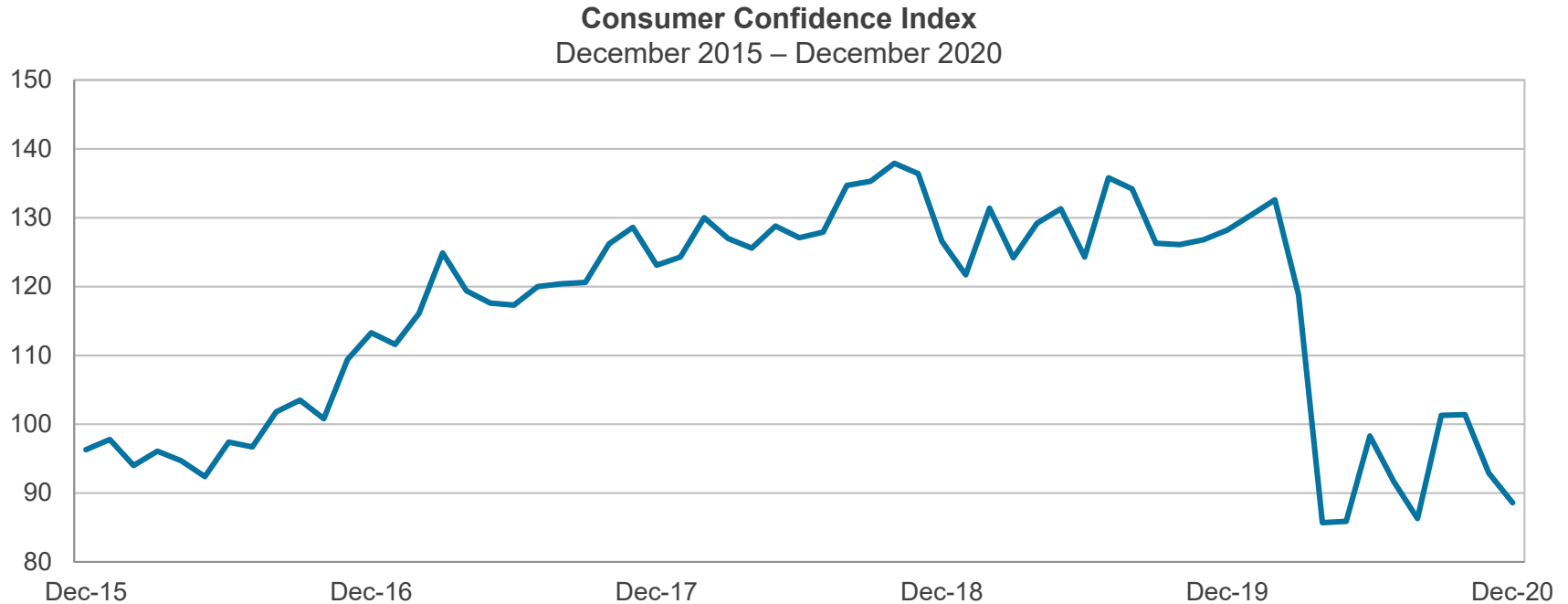
Personal income fell 1.1% in November, following a 0.6% decline in October. Meanwhile, consumer spending fell 0.4% in November following a 0.3% increase in October. Income and spending levels have been volatile during the pandemic due to the impact of shutdowns and uneven timing of government stimulus and pandemic-related unemployment benefits.

Personal Income and Spending (MoM%)
November 2015 – November 2020



Consumer Confidence Index

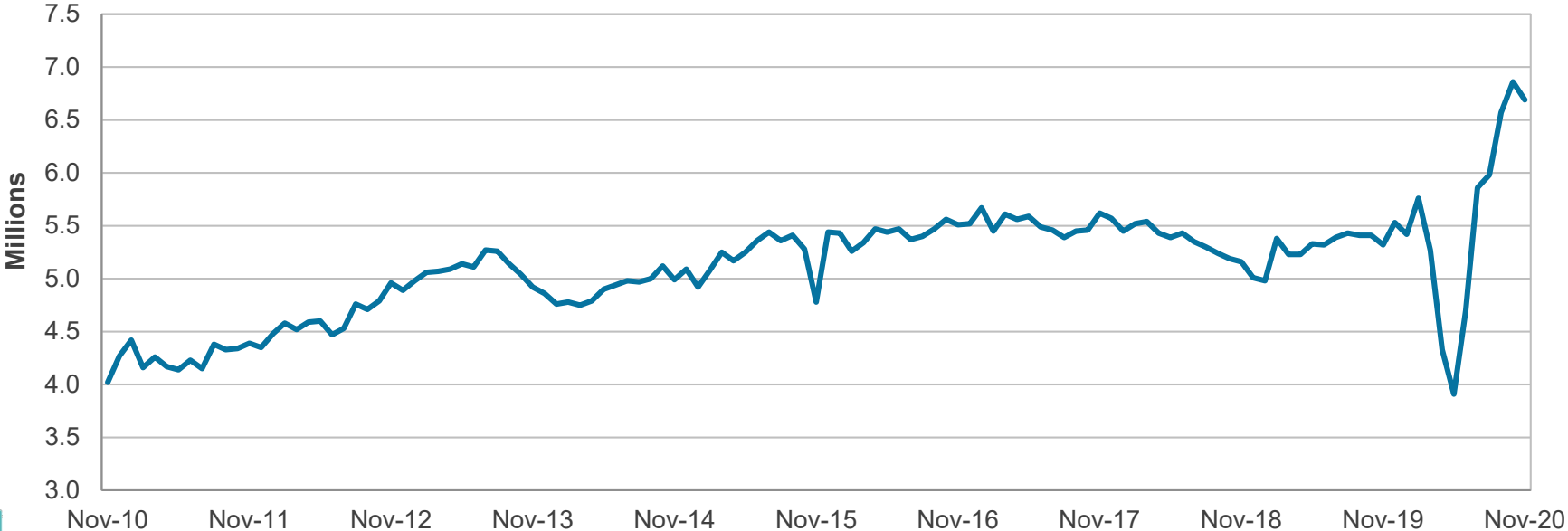
The Consumer Confidence index declined to 88.6 in December from 92.9 in November. The index is well below pre-pandemic levels at the start of this year.



Existing Home Sales

Existing home sales declined 2.5% in November (following a 4.3% increase in October) to a very strong seasonally adjusted rate of 6.690 million units. On a year-over-year basis, sales of existing homes were up 25.8% in November. Very low mortgage rates, solid stock market performance, and a meaningful shift toward working from home are providing strong tailwinds for the housing sector.

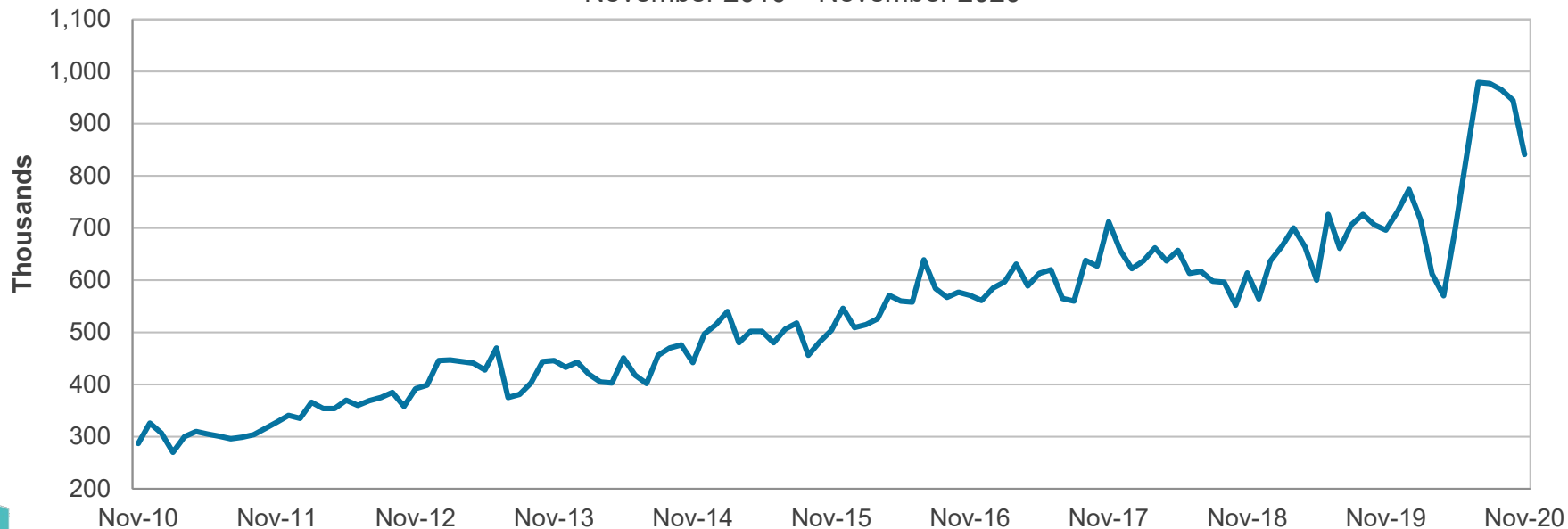
U.S. Existing Home Sales (MoM)
November 2010 – November 2020



New Home Sales

New home sales were softer than expected in November, down 11.0% to an annualized rate of 841,000 units. However, on a year-over-year basis, new home sales were up 20.8% in November. New home sales have been quite strong during the pandemic.

U.S. New Home Sales
November 2010 – November 2020



Crude Oil Prices

U.S. West Texas Intermediate (WTI) crude settled at \$53.24 per barrel on January 20th, after crossing above \$50 per barrel earlier this month for the first time since February 2020. It is currently above its one month average of \$50.26 and its one year average of \$38.86. We believe the recent uptick in prices has been fueled by favorable vaccine news and expectations for a recovery in demand, as well as recent production cuts. Oil prices plummeted in the spring of 2020, driven by a severe disparity in the supply and demand for oil as well as the timing of futures contract expirations. Saudi Arabia, Russia and the US agreed in mid-April 2020 to lead a multinational coalition in oil production cuts. Under the agreement, world oil production was curtailed. On December 3rd, OPEC and its allies agreed to increase their collective output by 500,000 barrels a day (bpd), beginning in January 2021, signaling their confidence in a gradual recovery in global demand. However, Saudi Arabia (in a surprise move) said in early January 2021 it would unilaterally cut 1 million barrels a day of crude production starting next month.

West Texas Intermediate Oil Price Per Barrel (WTI Spot)
January 20, 2016 – January 19, 2021



Jet Fuel Prices

Jet fuel (U.S. Gulf Coast Spot) closed at \$1.438 per gallon on January 20th, above its one month average of \$1.389 and well above its one year average of \$1.079. A decline in global demand for jet fuel due to the coronavirus and ongoing travel restrictions put significant downward pressure on prices in 2020. However, favorable vaccine news and expectations for a gradual recovery in demand has supported a recovery in jet fuel prices.

U.S. Gulf Coast 54 Grade Jet Fuel Spot Price
January 20, 2016 – January 19, 2021



U.S. Equity Markets

In 2020, the DJIA was up 7.3% and the S&P 500 was up 16.3%. The tech-heavy Nasdaq index was up 43.6% in 2020. At year-end, the DJIA and S&P 500 were up 64.6% and 67.9%, respectively, from the March 23, 2020 pandemic low. We believe accommodative monetary policy, fiscal relief, and continued progress on vaccinations should be supportive of the economy and risk assets in 2021. Month-to-date, the DJIA and S&P 500 are up 1.9% and 2.6%, respectively.

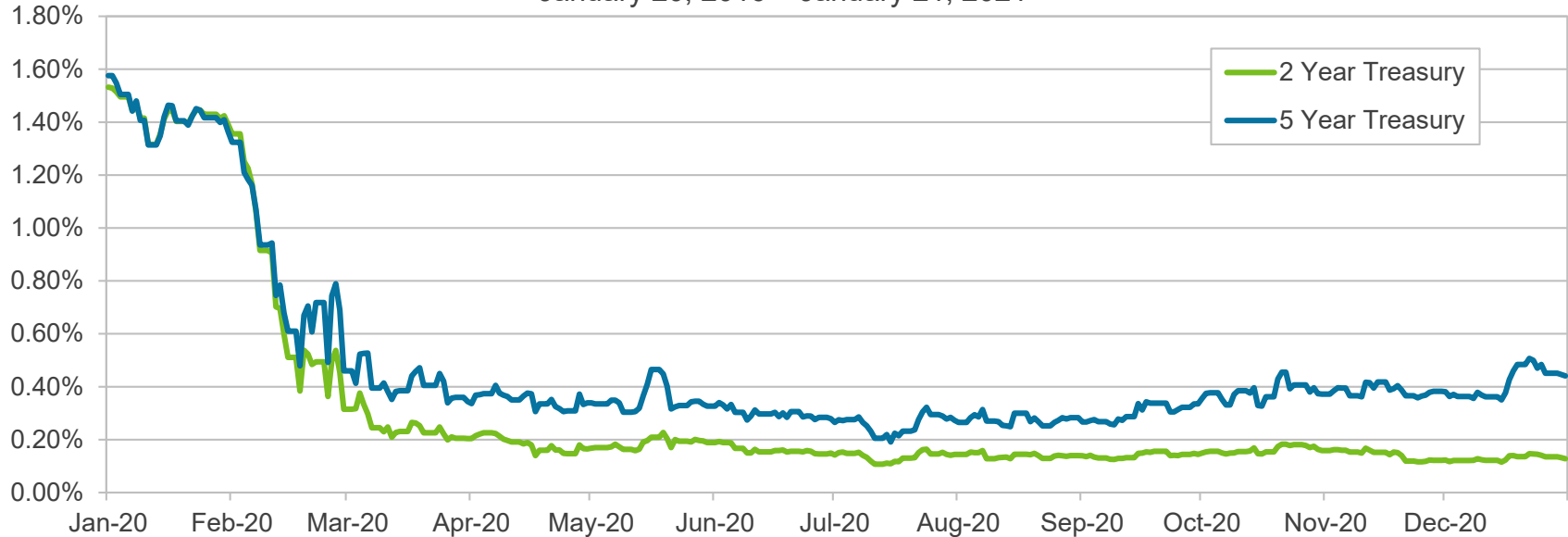
Dow Jones Industrial Average (DJIA) and S&P 500 Indices
January 20, 2016 – January 19, 2021



Treasury Yield History

The yield on 5-year Treasuries declined 133 basis points in 2020, and the yield on 2-year Treasuries declined about 145 basis points. Month-to-date in 2021, the yield on 5-year Treasuries has increased eight basis points, and the yield on 2-year Treasuries has inched up less than one basis point.

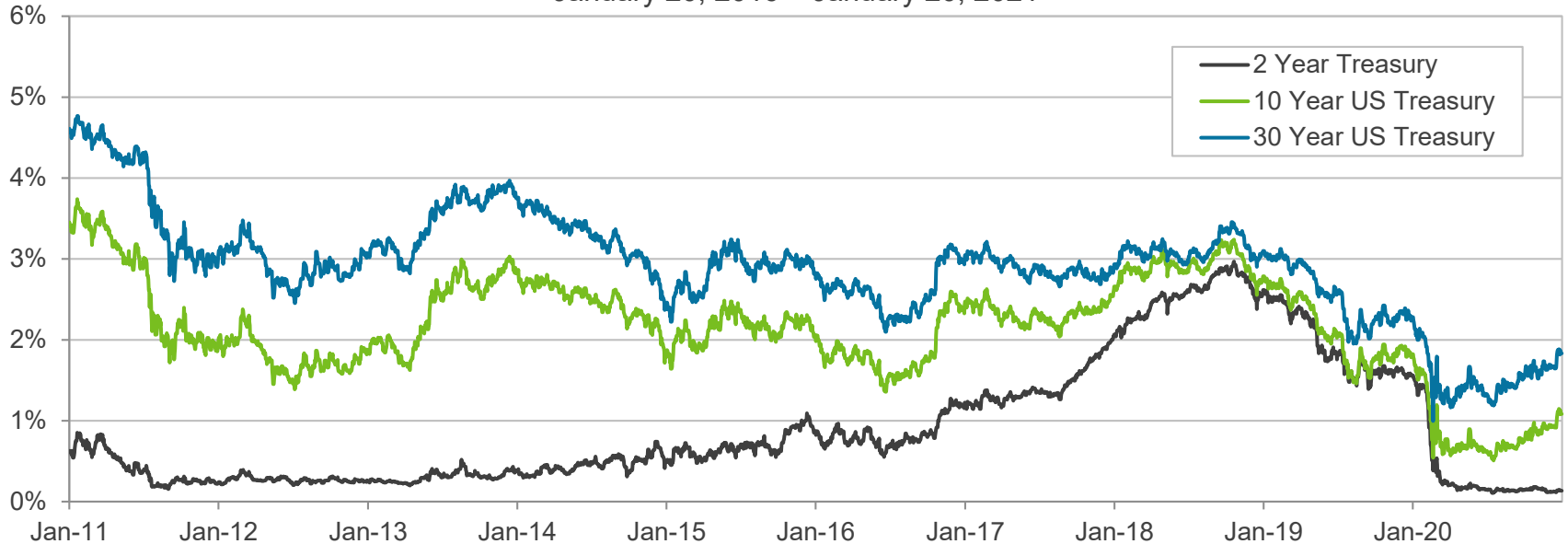
2- and 5-year U.S. Treasury Yields
January 20, 2016 – January 21, 2021



Treasury Yield History

Relative to this time last year, the yield curve has steepened. The spread between the 2-year Treasury yield and the 10-year Treasury yield has widened to about 95 basis points, from a spread of about 26 basis points at the same time last year. Yields across the curve are lower year-over-year, reflecting a decline in global economic growth, a decline in inflation expectations, and rate cuts by the Fed.

2-, 10- and 30-year U.S. Treasury Yields
January 20, 2016 – January 20, 2021

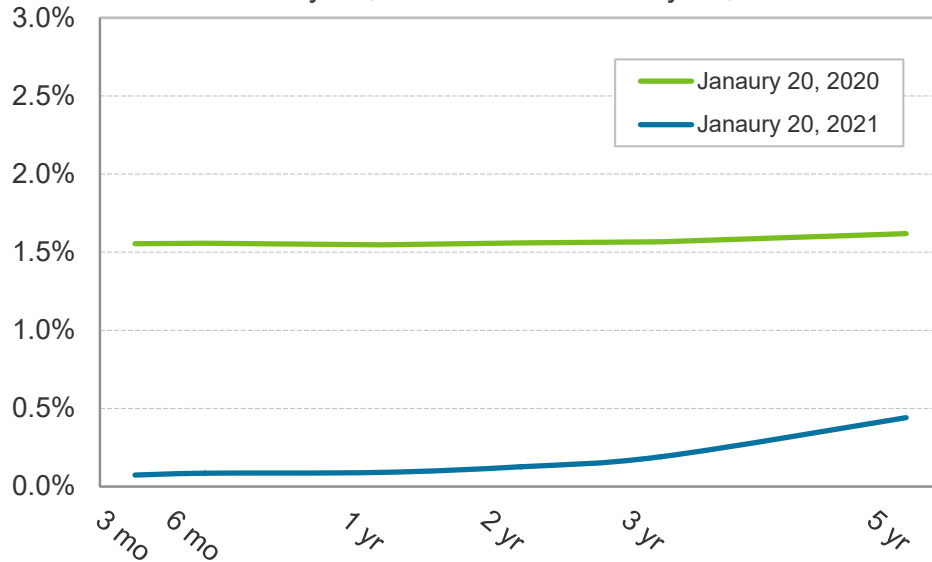


U.S. Treasury Yield Curve

Treasury yields are much lower on a year-over-year basis. Yields declined sharply in March 2020 with the Fed cutting rates by a total of 150 basis points and concerns about a global recession and a flight to safe-haven assets putting pressure on yields across the curve. The 3-month T-bill yield is down roughly 148 basis points, the 2-Year Treasury yield is also down about 143 basis points, and the 10-Year Treasury yield is down about 74 basis points, on a year-over-year basis. Notably, the Treasury began issuing a new 20-year bond in May 2020 (for the first time since 1986) to help fund the growing fiscal deficit and extend the average maturity of its debt.

U.S. Treasury Yield Curve

January 20, 2020 versus January 20, 2021

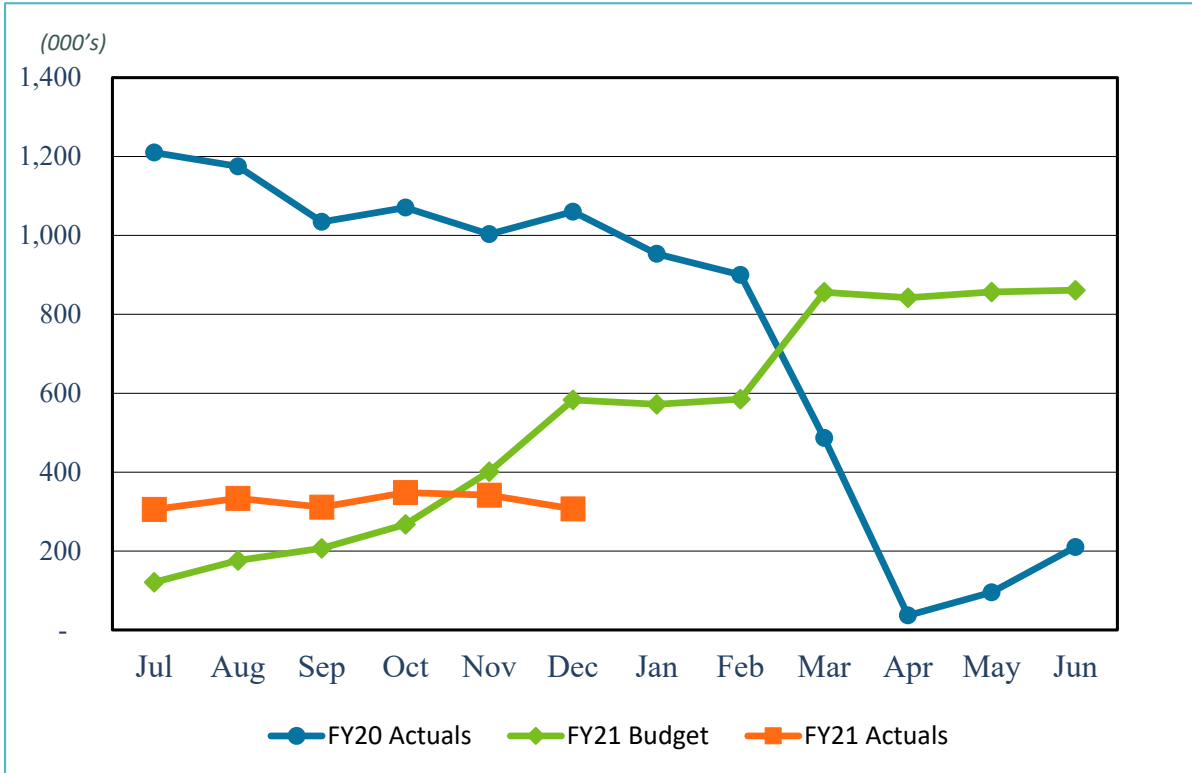


	1/20/2020	1/20/2021	Change
3-Mo.	1.55%	0.07%	1.48%
6-Mo.	1.56%	0.09%	1.47%
1-Yr.	1.55%	0.09%	1.46%
2-Yr.	1.56%	0.13%	1.43%
3-Yr.	1.57%	0.19%	1.38%
5-Yr.	1.62%	0.44%	1.18%
10-Yr.	1.82%	1.08%	0.74%
20-Yr.	N/A	1.63%	N/A
30-Yr.	2.28%	1.83%	0.45%



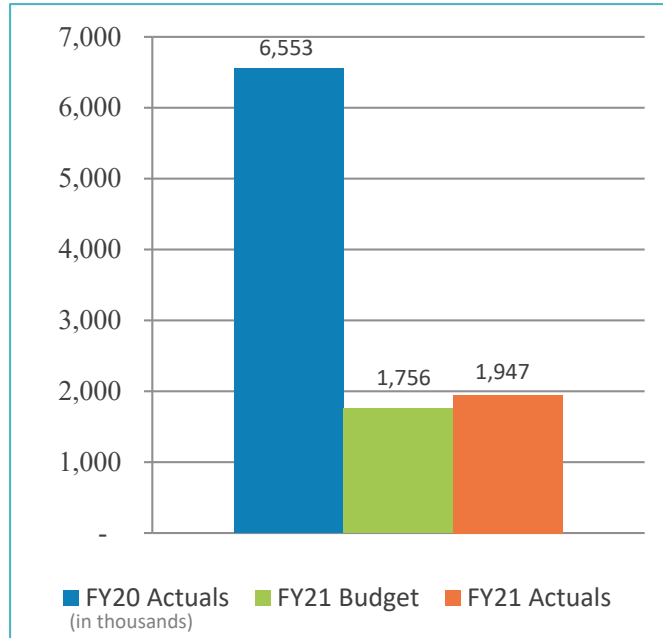
Financial Overview For the Six Months Ended December 31, 2020 and 2019 (Unaudited)

Enplanements

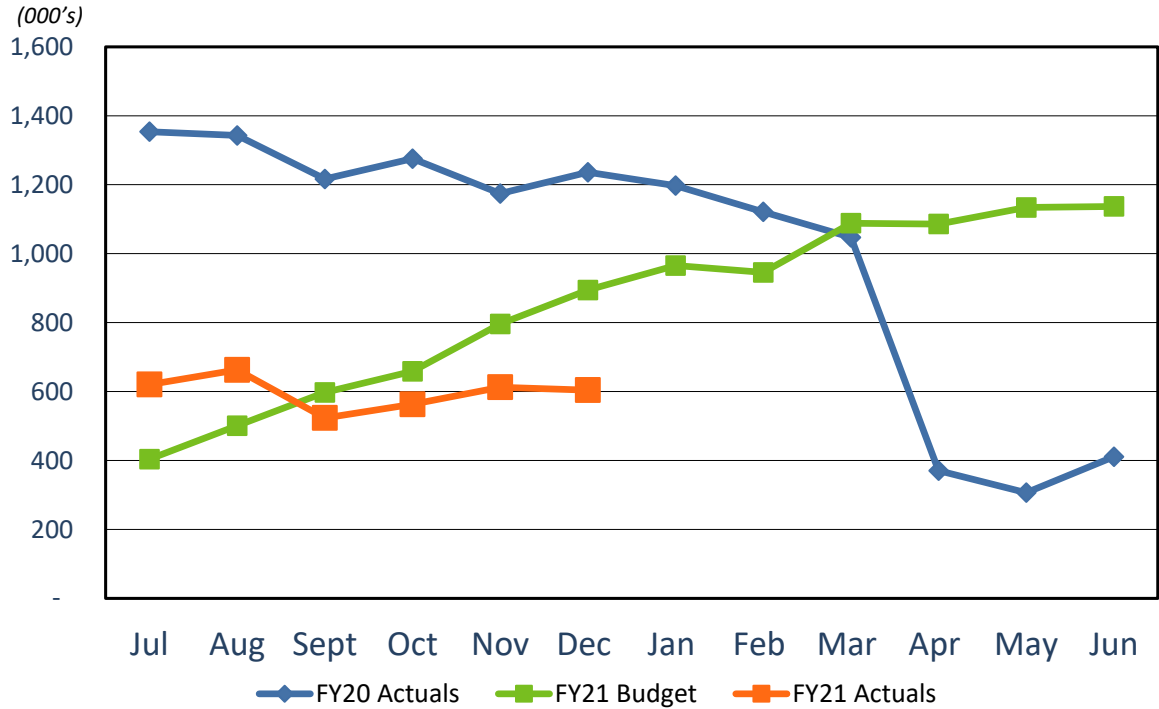


FY21 YTD Act Vs.
FY20 YTD Act
-70.3%

FY21 YTD Act Vs.
FY21 YTD Budget
10.9%

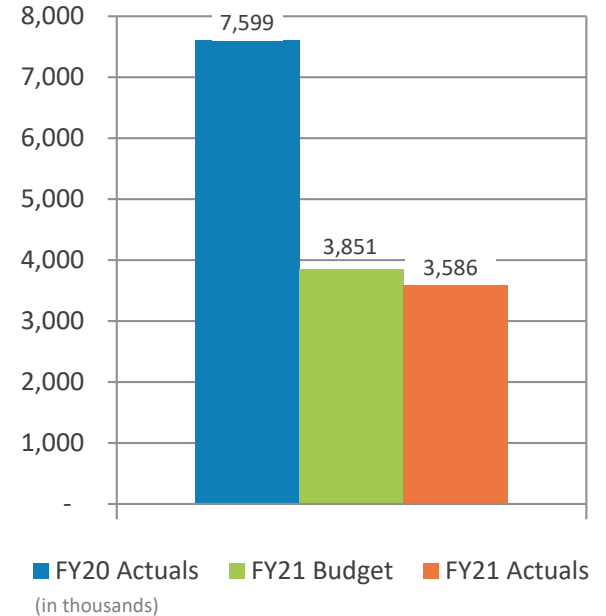


Gross Landing Weight Units (000 lbs)

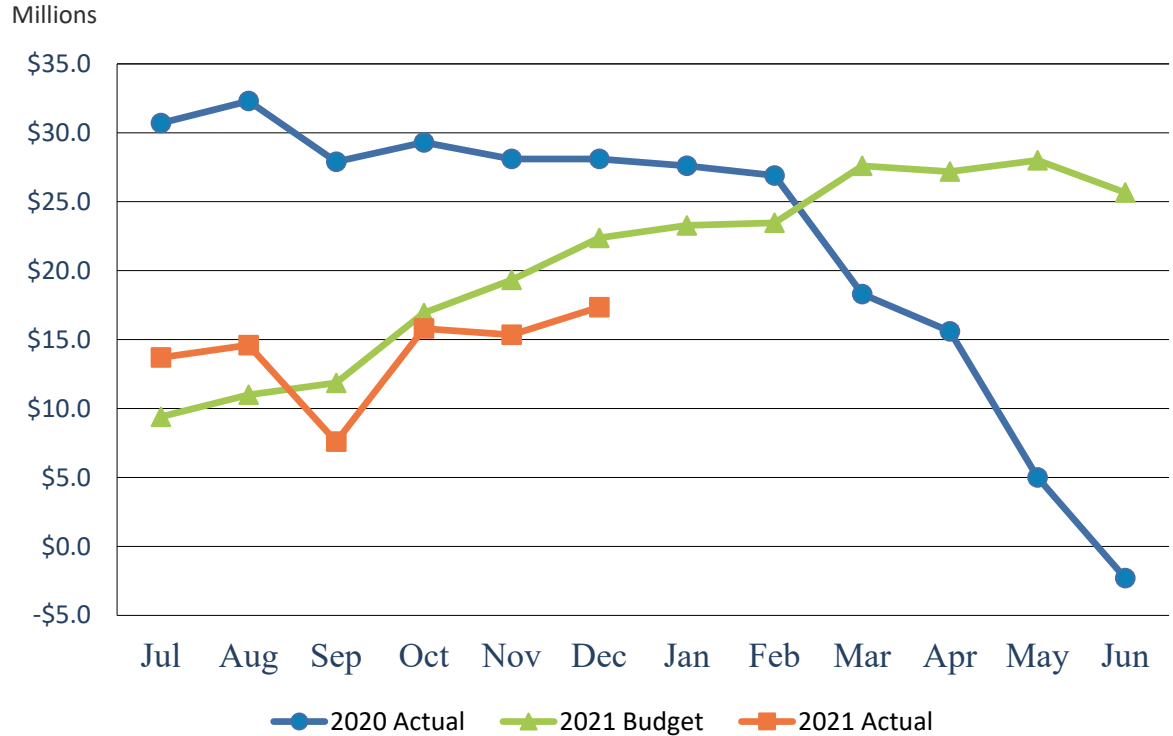


FY21 YTD Act Vs.
FY20 YTD Act
-52.8%

FY21 YTD Act Vs.
FY21 YTD Budget
-6.9%

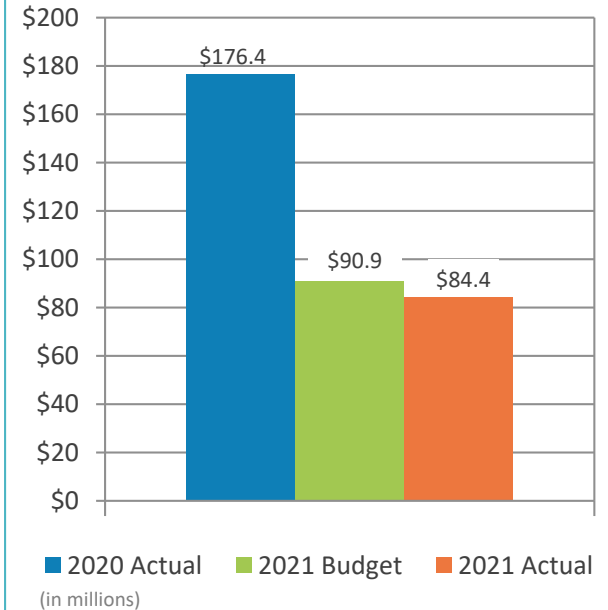


Total Operating Revenue (Unaudited)

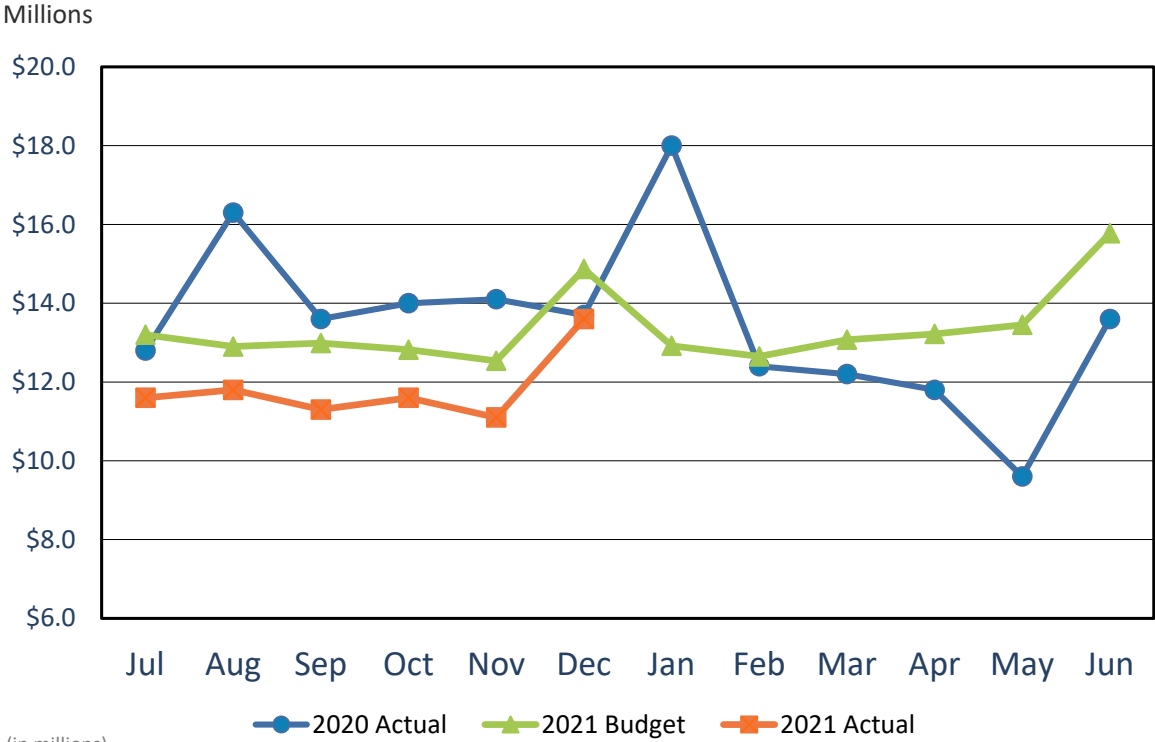


FY21 YTD Act Vs.
FY20 YTD Act
-52.2%

FY21 YTD Act Vs.
FY21 YTD Budget
-7.2%



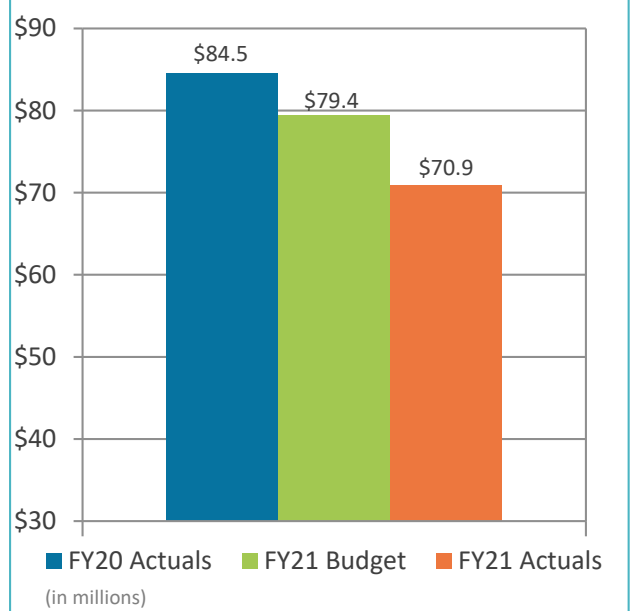
Total Operating Expenses (Unaudited)



(in millions)

FY21 YTD Act Vs.
FY20 YTD Act
16.1%

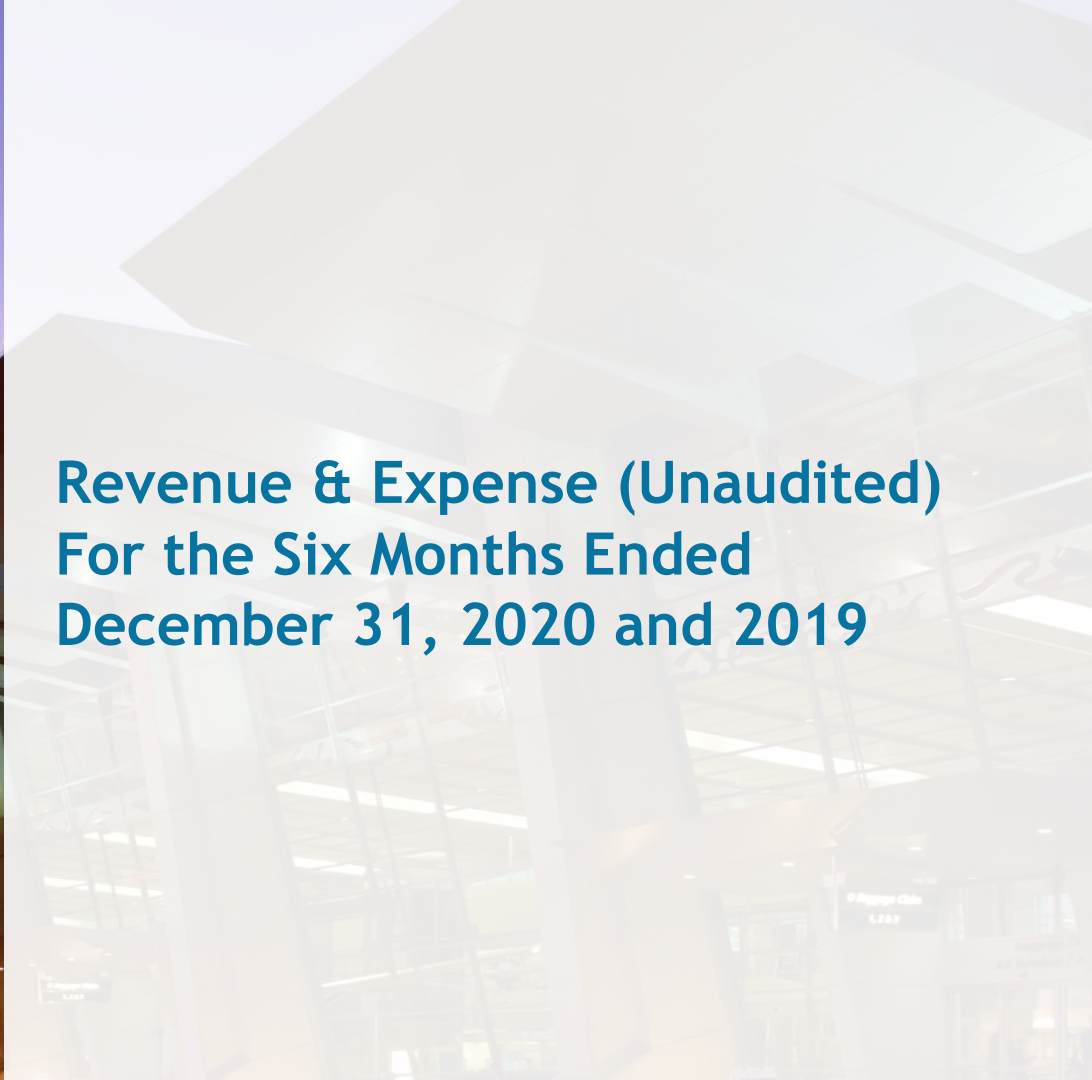
FY21 YTD Act Vs.
FY21 YTD Budget
10.7%



(in millions)



Revenue & Expense (Unaudited) For the Six Months Ended December 31, 2020 and 2019



Operating Revenues

for the Six Months Ended December 31, 2020 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Aviation	\$ 53,837	\$ 50,644	\$ (3,193)	(6)%	\$ 93,617
Terminal concessions	7,944	4,259	(3,685)	(46)%	16,000
Rental car	8,433	6,079	(2,354)	(28)%	16,780
Parking	6,308	9,033	2,725	43%	24,762
Other operating	14,383	14,393	10	-	25,298
Total operating revenues	\$ 90,905	\$ 84,408	\$ (6,497)	(7)%	\$ 176,457

Operating Expenses

for the Six Months Ended December 31, 2020 (Unaudited)

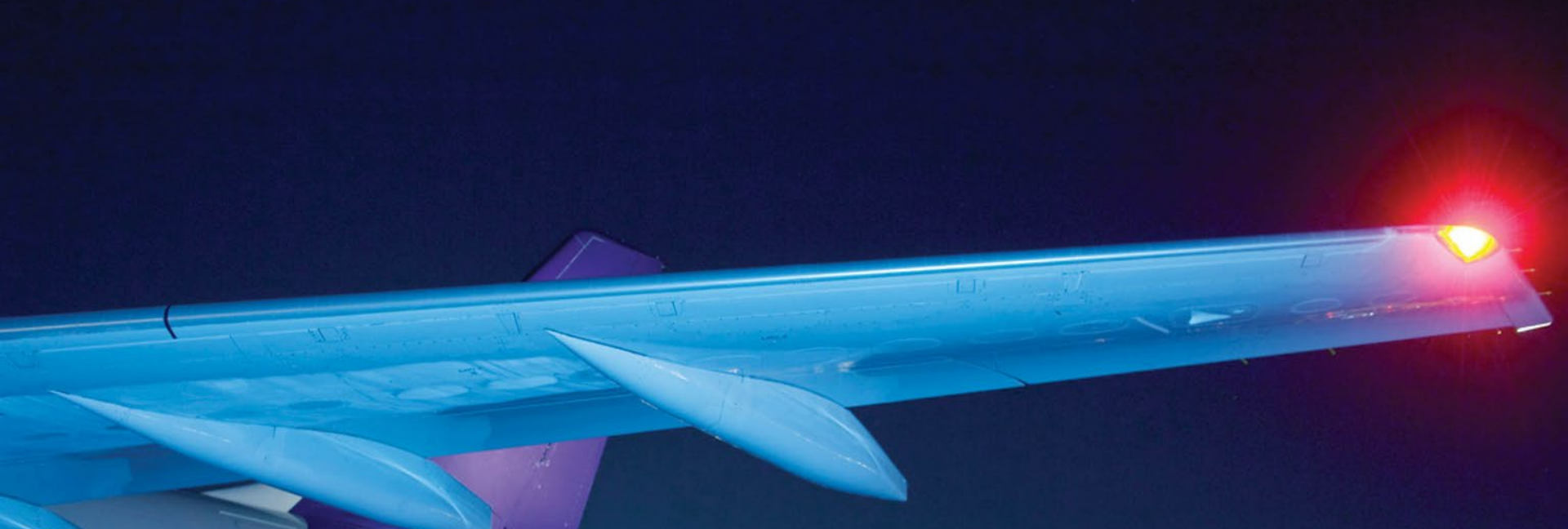
(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Salaries and benefits	\$ 26,007	\$ 24,904	\$ 1,103	4%	\$ 23,840
Contractual services	14,040	11,478	2,562	18%	21,720
Safety and security	17,157	15,761	1,396	8%	15,820
Space rental	5,102	5,097	5	-	5,102
Utilities	7,526	5,938	1,588	21%	7,124
Maintenance	5,534	4,556	978	18%	6,522
Equipment and systems	130	47	83	64%	146
Materials and supplies	317	244	73	23%	298
Insurance	845	831	14	2%	714
Employee development and support	378	157	221	58%	593
Business development	494	199	295	60%	896
Equipment rental and repairs	1,849	1,730	119	6%	1,751
Total operating expenses	\$ 79,379	\$ 70,942	\$ 8,437	11%	\$ 84,526

Net Operating Income (Loss) Summary for the Six Months Ended December 31, 2020 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Total operating revenues	\$ 90,905	\$ 84,408	\$ (6,497)	(7)%	\$ 176,457
Total operating expenses	79,379	70,942	8,437	11%	84,526
Income from operations	11,526	13,466	1,940	17%	91,931
Depreciation	64,189	64,189	-	-	62,165
Operating income (loss)	\$ (52,663)	\$ (50,723)	\$ 1,940	4%	\$ 29,766

Nonoperating Revenues & Expenses for the Six Months Ended December 31, 2020 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	%	Prior Year
Passenger facility charges	\$ 6,516	\$ 6,568	\$ 52	1%	\$ 23,866
Customer facility charges (Rental Car Center)	5,424	6,484	1,060	20%	20,920
CARES Act Grant	37,406	50,727	13,321	36%	-
Quieter Home Program, net	(1,484)	(1,291)	193	13%	(1,738)
Interest income	5,024	7,185	2,161	43%	8,988
Interest expense (net)	(36,235)	(34,034)	2,201	6%	(36,416)
Other nonoperating revenue (expense)	(5)	(4,581)	(4,576)	-	2,446
Nonoperating revenue, net	16,646	31,058	14,412	87%	18,066
Change in net position before grant contributions	(36,017)	(19,665)	16,352	45%	47,832
Capital grant contributions	7,599	4,101	(3,498)	(46)%	2,348
Change in net position	\$ (28,418)	(15,564)	\$ 12,854	45%	\$ 50,180



**Statements of Net Position (Unaudited)
December 31, 2020 and 2019**

Statements of Net Position (Unaudited)

As of December 31, 2020 and 2019

(In Thousands)

	2020	2019
Assets and Deferred Outflows of Resources		
Current assets	\$ 111,822	\$ 126,349
Cash designated for capital projects and other	137,801	78,390
Restricted assets	571,144	687,651
Capital assets, net	1,801,746	1,740,945
Other assets	210,844	290,643
Deferred outflows of resources	24,671	35,261
Total assets and deferred outflows of resources	\$ 2,858,028	\$ 2,959,239

Statements of Net Position (Unaudited)

As of December 31, 2020 and 2019

(In Thousands)

	2020	2019
Liabilities and Deferred Inflows of Resources		
Current liabilities	\$ 67,435	\$ 73,671
Liabilities payable from restricted assets	71,674	63,572
Long term liabilities	1,837,638	1,911,554
Deferred inflows of resources	11,780	6,961
Total liabilities and deferred inflows of resources	\$ 1,988,527	\$ 2,055,758
Total net position	\$ 869,501	\$ 903,481



Questions?

Board Communication

Date: February 4, 2021
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 December 31, 2020:

Attached is the Authority's Investment Report as of December 31, 2020 that was presented to the Finance Committee on January 25, 2021.



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

Investment Report

Period Ending

December 31, 2020

Presented by: Geoff Bryant
Manager Airport Finance

January 25, 2021



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

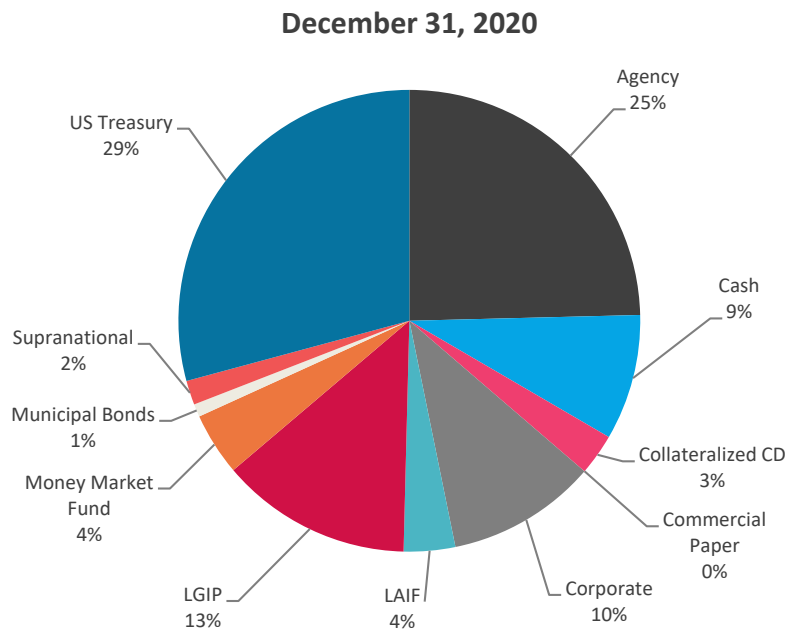
SDCRAA Consolidated

	12/31/2020	9/30/2020	Change
	Portfolio	Portfolio	Portfolio
Average Maturity (yrs)	1.11	1.24	(0.13)
Average Purchase Yield	1.48%	1.55%	(0.07%)
Average Market Yield	0.33%	0.36%	(0.03%)
Average Quality*	AA+/Aa1	AA+/Aa1	
Unrealized Gains/Losses	11,569,620	13,125,493	(1,555,873)
Total Market Value	565,806,481	591,327,217	(25,520,736)

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

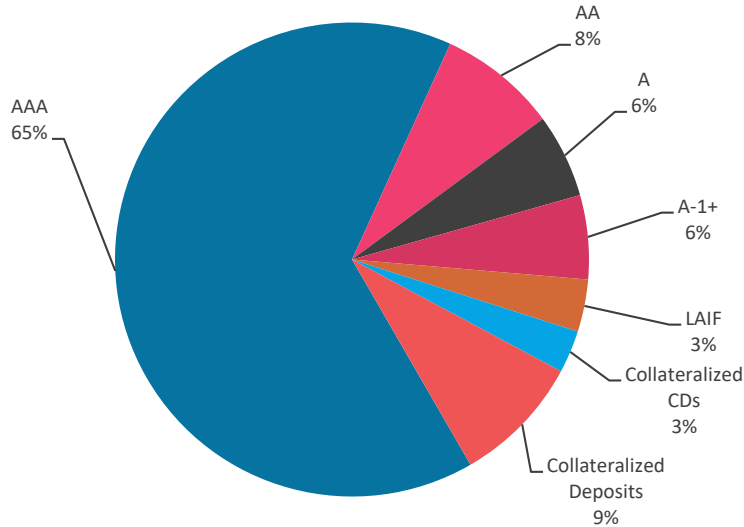
Sector Distribution

	December 31, 2020		September 30, 2020	
	Total Market Value	% of Portfolio	Total Market Value	% of Portfolio
Agency	139,083,838	24.6%	149,409,335	25.3%
Cash	50,066,872	8.8%	64,449,152	10.9%
Collateralized CD	16,399,054	2.9%	16,312,127	2.8%
Corporate	59,568,044	10.5%	65,052,409	11.0%
LAIF	20,201,779	3.6%	20,169,953	3.4%
LGIP	75,066,332	13.4%	75,182,545	12.7%
Money Market Fund	25,162,601	4.4%	25,234,863	4.3%
Municipal Bonds	5,228,917	0.9%	5,265,792	0.9%
Negotiable CD	-	0.0%	4,044,787	0.7%
Supranational	9,806,884	1.7%	9,816,994	1.7%
US Treasury	165,222,160	29.2%	156,389,261	26.3%
TOTAL	565,806,481	100.0%	591,327,217	100.0%



Quality & Maturity Distribution

December 31, 2020

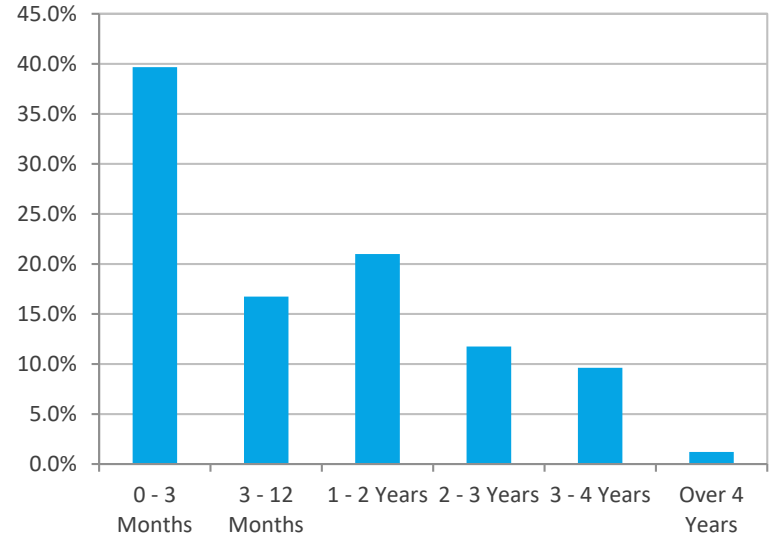


Notes:

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.

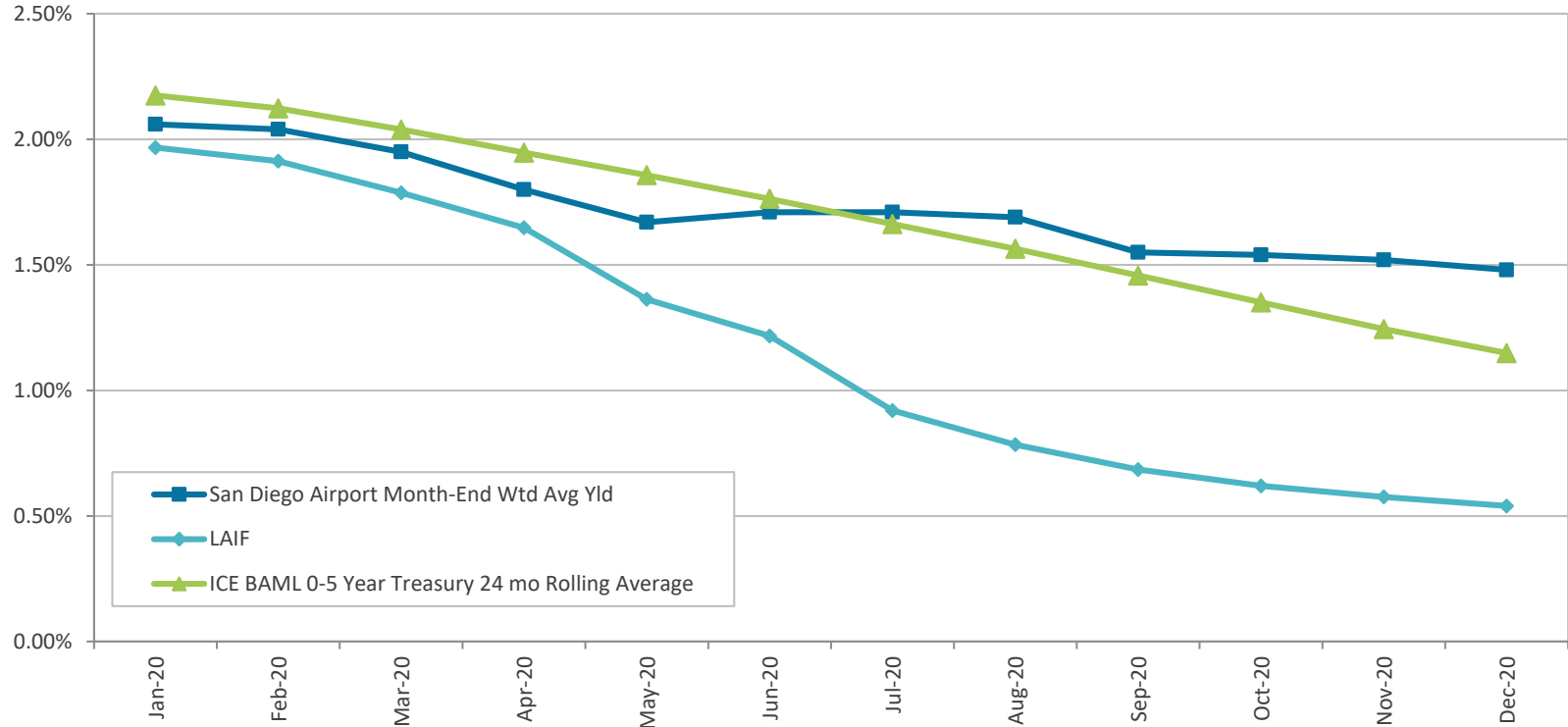
December 31, 2020



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

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

As of December 31, 2020

(in thousands)

	2014 Special Facility Revenue Bond	2013, 2017, 2019 & 2020 General Airport Revenue Bonds	Total Bond Proceeds	Yield	Rating
Project Fund					
LAIF	-	95,731	95,731	0.52%	N/R
SDCIP	-	88,919	88,919	1.02%	AAAf
Money Market Fund	-	16,748	16,748	0.05%	AAAm
	-	201,398	201,398	0.70%	
Debt Service Reserve & Coverage Funds					
SDCIP	29,575	74,936	104,511	1.02%	AAAf
LAIF	-	10,937	10,937	0.52%	N/R
Torrey Pines Bank CD	-	22,096	22,096	2.11%	N/R
Money Market Fund	-	1,086	1,086	0.05%	AAAm
	29,575	109,055	138,630	1.15%	
Capitalized Interest Funds					
Money Market Fund	-	10,699	10,699	0.05%	AAAm
		10,699	10,699	0.05%	
Cost of Issuance					
Money Market Fund	-	56	56	0.05%	AAAm
		56	56	0.05%	
TOTAL	29,575	321,208	350,783	0.86%	

(1) Bond Proceeds are not included in deposit limits as applied to operating funds. SDCIP Yield as of November 30, 2020.

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 with a geometric pattern is positioned in the upper left quadrant, containing the text "Questions?".

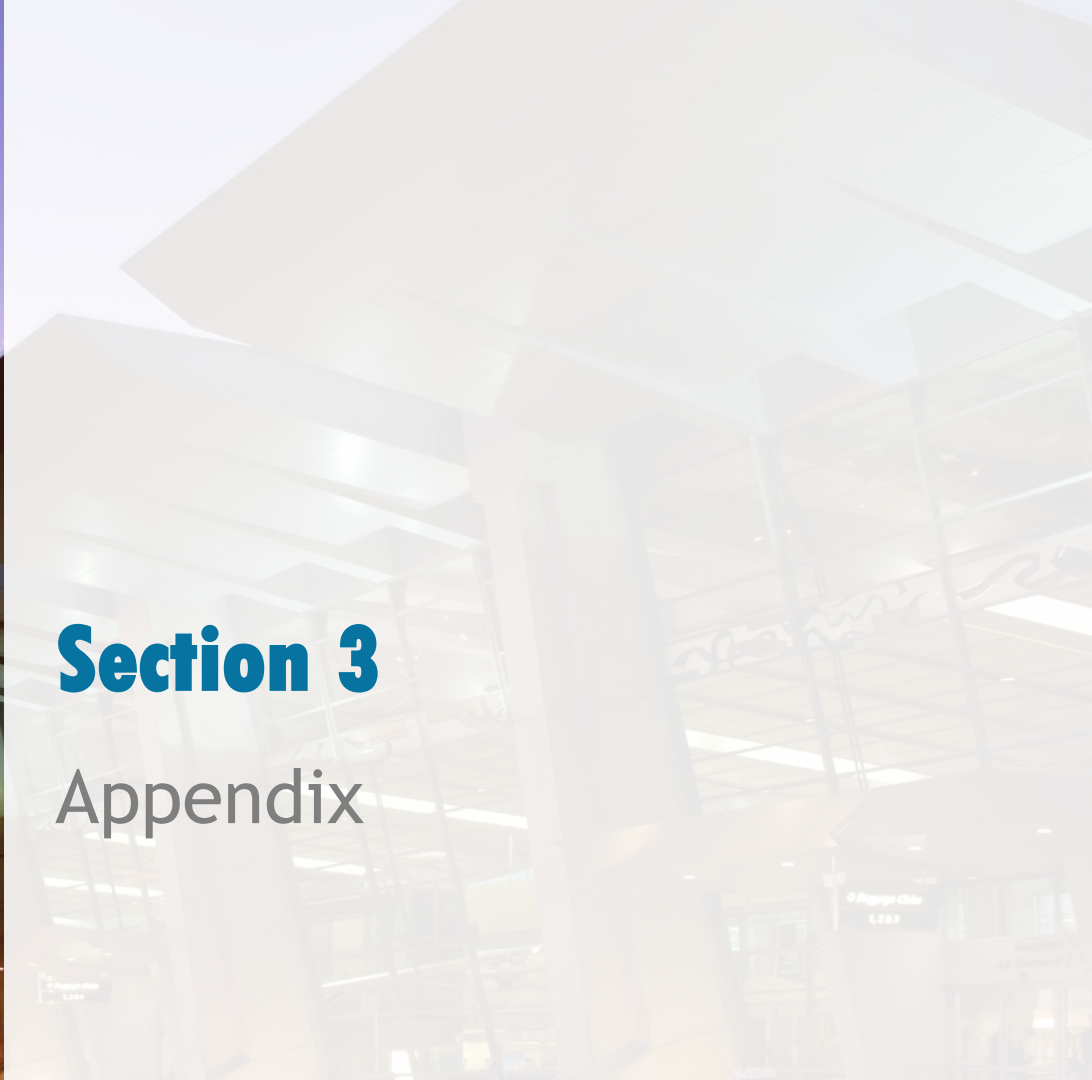
Questions?

● Ticketing
U S Airways



Section 3

Appendix



Compliance

December 31, 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	<i>Complies</i>
Agency Issues	No Limit	<i>Complies</i>
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")	<i>Complies</i>
Municipal Issues	"A" rated or better by a NRSRO; 20% maximum; 5% max per issuer	<i>Complies</i>
Banker's Acceptances	"A-1" rated or equivalent or highest category by a NRSRO; 40% maximum; 5% max per bank; 180 days max maturity	<i>Complies</i>
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.	<i>Complies</i>
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.	<i>Complies</i>
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	<i>Complies</i>
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.	<i>Complies</i>
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	<i>Complies</i>
Repurchase Agreements	"A" rated or better by a NRSRO; 1 year max maturity; U.S. Treasury or Federal Agency collateral only	<i>Complies</i>
Local Agency Investment Fund (LAIF)	Max program limit for LAIF; Pursuant to California Gov. Code Section 16429.1	<i>Complies</i>
San Diego County Investment Pool (SDCIP)	Max program limit for LAIF	<i>Complies</i>
Local Government Investment Pool (LGIP)	Max program limit for LAIF	<i>Complies</i>
Prohibited	Inverse floaters, Range notes, Interest-only strips from mortgaged backed securities; Common stocks; Zero interest accrual securities	<i>Complies</i>
Average Maturity	3 years	<i>Complies</i>
Maximum maturity	5 years	<i>Complies</i>

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending December 31, 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									
3130A1W95	FHLB Note 2.250% Due 06/11/2021	7,500,000.00	07/19/2019 1.87%	7,552,725.00	100.91 0.19%	7,568,460.00 9,375.00	1.34% 15,735.00	Aaa / AA+ AAA	0.44 0.44
313378JP7	FHLB Note 2.375% Due 09/10/2021	7,500,000.00	08/27/2019 1.57%	7,620,375.00	101.52 0.17%	7,614,037.50 54,921.88	1.36% (6,337.50)	Aaa / AA+ AAA	0.69 0.69
3130AF5B9	FHLB Note 3.000% Due 10/12/2021	4,500,000.00	10/22/2018 3.05%	4,493,385.00	102.22 0.16%	4,599,810.00 29,625.00	0.82% 106,425.00	Aaa / AA+ NR	0.78 0.77
313376C94	FHLB Note 2.625% Due 12/10/2021	5,000,000.00	01/28/2020 1.52%	5,101,350.00	102.34 0.13%	5,117,150.00 7,656.25	0.91% 15,800.00	Aaa / AA+ AAA	0.94 0.93
3133ELHR8	FFCB Note 1.600% Due 01/21/2022	7,500,000.00	02/03/2020 1.41%	7,527,300.00	101.53 0.15%	7,615,050.00 53,333.33	1.36% 87,750.00	Aaa / AA+ AAA	1.06 1.04
3130AEBM1	FHLB Note 2.750% Due 06/10/2022	7,150,000.00	Various 2.82%	7,131,662.00	103.78 0.12%	7,420,420.15 11,469.80	1.31% 288,758.15	Aaa / AA+ NR	1.44 1.42
3135G0W33	FNMA Note 1.375% Due 09/06/2022	5,000,000.00	09/06/2019 1.55%	4,974,800.00	102.13 0.11%	5,106,395.00 21,961.81	0.91% 131,595.00	Aaa / AA+ AAA	1.68 1.66
313383WD9	FHLB Note 3.125% Due 09/09/2022	4,000,000.00	09/27/2018 3.00%	4,019,040.00	105.03 0.14%	4,201,188.00 38,888.89	0.75% 182,148.00	Aaa / AA+ AAA	1.69 1.64
3135G0T78	FNMA Note 2.000% Due 10/05/2022	7,500,000.00	03/02/2020 0.86%	7,717,875.00	103.26 0.14%	7,744,725.00 35,833.33	1.38% 26,850.00	Aaa / AA+ AAA	1.76 1.73
3130A3KM5	FHLB Note 2.500% Due 12/09/2022	6,000,000.00	08/16/2018 2.81%	5,924,640.00	104.54 0.15%	6,272,514.00 9,166.67	1.11% 347,874.00	Aaa / AA+ NR	1.94 1.90
313383QR5	FHLB Note 3.250% Due 06/09/2023	4,900,000.00	09/11/2018 2.97%	4,959,045.00	107.40 0.21%	5,262,776.40 9,731.94	0.93% 303,731.40	Aaa / AA+ NR	2.44 2.36

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending December 31, 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
3133EJUS6	FFCB Note 2.875% Due 07/17/2023	6,000,000.00	02/07/2019 2.56%	6,078,480.00	106.72 0.23%	6,403,086.00 78,583.33	1.15% 324,606.00	Aaa / AA+ AAA	2.54 2.44
3133EKZK5	FFCB Note 1.600% Due 08/14/2023	7,000,000.00	08/19/2019 1.55%	7,012,460.00	103.57 0.23%	7,250,208.00 42,622.22	1.29% 237,748.00	Aaa / AA+ AAA	2.62 2.56
313383YJ4	FHLB Note 3.375% Due 09/08/2023	7,000,000.00	Various 2.65%	7,219,535.00	108.55 0.18%	7,598,703.00 74,156.25	1.36% 379,168.00	Aaa / AA+ NR	2.69 2.57
3130A0F70	FHLB Note 3.375% Due 12/08/2023	6,850,000.00	Various 2.75%	7,045,064.00	109.25 0.21%	7,483,789.40 14,770.31	1.33% 438,725.40	Aaa / AA+ AAA	2.94 2.82
3130AB3H7	FHLB Note 2.375% Due 03/08/2024	6,800,000.00	Various 2.36%	6,805,744.00	106.79 0.24%	7,261,468.40 50,693.06	1.29% 455,724.40	Aaa / AA+ NR	3.19 3.07
3133EKNX0	FFCB Note 2.160% Due 06/03/2024	5,000,000.00	07/19/2019 1.89%	5,062,250.00	106.45 0.27%	5,322,435.00 8,400.00	0.94% 260,185.00	Aaa / AA+ AAA	3.42 3.31
3130A1XJ2	FHLB Note 2.875% Due 06/14/2024	8,000,000.00	06/12/2019 2.00%	8,331,920.00	109.16 0.21%	8,732,568.00 10,861.11	1.55% 400,648.00	Aaa / AA+ NR	3.45 3.31
3135G0V75	FNMA Note 1.750% Due 07/02/2024	7,350,000.00	07/19/2019 1.87%	7,310,236.50	105.29 0.23%	7,738,903.20 63,955.21	1.38% 428,666.70	Aaa / AA+ AAA	3.50 3.38
3135G0W66	FNMA Note 1.625% Due 10/15/2024	5,000,000.00	12/03/2019 1.64%	4,997,100.00	105.41 0.19%	5,270,665.00 17,152.78	0.93% 273,565.00	Aaa / AA+ AAA	3.79 3.68
3137EAEPO	FHLMC Note 1.500% Due 02/12/2025	6,500,000.00	03/04/2020 0.85%	6,703,710.00	104.90 0.30%	6,818,682.00 37,645.83	1.21% 114,972.00	Aaa / NR AAA	4.12 3.98
TOTAL Agency		132,050,000.00	2.03%	133,588,696.50	0.19%	138,403,034.05 680,804.00	24.58% 4,814,337.55	Aaa / AA+ Aaa	2.27 2.20

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending December 31, 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
Cash									
PP2118\$00	U.S. Bank Checking Account	108,093.31	Various 0.00%	108,093.31	1.00 0.00%	108,093.31 0.00	0.02% 0.00	NR / NR NR	0.00 0.00
PP2118V\$7	EastWest Bank Deposit Account	22,260,983.75	Various 0.25%	22,260,983.75	1.00 0.25%	22,260,983.75 0.00	3.93% 0.00	NR / NR NR	0.00 0.00
PP2118V\$8	EastWest Bank Deposit Account	108,894.55	Various 0.25%	108,894.55	1.00 0.25%	108,894.55 0.00	0.02% 0.00	NR / NR NR	0.00 0.00
PP2118V\$9	U.S. Bank Checking Account	27,588,900.33	Various 0.00%	27,588,900.33	1.00 0.00%	27,588,900.33 0.00	4.88% 0.00	NR / NR NR	0.00 0.00
TOTAL Cash		50,066,871.94	0.11%	50,066,871.94	0.11%	50,066,871.94 0.00	8.85% 0.00	NR / NR NR	0.00 0.00
Collateralized CD									
PP2118\$10	EastWest Bank Collateralized CD 2.200% Due 07/07/2021	11,065,736.24	Various 2.26%	11,025,723.11	90.10 2.26%	11,025,723.11 666.98	1.95% 0.00	NR / NR NR	0.52 0.46
PP2118\$04	EastWest Bank Collateralized CD 1.800% Due 10/24/2021	5,378,331.00	Various 1.80%	5,370,512.76	93.81 1.80%	5,370,512.76 2,151.32	0.95% 0.00	NR / NR NR	0.81 0.81
TOTAL Collateralized CD		16,444,067.24	2.11%	16,396,235.87	2.11%	16,396,235.87 2,818.30	2.90% 0.00	NR / NR NR	0.61 0.58

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending December 31, 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
Corporate									
17275RBD3	Cisco Systems Note 2.200% Due 02/28/2021	4,000,000.00	08/27/2019 1.79%	4,024,120.00	100.31 0.27%	4,012,440.00 30,066.67	0.71% (11,680.00)	A1 / AA- NR	0.16 0.16
69371RN93	Paccar Financial Corp Note 2.800% Due 03/01/2021	1,000,000.00	04/03/2018 2.90%	997,270.00	100.34 0.74%	1,003,420.00 9,333.33	0.18% 6,150.00	A1 / A+ NR	0.16 0.17
911312BP0	UPS Note 2.050% Due 04/01/2021	2,280,000.00	11/14/2017 2.10%	2,276,397.60	100.40 0.44%	2,289,131.40 11,685.00	0.41% 12,733.80	A2 / A- NR	0.25 0.25
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	100.69 0.22%	3,020,637.00 18,470.83	0.54% 66,357.00	Aaa / AAA AA+	0.60 0.52
69371RP42	Paccar Financial Corp Note 3.150% Due 08/09/2021	3,000,000.00	08/16/2018 3.09%	3,005,220.00	101.71 0.32%	3,051,399.00 37,275.00	0.55% 46,179.00	A1 / A+ NR	0.61 0.60
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	101.96 0.26%	2,039,164.00 3,116.67	0.36% 86,004.00	A2 / A A+	0.94 0.85
459200JQ5	IBM Corp Note 2.500% Due 01/27/2022	2,000,000.00	08/16/2018 3.12%	1,960,160.20	102.33 0.32%	2,046,522.01 21,388.89	0.37% 86,361.81	A2 / A NR	1.07 1.05
037833AY6	Apple Inc Note 2.150% Due 02/09/2022	4,000,000.00	09/15/2017 2.10%	4,008,680.00	102.07 0.27%	4,082,920.00 33,922.22	0.73% 74,240.00	Aa1 / AA+ NR	1.11 1.09
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	101.86 0.31%	1,018,574.00 9,255.56	0.18% 43,774.00	A2 / A NR	1.13 0.86
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	102.43 0.30%	2,048,594.00 19,541.67	0.37% 98,354.00	A2 / A A+	1.13 1.03
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	104.24 0.33%	2,084,832.00 9,263.89	0.37% 129,652.00	A3 / A A	1.84 1.64

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending December 31, 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
24422EUA5	John Deere Capital Corp Note 2.700% Due 01/06/2023	3,500,000.00	Various 3.22%	3,422,355.00	104.82 0.30%	3,668,854.00 45,937.50	0.66% 246,499.00	A2 / A A	2.02 1.95
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	104.71 0.37%	2,094,244.00 25,500.00	0.37% 147,384.00	A1 / A+ A+	2.03 1.96
44932HAH6	IBM Credit Corp Note 3.000% Due 02/06/2023	2,000,000.00	09/11/2018 3.34%	1,972,280.00	105.90 0.18%	2,118,046.00 24,166.67	0.38% 145,766.00	A2 / A NR	2.10 2.03
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	105.02 0.28%	2,100,324.00 16,194.44	0.37% 139,304.00	Aa2 / AA A+	2.20 1.98
037833AK6	Apple Inc Note 2.400% Due 05/03/2023	2,000,000.00	07/19/2019 2.13%	2,019,760.00	104.90 0.30%	2,097,928.00 7,733.33	0.37% 78,168.00	Aa1 / AA+ NR	2.34 2.28
58933YAF2	Merck & Co Note 2.800% Due 05/18/2023	3,000,000.00	07/22/2019 2.11%	3,075,480.00	106.05 0.25%	3,181,428.00 10,033.33	0.56% 105,948.00	A1 / AA- A+	2.38 2.31
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	107.39 0.31%	2,147,888.00 944.44	0.38% 139,868.00	Aa2 / AA AA	2.48 2.33
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	104.75 0.26%	4,190,152.00 33,000.00	0.75% 193,952.00	A1 / A AA-	2.62 2.39
857477AM5	State Street Bank Note 3.700% Due 11/20/2023	2,000,000.00	08/19/2019 2.06%	2,132,940.00	109.57 0.36%	2,191,424.00 8,427.78	0.39% 58,484.00	A1 / A AA-	2.89 2.76
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	108.54 0.50%	2,170,764.00 32,197.22	0.39% 145,384.00	A1 / A+ A+	3.02 2.85
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	108.86 0.41%	2,177,266.00 27,375.00	0.39% 160,046.00	A1 / A+ A+	3.10 2.86

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending December 31, 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
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	106.56 0.43%	4,262,508.00 34,755.56	0.76% 202,668.00	A2 / A A	3.62 3.39
TOTAL Corporate		56,780,000.00	2.63%	56,696,862.80	0.32%	59,098,459.41 469,585.00	10.53% 2,401,596.61	A1 / A+ A+	1.79 1.68

LAIF									
90LAIF\$00	Local Agency Investment Fund State Pool	20,172,358.14	Various 0.52%	20,172,358.14	1.00 0.52%	20,172,358.14 29,421.03	3.57% 0.00	NR / NR NR	0.00 0.00
TOTAL LAIF		20,172,358.14	0.52%	20,172,358.14	0.52%	20,172,358.14 29,421.03	3.57% 0.00	NR / NR NR	0.00 0.00

Local Gov Investment Pool									
90SDCP\$00	County of San Diego Pooled Investment Pool	58,663,354.07	Various 1.02%	58,663,354.07	1.00 1.02%	58,663,354.07 0.00	10.37% 0.00	NR / NR AAA	0.00 0.00
09CATR\$04	CalTrust Short Term Fund	1,624,057.22	Various 0.47%	16,250,508.81	10.10 0.47%	16,402,977.88 0.00	2.90% 152,469.07	NR / AA NR	0.00 0.00
TOTAL Local Gov Investment Pool		60,287,411.29	1.01%	74,913,862.88	1.01%	75,066,331.95 0.00	13.27% 152,469.07	NR / AA Aaa	0.00 0.00

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending December 31, 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
Money Market Fund FI									
262006307	Dreyfus Gov't Cash Management Money Market Fund	25,162,600.79	Various 0.03%	25,162,600.79	1.00 0.03%	25,162,600.79 0.00	4.45% 0.00	Aaa / AAA NR	0.00 0.00
TOTAL Money Market Fund FI		25,162,600.79	0.03%	25,162,600.79	0.03%	25,162,600.79 0.00	4.45% 0.00	Aaa / AAA NR	0.00 0.00
Municipal Bonds									
649791PP9	New York St Taxable-GO 2.010% Due 02/15/2024	5,000,000.00	10/29/2019 2.01%	5,000,000.00	103.82 0.77%	5,190,950.00 37,966.67	0.92% 190,950.00	Aa2 / AA+ AA+	3.13 3.01
TOTAL Municipal Bonds		5,000,000.00	2.01%	5,000,000.00	0.77%	5,190,950.00 37,966.67	0.92% 190,950.00	Aa2 / AA+ AA+	3.13 3.01
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	100.13 0.35%	2,127,690.25 20,718.75	0.38% 13,697.75	Aaa / AAA NR	0.07 0.07
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	100.73 0.21%	2,518,207.50 9,288.19	0.45% 133,107.50	Aaa / NR NR	0.70 0.70
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	101.91 0.21%	3,057,366.00 25,833.33	0.54% 136,716.00	Aaa / NR AAA	1.07 1.05

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending December 31, 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
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	102.01 0.18%	2,040,294.00 7,486.11	0.36% 125,674.00	Aaa / AAA AAA	1.28 1.27
TOTAL Supranational		9,625,000.00	2.71%	9,334,362.50	0.23%	9,743,557.75 63,326.38	1.73% 409,195.25	Aaa / AAA Aaa	0.80 0.79

US Treasury									
9127963V9	US Treasury Bill 0.072% Due 01/21/2021	10,000,000.00	12/10/2020 0.07%	9,999,600.56	100.00 0.07%	9,999,600.56 0.00	1.77% 0.00	P-1 / A-1+ F-1+	0.06 0.06
912796UC1	US Treasury Bill 0.087% Due 01/28/2021	15,865,000.00	11/09/2020 0.09%	15,863,968.38	99.99 0.09%	15,863,968.38 0.00	2.80% 0.00	P-1 / A-1+ F-1+	0.08 0.08
912796B73	US Treasury Bill 0.083% Due 02/09/2021	4,350,000.00	12/17/2020 0.08%	4,349,611.22	99.99 0.08%	4,349,611.22 0.00	0.77% 0.00	P-1 / A-1+ F-1+	0.11 0.11
912796XE4	US Treasury Bill 0.000% Due 02/25/2021	2,222,300.00	09/01/2020 0.06%	2,222,102.50	99.99 0.06%	2,222,102.50 0.00	0.39% 0.00	P-1 / A-1+ F-1+	0.15 0.15
912828P87	US Treasury Note 1.125% Due 02/28/2021	8,500,000.00	10/13/2017 1.73%	8,331,992.19	100.15 0.22%	8,512,580.00 32,491.37	1.51% 180,587.81	Aaa / AA+ AAA	0.16 0.16
912828Q37	US Treasury Note 1.250% Due 03/31/2021	3,500,000.00	10/25/2017 1.84%	3,431,230.47	100.26 0.18%	3,509,254.00 11,177.88	0.62% 78,023.53	Aaa / AA+ AAA	0.25 0.25
912828WG1	US Treasury Note 2.250% Due 04/30/2021	7,700,000.00	11/20/2017 1.90%	7,789,632.81	100.69 0.16%	7,753,237.80 29,672.65	1.38% (36,395.01)	Aaa / AA+ AAA	0.33 0.33
912828S76	US Treasury Note 1.125% Due 07/31/2021	5,600,000.00	09/26/2019 1.72%	5,540,281.25	100.59 0.12%	5,632,810.40 26,364.13	1.00% 92,529.15	Aaa / AA+ AAA	0.58 0.58

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending December 31, 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
912828D72	US Treasury Note 2.000% Due 08/31/2021	8,500,000.00	10/13/2017 1.81%	8,560,761.72	101.25 0.11%	8,606,250.00 57,762.43	1.53% 45,488.28	Aaa / AA+ AAA	0.67 0.66
912828T67	US Treasury Note 1.250% Due 10/31/2021	7,700,000.00	11/20/2017 1.96%	7,492,761.72	100.93 0.13%	7,771,586.90 16,484.81	1.38% 278,825.18	Aaa / AA+ AAA	0.83 0.83
912828U65	US Treasury Note 1.750% Due 11/30/2021	7,500,000.00	09/06/2019 1.55%	7,533,105.47	101.48 0.13%	7,610,745.00 11,538.46	1.35% 77,639.53	Aaa / AA+ AAA	0.92 0.91
912828U81	US Treasury Note 2.000% Due 12/31/2021	5,000,000.00	12/16/2019 1.66%	5,034,375.00	101.87 0.13%	5,093,360.00 276.24	0.90% 58,985.00	Aaa / AA+ AAA	1.00 0.99
912828W89	US Treasury Note 1.875% Due 03/31/2022	8,000,000.00	12/23/2019 1.67%	8,035,937.50	102.19 0.12%	8,175,000.00 38,324.18	1.45% 139,062.50	Aaa / AA+ AAA	1.25 1.23
912828WZ9	US Treasury Note 1.750% Due 04/30/2022	2,750,000.00	11/17/2017 2.00%	2,720,781.25	102.17 0.11%	2,809,727.25 8,329.33	0.50% 88,946.00	Aaa / AA+ AAA	1.33 1.32
912828SV3	US Treasury Note 1.750% Due 05/15/2022	8,200,000.00	12/05/2017 2.09%	8,080,843.75	102.23 0.13%	8,382,581.20 18,631.22	1.48% 301,737.45	Aaa / AA+ AAA	1.37 1.36
912828XW5	US Treasury Note 1.750% Due 06/30/2022	8,200,000.00	12/05/2017 2.13%	8,063,546.88	102.43 0.13%	8,399,555.20 396.41	1.48% 336,008.32	Aaa / AA+ AAA	1.50 1.49
9128282P4	US Treasury Note 1.875% Due 07/31/2022	8,000,000.00	12/23/2019 1.68%	8,039,375.00	102.76 0.13%	8,220,936.00 62,771.74	1.46% 181,561.00	Aaa / AA+ AAA	1.58 1.56
912828L24	US Treasury Note 1.875% Due 08/31/2022	8,200,000.00	12/05/2017 2.14%	8,101,984.38	102.90 0.13%	8,437,668.80 52,241.02	1.50% 335,684.42	Aaa / AA+ AAA	1.67 1.63
912828L57	US Treasury Note 1.750% Due 09/30/2022	10,500,000.00	01/19/2018 2.39%	10,204,277.34	102.82 0.13%	10,796,541.00 46,947.12	1.92% 592,263.66	Aaa / AA+ AAA	1.75 1.72

Holdings Report

SDCRAA Consolidated - Account #10566

For the Month Ending December 31, 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
912828M80	US Treasury Note 2.000% Due 11/30/2022	8,000,000.00	12/16/2019 1.66%	8,079,062.50	103.58 0.13%	8,286,560.00 14,065.93	1.47% 207,497.50	Aaa / AA+ AAA	1.92 1.88
912828R69	US Treasury Note 1.625% Due 05/31/2023	8,000,000.00	12/23/2019 1.70%	7,978,750.00	103.57 0.14%	8,285,312.00 11,428.57	1.47% 306,562.00	Aaa / AA+ AAA	2.41 2.37
912828V80	US Treasury Note 2.250% Due 01/31/2024	5,650,000.00	Various 2.14%	5,675,003.91	106.39 0.17%	6,011,068.90 53,199.05	1.07% 336,064.99	Aaa / AA+ AAA	3.08 2.97
TOTAL US Treasury		161,937,300.00	1.52%	161,128,985.80	0.13%	164,730,057.11 492,102.54	29.20% 3,601,071.31	Aaa / AA+ Aaa	1.05 1.04
TOTAL PORTFOLIO		537,525,609.40	1.48%	552,460,837.22	0.33%	564,030,457.01 1,776,023.92	100.00% 11,569,619.79	Aa1 / AA+ Aaa	1.11 1.08
TOTAL MARKET VALUE PLUS ACCRUALS						565,806,480.93			

Transactions Ledger

SDCRAA Consolidated - Account #10566

October 1, 2020 through December 31, 2020

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
ACQUISITIONS										
Purchase	10/30/2020	9127963J6	5,000,000.00	US Treasury Bill 0.083% Due: 12/10/2020	99.991	0.08%	4,999,530.21	0.00	4,999,530.21	0.00
Purchase	11/10/2020	912796UC1	15,865,000.00	US Treasury Bill 0.087% Due: 01/28/2021	99.981	0.09%	15,861,981.55	0.00	15,861,981.55	0.00
Purchase	12/11/2020	9127963V9	10,000,000.00	US Treasury Bill 0.072% Due: 01/21/2021	99.992	0.07%	9,999,181.14	0.00	9,999,181.14	0.00
Purchase	12/18/2020	912796B73	4,350,000.00	US Treasury Bill 0.083% Due: 02/09/2021	99.988	0.08%	4,349,471.66	0.00	4,349,471.66	0.00
	Subtotal		32,215,000.00				32,215,000.00	0.00	32,215,000.00	0.00
TOTAL ACQUISITIONS			32,215,000.00				32,215,000.00	0.00	32,215,000.00	0.00
DISPOSITIONS										
Call	12/15/2020	74005PAZ7	3,300,000.00	Praxair Note 3% Due: 09/01/2021	101.952	0.25%	3,364,428.23	28,600.00	3,393,028.23	0.00
	Subtotal		3,300,000.00				3,364,428.23	28,600.00	3,393,028.23	0.00

Transactions Ledger

SDCRAA Consolidated - Account #10566

October 1, 2020 through December 31, 2020

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
Maturity	10/30/2020	3135G0U84	5,000,000.00	FNMA Note 2.875% Due: 10/30/2020	100.000		5,000,000.00	0.00	5,000,000.00	3,250.00
Maturity	11/03/2020	00440EAT4	2,000,000.00	Chubb INA Holdings Inc Callable Note Cont 10/3/2020 2.3% Due: 11/03/2020	100.000		2,000,000.00	0.00	2,000,000.00	-1,260.00
Maturity	11/10/2020	9127964R7	13,100,000.00	US Treasury Bill 0.093% Due: 11/10/2020	100.000		13,100,000.00	0.00	13,100,000.00	0.00
Maturity	11/15/2020	9128283G3	7,700,000.00	US Treasury Note 1.75% Due: 11/15/2020	100.000		7,700,000.00	0.00	7,700,000.00	16,843.75
Maturity	11/16/2020	87019U6D6	4,000,000.00	Swedbank Inc Negotiable CD 2.27% Due: 11/16/2020	100.000		4,000,000.00	0.00	4,000,000.00	0.00
Maturity	12/10/2020	9127963J6	5,000,000.00	US Treasury Bill 0.083% Due: 12/10/2020	100.000		5,000,000.00	0.00	5,000,000.00	0.00
Maturity	12/11/2020	313371U79	4,500,000.00	FHLB Note 3.125% Due: 12/11/2020	100.000		4,500,000.00	0.00	4,500,000.00	-23,220.00
	Subtotal		41,300,000.00				41,300,000.00	0.00	41,300,000.00	-4,386.25
TOTAL DISPOSITIONS			44,600,000.00				44,664,428.23	28,600.00	44,693,028.23	-4,386.25

Transactions Ledger for Bonds

SDCRAA Consolidated Bond Reserves - Account #10592

October 1, 2020 through December 31, 2020

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
DISPOSITIONS										
Security Withdrawal	11/17/2020	31846V336	5,405,171.00	First American Government Obligation Funds	1.000		5,405,171.00	0.00	5,405,171.00	0.00
Security Withdrawal	11/20/2020	31846V336	2,089,467.00	First American Government Obligation Funds	1.000		2,089,467.00	0.00	2,089,467.00	0.00
Security Withdrawal	11/24/2020	90SDCP\$00	68,226.00	County of San Diego Pooled Investment Pool	1.000		68,226.00	0.00	68,226.00	0.00
	Subtotal		7,562,864.00				7,562,864.00	0.00	7,562,864.00	0.00
TOTAL DISPOSITIONS			7,562,864.00				7,562,864.00	0.00	7,562,864.00	0.00

Important Disclosures

2021 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.

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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: **FEBRUARY 4, 2021**

Subject:

Award and Authorize the President/CEO to Execute a Contract with Hood Design Studio to Design, Fabricate, Transport, Deliver and Consult During Installation of an Integrated Artwork for the Airport Terminal and Roadways Gateway Public Art Project

Recommendation:

Adopt Resolution No. 2021-0010, awarding and authorizing the President/CEO to execute a contract with Hood Design Studio to Design, Fabricate, Transport, Deliver and Consult During Installation of an Integrated Artwork for the Airport Terminal and Roadways Gateway Public Art Project in an amount not-to-exceed \$2,100,000.

Background/Justification:

Authority Policy 8.50 provides that two percent of eligible construction costs from each Eligible Project be allocated for public art. Eligible Projects include terminals, landside and other specified construction. An Airport Arts Program Fund pools funds allocated from all Eligible Projects. An established process is followed for each public art opportunity in accordance with Authority Policy 8.50. Artist Selection Panels established by the Airport Arts Advisory Committee review and recommend an artist or artist team for each public art opportunity. Artist Selection Panel members may include local and national artists, design professionals, and representatives of the business community. Special attention is given to ensuring disciplinary, institutional and cultural diversity.

In 2019, the Airport Arts Master Plan was approved by the Board. This plan included a Site and Opportunities Plan which consists of recommendations for 21 potential public art projects and Arts Program infrastructure for the Airport Development Program (ADP) as well as consideration of the existing artworks in the current Terminal One and current Administration Building. These recommendations support the vision and goals of the Arts Master Plan, the Authority's Strategic Plan, as well as the principles of the Customer Experience Chapter of the ADP Program Definition Document (PDD), to which Arts Program staff contributed significantly. The Site and Opportunities Plan uses these principles and provides technical guidance for arts projects and infrastructure in the new terminal and related facilities. Following approval of the Arts Master Plan, staff worked closely with the Arts Advisory Committee to prioritize projects from within the Site and Opportunities Plan. Staff also consulted with colleagues in Airport Design & Construction, Customer Experience & Innovation, and Finance to validate proposed budgets. It was recommended that the Gateway Public Art Opportunity be advanced in conjunction with the ADP.

The Gateway Public Art Project is expected to set the stage and help define the customer experience for travelers approaching SAN. The resulting artwork may take a variety of forms, but at minimum, will feature elements that run parallel to vehicular and pedestrian traffic along Harbor Drive, as well as a sculptural work positioned near the Terminal Building.

The Authority issued the Request for Qualifications (RFQ) for the Airport Terminal and Roadways Public Art Projects on November 6, 2020. As usual, notice of the business opportunity was made in the *Daily Transcript*, and the Authority's website. Public Notices were sent to 900 potential Respondents in addition to being distributed through prominent public art channels including Forecast Public Art, PublicArtist.org, and the Public Art Network Listserv. A pre-submittal meeting was held virtually on November 16, 2020 and attended by 28 artists. Ninety-one responsive statements of qualifications were received on December 7, 2020: 48 for the Gateway Artwork, 57 for the Vertical Ticketing Artwork, 60 for the Outdoor Plaza Artwork, 59 for the Recomposure Area Artwork, 47 for the Food Hall Interactive Artwork, and 38 for the Family Play Area Artwork.

The Artist Selection Panel consisted of the following art, architecture, and design professionals: Mayen Alcantara (Senior Manager, Los Angeles County Metropolitan Transit Authority), Christine Knoke (Deputy Director and Chief Curator, Mingei International Museum) Marcus Mitchell (Founder, Capital Integrated Arts), Eva Struble (Artist), and Jim Brown (Co-Principal, Public Architecture).

The four highest scoring artists were invited to interview on January 13, 2021. Each artist was asked to respond to a specific list of questions, which targeted the evaluation criteria presented in the RFQ. A summary of the Panelist's findings and final recommendation are presented below:

Combined Scores	SB Preference	Veteran Preference	Local Preference	Quality, creativity, and strength of past work	Ability to communicate effectively	Interest in and comprehension of the project	Quality and technical competence	Flexibility in approach	Total
Alice Aycock	0	0	0	1200	615	615	1025	555	4010
Hood Design	150	0	0	1470	720	690	1150	720	4900
Kohei Nawa	0	0	0	1320	570	585	1075	630	4180
Ned Kahn	0	0	0	1320	675	615	1175	660	4445

The recommended artist for this opportunity is Walter Hood of Hood Design Studio. Hood has developed a practice that emerges from an interest in everyday patterns and practices that play out in the public realm and a deep understanding of sculptural forms. The panel was impressed by the high degree of competence in a diverse range of mediums that Hood's portfolio showed, as well as his demonstrated commitment to establishing a strong historical, ecological and social understanding of a site before developing a project concept. The panel expressed great confidence that Hood possesses the experience and innovative approach necessary to meet the needs of the project, and resolved that he was the most qualified artist.

Fiscal Impact:

Adequate funds for the contract with Hood Design Studio are included within project 413001 ADP Package 1 Terminal and Roadways. Sources of funding for this project include Airport Cash and General Airport Revenue Bonds (GARBS).

Hood Design Studio will initially be authorized to proceed only with the Site Selection and Research, and Conceptual Design phases of their Contract, with expenditures totaling \$84,000 in Fiscal Year 2021 (FY21). Funding for the preliminary phases of this

contract is included within the ADP-related expenditures previously identified for FY21. If the Artist's Concept Design Proposal is approved by the Authority, the artist's agreement would be amended in Fiscal Year 2022 to authorize funds for their remainder of contract work including consultation during installation of the Artwork.

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:

Use of Policy 5.12:

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, 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 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, Hood Design Studio did receive small business preference of 3%, and did not receive local business and veteran owned small business preferences.

Prepared by:

CHRIS CHALUPSKY
SENIOR MANAGER, ARTS PROGRAM

RESOLUTION NO. 2021-0010

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, AWARDING AND AUTHORIZING THE PRESIDENT/CEO TO EXECUTE A CONTRACT WITH HOOD DESIGN STUDIO TO DESIGN, FABRICATE, TRANSPORT, DELIVER, AND CONSULT DURING INSTALLATION OF AN INTEGRATED ARTWORK FOR THE AIRPORT TERMINAL AND ROADWAYS GATEWAY PUBLIC ART PROJECT IN AN AMOUNT NOT-TO-EXCEED \$2,100,000

WHEREAS, the Airport Arts Master Plan calls for artwork to be site-specific and integrated into the Airport; and

WHEREAS, Authority Policy 8.50 allocates for Board approval 2% of eligible construction costs from Eligible Projects to fund the Public Art Program which includes terminals, landside and other specified construction; and

WHEREAS, the Airport Arts Master Plan, approved by the Board on March 14, 2019, calls for the integration of public art projects and Arts Program infrastructure within the Airport Development Program (ADP); and

WHEREAS, on November 6, 2020, the Authority issued a Request for Qualifications for the Airport Terminal and Roadways Public Art; and

WHEREAS, ninety-nine responses were received and the Artist Selection Panel established by the Arts Advisory Committee comprised of art and design professionals, reviewed ninety-one responsive submissions and interviewed four finalist candidates; and

WHEREAS, the evaluation panel ('Panel') for the Airport Terminal and Roadways Gateway Public Art Opportunity recommended Hood Design Studio be awarded an agreement to design, fabricate, transport and deliver, and consult during the installation of public art; and

WHEREAS, on January 19, 2021, the Arts Advisory Committee voted in favor of the Panel's recommendation and voted to forward the recommendation to the Board for approval.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby awards and authorizes the President/CEO to execute a contract with Hood Design Studio to design, fabricate, transport, deliver, and consult during installation of an Integrated Artwork for the Airport Terminal and Roadways Gateway Public Art Project in an amount not-to-exceed \$2,100,000; and

BE IT FURTHER RESOLVED that funding for the preliminary phases of this contract, with expenditures totaling \$84,000 in Fiscal Year 2021 (FY21), is included within the ADP-related expenditures previously identified for FY21; 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 4th day of February, 2021 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: **FEBRUARY 4, 2021**

Subject:

Award and Authorize the President/CEO to Execute a Contract with Nova Jiang to Design, Fabricate, Transport, Deliver, and Consult During Installation of an Integrated Artwork for the Airport Terminal and Roadways Vertical Ticketing Public Art Project

Recommendation:

Adopt Resolution No. 2021-0011, awarding and authorizing the President/CEO to execute a contract with Nova Jiang to Design, Fabricate, Transport, Deliver and Consult During Installation of an Integrated Artwork for the Airport Terminal and Roadways Vertical Ticketing Public Art Project in an amount not-to-exceed \$640,000.

Background/Justification:

Authority Policy 8.50 provides that two percent of eligible construction costs from each Eligible Project be allocated for public art. Eligible Projects include terminals, landside and other specified construction. An Airport Arts Program Fund pools funds allocated from all Eligible Projects. An established process is followed for each public art opportunity in accordance with Authority Policy 8.50. Artist Selection Panels established by the Airport Arts Advisory Committee review and recommend an artist or artist team for each public art opportunity. Artist Selection Panel members may include local and national artists, design professionals, and representatives of the business community. Special attention is given to ensuring disciplinary, institutional and cultural diversity.

In 2019, the Airport Arts Master Plan was approved by the Board. This plan included a Site and Opportunities Plan which consists of recommendations for 21 potential public art projects and Arts Program infrastructure for the Airport Development Program (ADP) as well as consideration of the existing artworks in the current Terminal One and current Administration Building. These recommendations support the vision and goals of the Arts Master Plan, the Authority's Strategic Plan, as well as the principles of the Customer Experience Chapter of the ADP Program Definition Document (PDD), to which Arts Program staff contributed significantly. The Site and Opportunities Plan uses these principles and provides technical guidance for arts projects and infrastructure in the new terminal and related facilities. Following approval of the Arts Master Plan, staff worked closely with the Arts Advisory Committee to prioritize projects from within the Site and Opportunities Plan. Staff also consulted with colleagues in Airport Design & Construction, Customer Experience & Innovation, and Finance to validate proposed budgets. It was recommended that the Vertical Ticketing Public Art Opportunity be advanced in conjunction with the ADP.

The Terminal 1 ticketing lobby is anticipated to be a sunlight-filled space that may offer views to the baggage claim area below, creating an opportunity for a suspended artwork that takes advantage of San Diego's unique light and activates the ticketing hall with color and movement. The resulting artwork may rely on a range of material and

approaches, and may incorporate kinetic elements that are responsive to shifts in light or air circulation.

The Authority issued the Request for Qualifications (RFQ) for the Airport Terminal and Roadways Public Art Projects on November 6, 2020. As usual, notice of the business opportunity was made in the *Daily Transcript*, and the Authority's website. Public Notices were sent to 900 potential Respondents in addition to being distributed through prominent public art channels including Forecast Public Art, PublicArtist.org, and the Public Art Network Listserv. A pre-submittal meeting was held virtually on November 16, 2020 and attended by 28 artists. Ninety-one responsive statements of qualifications were received on December 7, 2020: 48 for the Gateway Artwork, 57 for the Vertical Ticketing Artwork, 60 for the Outdoor Plaza Artwork, 59 for the Recomposure Area Artwork, 47 for the Food Hall Interactive Artwork, and 38 for the Family Play Area Artwork.

The Artist Selection Panel consisted of the following art, architecture, and design professionals: Mayen Alcantara (Senior Manager, Los Angeles County Metropolitan Transit Authority), Christine Knoke (Deputy Director and Chief Curator, Mingei International Museum) Marcus Mitchell (Founder, Capital Integrated Arts), Eva Struble (Artist), and Jim Brown (Co-Principal, Public Architecture).

The three highest scoring artists were invited to interview on January 13, 2021. Each artist was asked to respond to a specific list of questions, which targeted the evaluation criteria presented in the RFQ. A summary of the Panelist's findings and final recommendation are presented below:

Combined Scores	SB Preference	Veteran Preference	Local Preference	Quality, creativity, and strength of past work	Ability to communicate effectively	Interest in and comprehension of the project	Quality and technical competence	Flexibility in approach	Total
Nova Jiang	0	0	0	1455	727.5	727.5	1212.5	750	4872.5
Rafael Lozano-Hemmer	0	0	0	1380	690	675	1125	675	4545
Danielle Roney	0	0	0	1230	600	615	1050	570	4065

The recommended artist for this opportunity is Nova Jiang. Los Angeles-based artist Nova Jiang has developed a diverse body of work that engages the viewer in playful, participatory experiences, and which gives careful consideration to the historical, emotional, and functional aspects of a site. The panel praised Jiang's quality of craftsmanship, originality, and emphasis on site-responsiveness, and noted her capacity to serve as a strong mentor to an emerging artist as required through the commission. The panel resolved that she was the most qualified artist for this project.

Fiscal Impact:

Adequate funds for the contract with Nova Jiang are included within project 413001 ADP Package 1 Terminal and Roadways. Sources of funding for this project include Airport Cash and General Airport Revenue Bonds (GARBS).

Nova Jiang will initially be authorized to proceed only with the Site Selection and Research, and Conceptual Design phases of their Contract, with expenditures totaling \$25,600 in Fiscal Year 2021 (FY21). Funding for the preliminary phases of this contract is included within the ADP-related expenditures previously identified for FY21. If the Artist's Concept Design Proposal is approved by the Authority, the artist's agreement would be amended in Fiscal Year 2022 to authorize funds for their remainder of contract work including consultation during installation of the Artwork.

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:

Use of Policy 5.12:

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, 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 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, Nova Jiang did not receive small business, local business and veteran owned small business preferences.

Prepared by:

CHRIS CHALUPSKY
SENIOR MANAGER, ARTS PROGRAM

RESOLUTION NO. 2021-0011

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, AWARDING AND AUTHORIZING THE PRESIDENT/CEO TO EXECUTE A CONTRACT WITH NOVA JIANG TO DESIGN, FABRICATE, TRANSPORT, DELIVER, AND CONSULT DURING INSTALLATION OF AN INTEGRATED ARTWORK FOR THE AIRPORT TERMINAL AND ROADWAYS VERTICAL TICKETING PUBLIC ART PROJECT IN AN AMOUNT NOT-TO-EXCEED \$640,000

WHEREAS, the Airport Arts Master Plan calls for artwork to be site-specific and integrated into the Airport; and

WHEREAS, Authority Policy 8.50 allocates for Board approval 2% of eligible construction costs from Eligible Projects to fund the Public Art Program which includes terminals, landside and other specified construction; and

WHEREAS, the Airport Arts Master Plan, approved by the Board on March 14, 2019, calls for the integration of public art projects and Arts Program infrastructure within the Airport Development Program (ADP); and

WHEREAS, on November 6, 2020, the Authority issued a Request for Qualifications for the Airport Terminal and Roadways Public Art; and

WHEREAS, ninety-nine responses were received and the artist selection panel established by the Arts Advisory Committee comprised of art and design professionals, reviewed ninety-one responsive submissions and interviewed three finalist candidates; and

WHEREAS, the evaluation panel ('Panel') for the Airport Terminal and Roadways Vertical Ticketing Public Art Opportunity recommended Nova Jiang be awarded an agreement to design, fabricate, transport and deliver, and consult during the installation of public art; and

WHEREAS, on January 19, 2021, the Arts Advisory Committee voted in favor of the Panel's recommendation and voted to forward the recommendation to the Board for approval.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby awards and authorizes the President/CEO to execute a contract with Nova Jiang to design, fabricate, transport, deliver, and consult during the installation of an Integrated Artwork for the Airport Terminal and Roadways Vertical Ticketing Public Art Project in an amount not-to-exceed \$640,000; and

BE IT FURTHER RESOLVED that funding for the preliminary phases of this contract, with expenditures totaling \$25,600 in Fiscal Year 2021 (FY21), is included within the ADP-related expenditures previously identified for FY21; 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 4th day of February, 2021 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: **FEBRUARY 4, 2021**

Subject:

Award and Authorize the President/CEO to Execute a Contract with Matthew Mazzotta to Design, Fabricate, Transport, Deliver and Consult During Installation of an Integrated Artwork for the Airport Terminal and Roadways Outdoor Plaza Public Art Project

Recommendation:

Adopt Resolution No. 2021-0012, awarding and authorizing the President/CEO to execute a contract with Matthew Mazzotta to Design, Fabricate, Transport, Deliver and Consult During Installation of an Integrated Artwork for the Airport Terminal and Roadways Outdoor Plaza Public Art Project in an amount not-to-exceed \$520,000.

Background/Justification:

Authority Policy 8.50 provides that two percent of eligible construction costs from each Eligible Project be allocated for public art. Eligible Projects include terminals, landside and other specified construction. An Airport Arts Program Fund pools funds allocated from all Eligible Projects. An established process is followed for each public art opportunity in accordance with Authority Policy 8.50. Artist Selection Panels established by the Airport Arts Advisory Committee review and recommend an artist or artist team for each public art opportunity. Artist Selection Panel members may include local and national artists, design professionals, and representatives of the business community. Special attention is given to ensuring disciplinary, institutional and cultural diversity.

In 2019, the Airport Arts Master Plan was approved by the Board. This plan included a Site and Opportunities Plan which consists of recommendations for 21 potential public art projects and Arts Program infrastructure for the Airport Development Program (ADP) as well as consideration of the existing artworks in the current Terminal One and current Administration Building. These recommendations support the vision and goals of the Arts Master Plan, the Authority's Strategic Plan, as well as the principles of the Customer Experience Chapter of the ADP Program Definition Document (PDD), to which Arts Program staff contributed significantly. The Site and Opportunities Plan uses these principles and provides technical guidance for arts projects and infrastructure in the new terminal and related facilities. Following approval of the Arts Master Plan, staff worked closely with the Arts Advisory Committee to prioritize projects from within the Site and Opportunities Plan. Staff also consulted with colleagues in Airport Design & Construction, Customer Experience & Innovation, and Finance to validate proposed budgets. It was recommended that the Outdoor Plaza Public Art Opportunity be advanced in conjunction with the ADP.

This opportunity invites an artist or artist team to create inviting outdoor plazas on the Terminal curbside. These areas should support a range of traveler activities from offering a quiet and shaded place to rest while waiting for a ride or arriving passenger,

hosting outdoor performances, or providing an appealing gathering space for large groups traveling together.

The Authority issued the Request for Qualifications for the Airport Terminal and Roadways Public Art Projects on November 6, 2020. As usual, notice of the business opportunity was made in the *Daily Transcript*, and the Authority's website. Public Notices were sent to 900 potential Respondents in addition to being distributed through prominent public art channels including Forecast Public Art, PublicArtist.org, and the Public Art Network Listserv. A pre-submittal meeting was held virtually on November 16, 2020 and attended by 28 artists. Ninety-one responsive statements of qualifications were received on December 7, 2020: 48 for the Gateway Artwork, 57 for the Vertical Ticketing Artwork, 60 for the Outdoor Plaza Artwork, 59 for the Recomposure Area Artwork, 47 for the Food Hall Interactive Artwork, and 38 for the Family Play Area Artwork.

The Artist Selection Panel consisted of the following art, architecture, and design professionals: Mayen Alcantara (Senior Manager, Los Angeles County Metropolitan Transit Authority), Christine Knoke (Deputy Director and Chief Curator, Mingei International Museum) Marcus Mitchell (Founder, Capital Integrated Arts), Eva Struble (Artist), and Jim Brown (Co-Principal, Public Architecture).

The four highest scoring artists were invited to interview on January 13, 2021. Each artist was asked to respond to a specific list of questions, which targeted the evaluation criteria presented in the RFQ. A summary of the Panelist's findings and final recommendation are presented below:

Combined Scores	SB Preference	Veteran Preference	Local Preference	Quality, creativity, and strength of past work	Ability to communicate effectively	Interest in and comprehension of the project	Quality and technical competence	Flexibility in approach	Total
Matthew Mazzotta	0	0	0	1500	720	720	1175	720	4835
Michael Singer	0	0	0	1260	645	630	1100	630	4265
Walter Hood	0	0	0	1350	705	675	1125	705	4710
WOWHAUS	0	0	0	1110	585	615	1050	600	3960

The recommended artist for this opportunity is Matthew Mazzotta. New York-based artist Matthew Mazzotta has cultivated a practice committed to integrating new opportunities for discovery and social engagement into the built environment. The panel commended Mazzotta for his innovative approach to community engagement and argued that his portfolio was uniquely aligned with this specific opportunity in terms of his consideration of the anticipated uses of the site, including performance. They resolved that he was the most qualified artist for the project.

Fiscal Impact:

Adequate funds for the contract with Matthew Mazzotta are included within project 413001 ADP Package 1 Terminal and Roadways. Sources of funding for this project include Airport Cash and General Airport Revenue Bonds (GARBS).

Matthew Mazzotta will initially be authorized to proceed only with the Site Selection and Research phase of their Contract, with expenditures totaling \$10,400 in Fiscal Year 2021 (FY21). Funding for the preliminary phases of this contract is included within the ADP-related expenditures previously identified for FY21. If the Artist's Concept Design Proposal is approved by the Authority, the artist's agreement would be amended in Fiscal Year 2022 to authorize funds for their remainder of contract work including consultation during installation of the Artwork.

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:

Use of Policy 5.12:

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, 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 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, Matthew Mazzotta did not receive small business, local business and veteran owned small business preferences.

Prepared by:

CHRIS CHALUPSKY
SENIOR MANAGER, ARTS PROGRAM

RESOLUTION NO. 2021-0012

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, AWARDING AND AUTHORIZING THE PRESIDENT/CEO TO EXECUTE A CONTRACT WITH MATTHEW MAZZOTTA TO DESIGN, FABRICATE, TRANSPORT, DELIVER, AND CONSULT DURING INSTALLATION OF AN INTEGRATED ARTWORK FOR THE AIRPORT TERMINAL AND ROADWAYS OUTDOOR PLAZA PUBLIC ART PROJECT IN AN AMOUNT NOT-TO-EXCEED \$520,000

WHEREAS, the Airport Arts Master Plan calls for artwork to be site-specific and integrated into the Airport; and

WHEREAS, Authority Policy 8.50 allocates for Board approval 2% of eligible construction costs from Eligible Projects to fund the Public Art Program which includes terminals, landside and other specified construction; and

WHEREAS, the Airport Arts Master Plan, approved by the Board on March 14, 2019, calls for the integration of public art projects and Arts Program infrastructure within the Airport Development Program (ADP); and

WHEREAS, on November 6, 2020, the Authority issued a Request for Qualifications for the Airport Terminal and Roadways Public Art; and

WHEREAS, ninety-nine responses were received and the artist selection panel established by the Arts Advisory Committee comprised of art and design professionals, reviewed ninety-one responsive submissions and interviewed four finalist candidates; and

WHEREAS, the evaluation panel ('Panel') for the Airport Terminal and Roadways Outdoor Plaza Public Art Opportunity recommended Matthew Mazzotta be awarded an agreement to design, fabricate, transport and deliver, and consult during the installation of public art; and

WHEREAS, on January 19, 2021, the Arts Advisory Committee voted in favor of the Panel's recommendation and voted to forward the recommendation to the Board for approval.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby awards and authorizes the President/CEO to execute a contract with Matthew Mazzotta to design, fabricate, transport, deliver, and consult during the installation of an Integrated Artwork for the Airport Terminal and Roadways Outdoor Plaza Public Art Project in an amount not-to-exceed \$520,000; and

BE IT FURTHER RESOLVED that funding for the preliminary phases of this contract, with expenditures totaling \$10,400 in Fiscal Year 2021 (FY21), is included within the ADP-related expenditures previously identified for FY21; 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 4th day of February, 2021 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: **FEBRUARY 4, 2021**

Subject:

Award and Authorize the President/CEO to Execute a Contract with Amy Ellingson to Design, Fabricate, Transport, Deliver and Consult During Installation of an Integrated Artwork for the Airport Terminal and Roadways Recomposure Area Public Art Project

Recommendation:

Adopt Resolution No. 2021-0013, awarding and authorizing the President/CEO to execute a contract with Amy Ellingson to Design, Fabricate, Transport, Deliver and Consult During Installation of an Integrated Artwork for the Airport Terminal and Roadways Recomposure Area Public Art Project in an amount not-to-exceed \$376,000.

Background/Justification:

Authority Policy 8.50 provides that two percent of eligible construction costs from each Eligible Project be allocated for public art. Eligible Projects include terminals, landside and other specified construction. An Airport Arts Program Fund pools funds allocated from all Eligible Projects. An established process is followed for each public art opportunity in accordance with Authority Policy 8.50. Artist Selection Panels established by the Airport Arts Advisory Committee review and recommend an artist or artist team for each public art opportunity. Artist Selection Panel members may include local and national artists, design professionals, and representatives of the business community. Special attention is given to ensuring disciplinary, institutional and cultural diversity.

In 2019, the Airport Arts Master Plan was approved by the Board. This plan included a Site and Opportunities Plan which consists of recommendations for 21 potential public art projects and Arts Program infrastructure for the Airport Development Program (ADP) as well as consideration of the existing artworks in the current Terminal One and current Administration Building. These recommendations support the vision and goals of the Arts Master Plan, the Authority's Strategic Plan, as well as the principles of the Customer Experience Chapter of the ADP Program Definition Document (PDD), to which Arts Program staff contributed significantly. The Site and Opportunities Plan uses these principles and provides technical guidance for arts projects and infrastructure in the new terminal and related facilities. Following approval of the Arts Master Plan, staff worked closely with the Arts Advisory Committee to prioritize projects from within the Site and Opportunities Plan. Staff also consulted with colleagues in Airport Design & Construction, Customer Experience & Innovation, and Finance to validate proposed budgets. It was recommended that the Recomposure Area Public Art Opportunity be advanced in conjunction with the ADP.

This opportunity invites an artist to reimagine the recomposure area, or space just past the TSA security checkpoint, on the secure side of the Terminal Building. The resulting artwork should support passengers in this transitional moment by offering a calming site and experience that helps them to easily reorganize and reorient themselves to the

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Terminal. The artwork may take many forms including but not limited to comfortable seating, glass partitions, flooring, audio or lighting elements.

The Authority issued the Request for Qualifications (RFQ) for the Airport Terminal and Roadways Public Art Projects on November 6, 2020. As usual, notice of the business opportunity was made in the *Daily Transcript*, and the Authority's website. Public Notices were sent to 900 potential Respondents in addition to being distributed through prominent public art channels including Forecast Public Art, PublicArtist.org, and the Public Art Network Listserv. A pre-submittal meeting was held virtually on November 16, 2020 and attended by 28 artists. Ninety-one responsive statements of qualifications were received on December 7, 2020: 48 for the Gateway Artwork, 57 for the Vertical Ticketing Artwork, 60 for the Outdoor Plaza Artwork, 59 for the Recomposure Area Artwork, 47 for the Food Hall Interactive Artwork, and 38 for the Family Play Area Artwork.

The Artist Selection Panel consisted of the following art, architecture, and design Analyst, City of Indio), Lynda Forsha (Executive Director, Murals of La Jolla), Mathieu Gregoire (Artist/Founder, Gregoire Associates), Aaron T. Stephan (Artist).

The three highest scoring artists were invited to interview on January 14, 2021. Each artist was asked to respond to a specific list of questions, which targeted the evaluation criteria presented in the RFQ. A summary of the Panelist's findings and final recommendation are presented below:

Combined Scores	SB Preference	Veteran Preference	Local Preference	Quality, creativity, and strength of past work	Ability to communicate effectively	Interest in and comprehension of the project	Quality and technical competence	Flexibility in approach	Total
Amy Ellingson	0	0	0	1080	570	540	950	540	3680
Gordon Huether	150	0	0	900	435	465	850	480	3280
Norie Sato	0	0	0	900	495	525	900	525	3345

The recommended artist for this opportunity is Amy Ellingson. Ellingson is a Santa Fe-based artist whose large-scale, immersive, formally abstract works evoke computer and genetic codes and are rooted in the history of abstraction. The panel was impressed with Ellingson's thoughtful presentation and her ability to articulate the conceptual priorities of her practice. The panel felt that Ellingson's aesthetic was highly compatible with the project goals, and that her recent architecturally-integrated work and expansion into three-dimensions gave them great confidence that she could effectively address the site. They agreed she was the most qualified candidate.

Fiscal Impact:

Adequate funds for the contract with Amy Ellingson are included within project 413001 ADP Package 1 Terminal and Roadways. Sources of funding for this project include Airport Cash and General Airport Revenue Bonds (GABS)

Amy Ellingson will initially be authorized to proceed only with the Site Selection and Research, and Conceptual Design Proposal phases of their Contract, with expenditures totaling \$15,200 in Fiscal Year 2021 (FY21). Funding for the preliminary phases of this contract is included within the ADP-related expenditures previously identified for FY21. If the Artist's Concept Design Proposal is approved by the Authority, the artist's agreement would be amended in Fiscal Year 2022 to authorize funds for their remainder of contract work including consultation during installation of the Artwork.

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:

Use of Policy 5.12:

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, 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 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, Amy Ellingson did not receive small business, local business and veteran owned small business preferences.

Prepared by:

CHRIS CHALUPSKY
SENIOR MANAGER, ARTS PROGRAM

RESOLUTION NO. 2021-0013

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, AWARDING AND AUTHORIZING THE PRESIDENT/CEO TO EXECUTE A CONTRACT WITH AMY ELLINGSON TO DESIGN, FABRICATE, TRANSPORT, DELIVER, AND CONSULT DURING INSTALLATION OF AN INTEGRATED ARTWORK FOR THE AIRPORT TERMINAL AND ROADWAYS RECOMPOSURE AREA PUBLIC ART PROJECT IN AN AMOUNT NOT-TO-EXCEED \$376,000

WHEREAS, the Airport Arts Master Plan calls for artwork to be site-specific and integrated into the Airport; and

WHEREAS, Authority Policy 8.50 allocates for Board approval 2% of eligible construction costs from Eligible Projects to fund the Public Art Program which includes terminals, landside and other specified construction; and

WHEREAS, the Airport Arts Master Plan, approved by the Board on March 14, 2019, calls for the integration of public art projects and Arts Program infrastructure within the Airport Development Program (ADP); and

WHEREAS, On November 6, 2020, the Authority issued a Request for Qualifications for the Airport Terminal and Roadways Public Art; and

WHEREAS, ninety-nine responses were received and the Artist Selection Panel established by the Arts Advisory Committee comprised of art and design professionals, reviewed ninety-one responsive submissions and interviewed three finalist candidates; and

WHEREAS, the evaluation panel ('Panel') for the Airport Terminal and Roadways Recomposure Area Public Art Opportunity recommended Amy Ellingson be awarded an agreement to design, fabricate, transport and deliver, and consult during the installation of public art; and

WHEREAS, on January 19, 2021, the Arts Advisory Committee voted in favor of the Panel's recommendation and voted to forward the recommendation to the Board for approval.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby awards and authorizes the President/CEO to execute a contract with Amy Ellingson to design, fabricate, transport, deliver, and consult during the installation of an Integrated Artwork for the Airport Terminal and Roadways Recomposure Area Public Art Project in an amount not-to-exceed \$376,000; and

BE IT FURTHER RESOLVED that funding for the preliminary phases of this contract, with expenditures totaling \$15,200 in Fiscal Year 2021 (FY21), is included within the ADP-related expenditures previously identified for FY21; 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 4th day of February, 2021 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: **FEBRUARY 4, 2021**

Subject:

Award and Authorize the President/CEO to Execute a Contract with Erwin Redl to Design, Fabricate, Transport, Deliver and Consult During Installation of an Integrated Artwork for the Airport Terminal and Roadways Food Hall Interactive Public Art Project

Recommendation:

Adopt Resolution No. 2021-0014, awarding and authorizing the President/CEO to execute a contract with Erwin Redl to Design, Fabricate, Transport, Deliver and Consult During Installation of an Integrated Artwork for the Airport Terminal and Roadways Food Hall Interactive Public Art Project in an amount not-to-exceed \$580,000.

Background/Justification:

Authority Policy 8.50 provides that two percent of eligible construction costs from each Eligible Project be allocated for public art. Eligible Projects include terminals, landside and other specified construction. An Airport Arts Program Fund pools funds allocated from all Eligible Projects. An established process is followed for each public art opportunity in accordance with Authority Policy 8.50. Artist Selection Panels established by the Airport Arts Advisory Committee review and recommend an artist or artist team for each public art opportunity. Artist Selection Panel members may include local and national artists, design professionals, and representatives of the business community. Special attention is given to ensuring disciplinary, institutional and cultural diversity.

In 2019, the Airport Arts Master Plan was approved by the Board. This plan included a Site and Opportunities Plan which consists of recommendations for 21 potential public art projects and Arts Program infrastructure for the Airport Development Program (ADP) as well as consideration of the existing artworks in the current Terminal One and current Administration Building. These recommendations support the vision and goals of the Arts Master Plan, the Authority's Strategic Plan, as well as the principles of the Customer Experience Chapter of the ADP Program Definition Document (PDD), to which Arts Program staff contributed significantly. The Site and Opportunities Plan uses these principles and provides technical guidance for arts projects and infrastructure in the new terminal and related facilities. Following approval of the Arts Master Plan, staff worked closely with the Arts Advisory Committee to prioritize projects from within the Site and Opportunities Plan. Staff also consulted with colleagues in Airport Design & Construction, Customer Experience & Innovation, and Finance to validate proposed budgets. It was recommended that the Food Hall Interactive Public Art Opportunity be advanced in conjunction with the ADP.

This project will result in an engaging, participatory artwork within one or both of the concession cores of Terminal 1, where travelers have extended dwell time. The artwork should appeal to all ages, and could rely on a variety of materials and forms of interactivity including but not limited to immersive installation, responsive tech-based,

light-based or video artwork, or kinetic elements. The artwork should consider and work collaboratively with the integrated performing arts stages in the same location(s). The selected artist will be expected to explore no-touch or low-touch interactive solutions such as motion-activated designs in the interest of passenger safety and security.

The Authority issued the Request for Qualifications for the Airport Terminal and Roadways Public Art Projects on November 6, 2020. As usual, notice of the business opportunity was made in the *Daily Transcript*, and the Authority’s website. Public Notices were sent to 900 potential Respondents in addition to being distributed through prominent public art channels including Forecast Public Art, PublicArtist.org, and the Public Art Network Listserv. A pre-submittal meeting was held virtually on November 16, 2020 and attended by 28 artists. Ninety-one responsive statements of qualifications were received on December 7, 2020: 48 for the Gateway Artwork, 57 for the Vertical Ticketing Artwork, 60 for the Outdoor Plaza Artwork, 59 for the Recomposure Area Artwork, 47 for the Food Hall Interactive Artwork, and 38 for the Family Play Area Artwork.

The Artist Selection Panel consisted of the following art, architecture, and design professionals: Debra Alleyne, Public Arts and Historical Preservation Management Analyst, City of Indio), Lynda Forsha (Executive Director, Murals of La Jolla), Mathieu Gregoire (Artist/Founder, Gregoire Associates), Aaron T. Stephan (Artist).

The three highest scoring artists were invited to interview on January 14, 2021. Each artist was asked to respond to a specific list of questions, which targeted the evaluation criteria presented in the RFQ. A summary of the Panelist’s findings and final recommendation are presented below:

Combined Scores	SB Preference	Veteran Preference	Local Preference	Quality, creativity, and strength of past work	Ability to communicate effectively	Interest in and comprehension of the project	Quality and technical competence	Flexibility in approach	Total
Adam Frank	0	0	0	1050	465	495	925	480	3415
Studio INI	0	0	0	990	465	495	850	435	3235
Erwin Redl	0	0	0	1080	555	525	1000	570	3730

The recommended artist for this opportunity is Erwin Redl. New York City and Bowling Green, Ohio-based artist Erwin Redl has a technology driven art practice with a strong consideration of ecological concerns and an interest in placemaking and memory. The panel was impressed with the technical proficiency and elegance of Redl’s work as well as his flexibility in collaborating with the community on recent projects. His strong experience in creating participatory projects that offer multiple avenues for engagement gave them confidence that he would effectively address and contend with the unique challenges of the site.

Fiscal Impact:

Adequate funds for the contract with Erwin Redl are included within project 413001 ADP Package 1 Terminal and Roadways. Sources of funding for this project include Airport Cash and General Airport Revenue Bonds (GARBS).

Erwin Redl will initially be authorized to proceed only with the Site Selection and Research, and Conceptual Design Proposal phases of their Contract, with expenditures totaling \$23,000 in Fiscal Year 2021 (FY21). Funding for the preliminary phases of this contract is included within the ADP-related expenditures previously identified for FY21. If the Artist’s Concept Design Proposal is approved by the Authority, the artist’s agreement would be amended in Fiscal Year 2022 to authorize funds for their remainder of contract work including consultation during installation of the Artwork.

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:

Use of Policy 5.12:

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, 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 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, Erwin Redl did not receive small business, local business and veteran owned small business preferences.

Prepared by:

CHRIS CHALUPSKY
SENIOR MANAGER, ARTS PROGRAM

RESOLUTION NO. 2021-0014

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, AWARDING AND AUTHORIZING THE PRESIDENT/CEO TO EXECUTE A CONTRACT WITH ERWIN REDL TO DESIGN, FABRICATE, TRANSPORT, DELIVER, AND CONSULT DURING INSTALLATION OF AN INTEGRATED ARTWORK FOR THE AIRPORT TERMINAL AND ROADWAYS FOOD HALL INTERACTIVE PUBLIC ART PROJECT IN AN AMOUNT NOT-TO-EXCEED \$580,000

WHEREAS, the Airport Arts Master Plan calls for artwork to be site-specific and integrated into the Airport; and

WHEREAS, Authority Policy 8.50 allocates for Board approval 2% of eligible construction costs from Eligible Projects to fund the Public Art Program which includes terminals, landside and other specified construction; and

WHEREAS, the Airport Arts Master Plan, approved by the Board on March 14, 2019, calls for the integration of public art projects and Arts Program infrastructure within the Airport Development Program (ADP); and

WHEREAS, on November 6, 2020, the Authority issued a Request for Qualifications for the Airport Terminal and Roadways Public Art; and

WHEREAS, ninety-nine responses were received and the Artist Selection Panel established by the Arts Advisory Committee comprised of art and design professionals, reviewed ninety-one responsive submissions and interviewed three finalist candidates; and

WHEREAS, the evaluation panel ('Panel') for the Airport Terminal and Roadways Food Hall Interactive Public Art Opportunity recommended Erwin Redl be awarded an agreement to design, fabricate, transport and deliver, and consult during the installation of public art; and

WHEREAS, on January 19, 2012, the Arts Advisory Committee voted in favor of and the Panel's recommendation and voted to forwarded the recommendation to the Board for approval.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby awards and authorizes the President/CEO to execute a contract with Erwin Redl to design, fabricate, transport, deliver, and consult during the installation an Integrated Artwork for the Airport Terminal and Roadways Food Hall Interactive Public Art Project in an amount not-to-exceed \$580,000; and

BE IT FURTHER RESOLVED that funding for the preliminary phases of this contract, with expenditures totaling \$23,000 in Fiscal Year 2021 (FY21), is included within the ADP-related expenditures previously identified for FY21; 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 4th day of February, 2021 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: **FEBRUARY 4, 2021**

Subject:

Award and Authorize the President/CEO to Execute a Contract with Donald Lipski to Design, Fabricate, Transport, Deliver and Consult During Installation of an Integrated Artwork for the Airport Terminal and Roadways Family Play Area Public Art Project

Recommendation:

Adopt Resolution No. 2021-0015, awarding and authorizing the President/CEO to execute a contract with Donald Lipski to Design, Fabricate, Transport, Deliver and Consult During Installation of an Integrated Artwork for the Airport Terminal and Roadways Family Play Area Public Art Project in an amount not-to-exceed \$385,000.

Background/Justification:

Authority Policy 8.50 provides that two percent of eligible construction costs from each Eligible Project be allocated for public art. Eligible Projects include terminals, landside and other specified construction. An Airport Arts Program Fund pools funds allocated from all Eligible Projects. An established process is followed for each public art opportunity in accordance with Authority Policy 8.50. Artist Selection Panels established by the Airport Arts Advisory Committee review and recommend an artist or artist team for each public art opportunity. Artist Selection Panel members may include local and national artists, design professionals, and representatives of the business community. Special attention is given to ensuring disciplinary, institutional and cultural diversity.

In 2019, the Airport Arts Master Plan was approved by the Board. This plan included a Site and Opportunities Plan which consists of recommendations for 21 potential public art projects and Arts Program infrastructure for the Airport Development Program (ADP) as well as consideration of the existing artworks in the current Terminal One and current Administration Building. These recommendations support the vision and goals of the Arts Master Plan, the Authority's Strategic Plan, as well as the principles of the Customer Experience Chapter of the ADP Program Definition Document (PDD), to which Arts Program staff contributed significantly. The Site and Opportunities Plan uses these principles and provides technical guidance for arts projects and infrastructure in the new terminal and related facilities. Following approval of the Arts Master Plan, staff worked closely with the Arts Advisory Committee to prioritize projects from within the Site and Opportunities Plan. Staff also consulted with colleagues in Airport Design & Construction, Customer Experience & Innovation, and Finance to validate proposed budgets. It was recommended that the Family Play Area Public Art Opportunity be advanced in conjunction with the ADP.

This project will result in an imaginative environment for families to engage and play during dwell time within the Terminal. The resulting artwork should offer responsive, interactive and open-ended play opportunities for children of all ages. The artwork may

take the form of a single designated play space, or multiple, smaller play features could be integrated throughout gate hold rooms or dwell lounges.

The Authority issued the Request for Qualifications (RFQ) for the Airport Terminal and Roadways Public Art Projects on November 6, 2020. As usual, notice of the business opportunity was made in the *Daily Transcript*, and the Authority’s website. Public Notices were sent to 900 potential Respondents in addition to being distributed through prominent public art channels including Forecast Public Art, PublicArtist.org, and the Public Art Network Listserv. A pre-submittal meeting was held virtually on November 16, 2020 and attended by 28 artists. Ninety-one responsive statements of qualifications were received on December 7, 2020: 48 for the Gateway Artwork, 57 for the Vertical Ticketing Artwork, 60 for the Outdoor Plaza Artwork, 59 for the Recomposure Area Artwork, 47 for the Food Hall Interactive Artwork, and 38 for the Family Play Area Artwork.

The Artist Selection Panel consisted of the following art, architecture, and design Analyst, City of Indio), Lynda Forsha (Executive Director, Murals of La Jolla), Mathieu Gregoire (Artist/Founder, Gregoire Associates), Aaron T. Stephan (Artist).

The three highest scoring artists were invited to interview on January 14, 2021. Each artist was asked to respond to a specific list of questions, which targeted the evaluation criteria presented in the RFQ. A summary of the Panelist’s findings and final recommendation are presented below:

Combined Scores	SB Preference	Veteran Preference	Local Preference	Quality, creativity, and strength of past work	Ability to communicate effectively	Interest in and comprehension of the project	Quality and technical competence	Flexibility in approach	Total
Electroland	0	0	0	1020	495	465	800	465	3245
Donald Lipski	0	0	0	1170	585	570	925	570	3820
Skunk Control	0	0	0	960	525	525	800	480	3290

The recommended artist for this opportunity is Donald Lipski. Accomplished public artist Lipski does not rely on a static set of materials or approaches, but rather, treats every situation as a blank slate and strives to create works that are dynamic, thoughtful and engaging. The panel appreciated Lipski’s playful, and site-responsive approach, as well as his strong understanding of the unique demands of the airport environment and expertise necessary to develop an innovative and safe site for families to play. They resolved that he was the strongest candidate for the opportunity.

Fiscal Impact:

Adequate funds for the contract with Donald Lipski are included within project 413001 ADP Package 1 Terminal and Roadways. Sources of funding for this project include Airport Cash, General Airport Revenue Bonds (GARBS).

Donald Lipski will initially be authorized to proceed only with the Site Selection and Research phase of their Contract, with expenditures totaling \$7,700 in Fiscal Year 2021 (FY21). Funding for the preliminary phases of this contract is included within the ADP-related expenditures previously identified for FY21. If the Artist’s Concept Design Proposal is approved by the Authority, the artist’s agreement would be amended in

Fiscal Year 2022 to authorize funds for their remainder of contract work including consultation during installation of the Artwork.

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:

Use of Policy 5.12:

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, 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 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, Donald Lipski did not receive small business, local business and veteran owned small business preferences.

Prepared by:

CHRIS CHALUPSKY
SENIOR MANAGER, ARTS PROGRAM

RESOLUTION NO. 2021-0015

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, AWARDING AND AUTHORIZING THE PRESIDENT/CEO TO EXECUTE A CONTRACT WITH DONALD LIPSKI TO DESIGN, FABRICATE, TRANSPORT, DELIVER, AND CONSULT DURING INSTALLATION OF AN INTEGRATED ARTWORK FOR THE AIRPORT TERMINAL AND ROADWAYS FAMILY PLAY AREA PUBLIC ART PROJECT IN AN AMOUNT NOT-TO-EXCEED \$385,000

WHEREAS, the Airport Arts Master Plan calls for artwork to be site-specific and integrated into the Airport; and

WHEREAS, Authority Policy 8.50 allocates for Board approval Public Art 2% of eligible construction costs from Eligible Projects to fund the Public Arts Program which includes terminals, landside and other specified construction; and

WHEREAS, the Airport Arts Master Plan, approved by the Board on March 14, 2019, calls for the integration of public art projects and Arts Program infrastructure within the Airport Development Program (ADP); and

WHEREAS, on November 6, 2020, the Authority issued a Request for Qualifications for the Airport Terminal and Roadways Public Art; and

WHEREAS, ninety-nine responses were received and the Artist Selection Panel established by the Arts Advisory Committee comprised of art and design professionals, reviewed ninety-one responsive submissions and interviewed three finalist candidates; and

WHEREAS, the Artist Selection Panel ('Panel') for the Airport Terminal and Roadways Family Play Area Public Art Opportunity recommended Donald Lipski be awarded an agreement to design, fabricate, transport and deliver, and consult during the installation of public art; and

WHEREAS, on January 19, 2021, the Arts Advisory Committee voted in favor of the Panel's recommendation and voted to forward the recommendation to the Board for approval.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby awards and authorizes the President/CEO to execute a contract with Donald Lipski to design, fabricate, transport, deliver, and consult during the installation of an Integrated Artwork for the Airport Terminal and Roadways Family Play Area Public Art Project in an amount not-to-exceed \$385,000; and

BE IT FURTHER RESOLVED that funding for the preliminary phases of this contract, with expenditures totaling \$7,700 in Fiscal Year 2021 (FY21), is included within the ADP-related expenditures previously identified for FY21; 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 4th day of February, 2021 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: **FEBRUARY 4, 2021**

Subject:

Award a Contract to G&G Specialty Contractors, Inc. for Quieter Home Program Phase 10, Group 11, Project No. 381011, Sixty (60) Single-Family and Multi-Family Units on Forty-Seven (47) Non-Historic Residential Properties Located East and West of the San Diego International Airport

Recommendation:

Adopt Resolution No. 2021-0016, awarding a contract to G&G Specialty Contractors, Inc. in the amount of \$1,134,468.80 for Phase 10, Group 11, Project No. 381011, 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 11, Project number 381011 includes installation of new acoustical windows, doors, and ventilation improvements to reduce aircraft-related noise levels and provide sound attenuation to sixty (60) single-family and multi-family units on forty-seven (47) non-historic residential properties located East and West of the San Diego International Airport. (refer to Attachment A).

To date, the Program has completed 4,344 residences, of which 944 are historic and 3,400 are non-historic. 2,823 residences are located west of SDIA and 1,521 are located east of SDIA.

Project No. 381011 was advertised on November 5, 2020, and bids were opened on December 8, 2020. The following bids were received (refer to Attachment B):

Company	Total Bid
G&G Specialty Contractors, Inc.	\$1,134,468.80
S&L Specialty Construction, Inc.	\$1,166,256.80
De La Fuente Construction, Inc.	\$1,423,736.80

The Engineer's estimate is \$1,139,437.75.

The low bid of \$1,134,468.80 is considered responsive and G&G Specialty Contractors, Inc. is considered responsible. Award to G&G Specialty Contractors, Inc. is, therefore, recommended in the amount of \$1,134,468.80.

Fiscal Impact:

Adequate funds for the contract with G&G Specialty Contractors, 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. G&G Specialty Contractors, Inc. proposed 2.5% DBE participation on QHP Phase 10, Group 11.

Prepared by:

BRENDAN REED
DIRECTOR, PLANNING & ENVIRONMENTAL AFFAIRS



LEGEND

-  65 dB Boundary
-  65 dB CNEL Contour

**San Diego County Regional Airport Authority
Quieter Home Program
Project 381011**

RESOLUTION NO. 2021-0016

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, AWARDING A CONTRACT TO G&G SPECIALTY CONTRACTORS, INC., IN THE AMOUNT OF \$1,134,468.80 FOR PHASE 10, GROUP 11, PROJECT NO. 381011, 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 11, 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 11, of the Program provides sound attenuation to sixty (60) single-family and multi-family units on forty-seven (47) 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 11, on November 5, 2020; and

WHEREAS, on December 8, 2020, the Authority opened sealed bids received in response to the Bid Solicitation Package; and

WHEREAS, the apparent low bidder G&G Specialty Contractors, Inc. submitted a bid of \$1,134,468.80 and the Authority's staff has duly considered the bid and has determined that G&G Specialty Contractors, 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 G&G Specialty Contractors, Inc., the lowest bidder, the contract for Phase 10, Group 11, 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 G&G Specialty Contractors, Inc., in the amount of \$1,134,468.80 for Phase 10, Group 11, Project No. 381011, 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 4th day of February 2021, 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: **FEBRUARY 4, 2021**

Subject:

Approve and Authorize the President/CEO to Negotiate and Execute an Agreement for Airport Land Use Compatibility On-Call Technical Support

Recommendation:

Adopt Resolution No. 2021-0017, approving and authorizing the President/CEO to negotiate and execute an agreement for Airport Land Use Compatibility On-Call Technical Support with Ricondo & Associates, Inc. for a term of three years, with the option for two one-year extensions, in a maximum total amount not-to-exceed \$2,500,000 in support of numerous airport land use compatibility planning efforts.

Background/Justification:

The Airport Land Use Compatibility On-Call Technical Support agreement provides essential on-call technical airport land use consultant services to support the Airport Authority's Planning & Environmental Affairs Department. These services are necessary to address forthcoming updates to adopted Airport Land Use Compatibility Plans (ALUCPs), as well as any related environmental analyses as required under the California Environmental Quality Act. These consultant services will help support airport land use compatibility planning around the sixteen airports that fall within the San Diego County Airport Land Use Commission's (ALUC) jurisdiction.

The previous Airport Land Use Compatibility On-Call Technical Support agreements were initiated on August 14, 2015 and extended through November 11, 2020. Two firms (Ricondo and Associates, Inc. and Coffman Associates, Inc.) were granted contracts and completed airport land use planning services to-date totaling approximately \$2.9 million. Major tasks performed and completed under the former contracts included the following:

- Preparation of Naval Air Station North Island (NASNI) ALUCP
- Preparation NASNI ALUCP Environmental Impact Report
- Preparation of Draft ALUCPs for six rural airports (Aqua Caliente, Borrego Valley, Fallbrook Airpark, Jacumba, Ocotillo, and Ramona)
- Creation of on-line ALUC Geographic Information System (GIS) tool

Based upon historic expenditure trends, it is estimated that the Authority could spend up to \$2.5 million over a five-year period to support anticipated airport land use planning activities. Beyond unforeseen and ongoing projects, the following specific services will be needed over the next five-year period:

- Update of San Diego International Airport (SAN) ALUCP;
- Update of McClellan-Palomar (CRQ) ALUCP;

- Update to additional ALUCPs for airports that have recently completed airport master plans, Airport Layout Plan (ALP) updates, or updates to an Air Installation Compatibility Use Zone (AICUZ) study.

On October 9, 2020, the Authority published a Request for Proposals (RFP) to provide professional airport land use planning services. On November 6, 2020, the Authority received proposals from the following three entities, with all respondents being deemed responsive:

1. Ricondo & Associates, Inc. (Ricondo)
2. Coffman Associates, Inc. (Coffman)
3. Environmental Science Associates (ESA)

The evaluation criteria used to evaluate the firms was a weighted criteria of six factors, including: organization structure; company experience; primary staff; proposed fees/cost to Authority; inclusionary approach and commitment; and small business preference under Authority Policy 5.12.

The Authority's Evaluation Panel ("Panel"), which was comprised of five representatives from the Planning & Environmental Affairs Dept., Government Relations Dept. and General Counsel's Office, conducted a thorough review of all proposals.

All three of the firms were invited to interview on December 10, 2020, after which the firms were ranked as follows:

Rankings

Respondents	Panelist 1	Panelist 2	Panelist 3	Panelist 4	Panelist 5	Total	Rank
Ricondo	1	1	1	1	1	5	1
Coffman	1	2	3	2	3	11	2
ESA	3	3	2	2	2	12	3

Combined Scores

Respondents	Small/Local/Veteran Business	Cost	Org. Structure	Company Experience	Primary Staff	Inclusionary	Total
Ricondo	100	600	450	1760	1150	240	4300
Coffman	0	1000	350	1440	800	140	3730
ESA	0	500	450	1680	1000	210	3840

The top firm selected by the panel was Ricondo & Associates, Inc. (Ricondo). If Authority staff cannot reach an agreement with the top-ranked firm, staff will then enter into negotiations with the next ranked firm until a scope and billing rates are achieved to the satisfaction of the Authority and the Consultant. A brief background of the top selected firm is provided below:

Ricondo & Associates, Inc.

The Ricondo & Associates, Inc. team was given the highest score by the selection panel. The panel agreed that the Ricondo team had the widest breadth of

knowledge on issues specific to the airports that fall within the ALUC’s jurisdiction and provided detailed insight on how their team could help the Authority address forthcoming efforts. They have a local office in San Diego County and have historically provided quick response times to on-call airport land use planning assignments issued by the Authority.

Ricondo is a full-service aviation consultancy specializing in airport planning and business management services in support of airports and operators, airlines, and federal and state agencies. Over the last 30 years, Ricondo has delivered on-call planning services at airports throughout the United States, including San Diego International Airport.

Fiscal Impact:

Adequate funds for the initial years of the Airport Land Use Compatibility On-Call Technical Support agreement are included in the Planning & Environmental Affairs Department’s adopted FY 2021 and conceptual FY 2022 operating expense 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: 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:

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/policies 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.

In accordance with Policy 5.12, Ricondo & Associates, Inc. received 2% local business preference and did not receive small business and veteran owned small business preferences. Additionally, Ricondo & Associates, Inc. proposed an Inclusionary Outreach Plan which delineates their commitment to work with the Airport Authority to maximize participation by small, local and service disabled/veteran owned small businesses. Ricondo & Associates, Inc. proposed estimated goal commitments of 4% Small Business, 87% Local Business, 8% Disadvantaged Business Enterprise and 1% Service Disabled/Veteran Owned Small Business.

Prepared by:

BRENDAN REED
DIRECTOR, PLANNING & ENVIRONMENTAL AFFAIRS

RESOLUTION NO. 2021-0017

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, APPROVING AND AUTHORIZING THE PRESIDENT/CEO TO NEGOTIATE AND EXECUTE AN AGREEMENT FOR AIRPORT LAND USE COMPATIBILITY ON-CALL TECHNICAL SUPPORT WITH RICONDO & ASSOCIATES, INC. FOR A TERM OF THREE YEARS, WITH THE OPTION FOR TWO ONE-YEAR EXTENSIONS, IN A MAXIMUM TOTAL AMOUNT NOT-TO-EXCEED \$2,500,000

WHEREAS, the Airport Land Use Compatibility On-Call Technical Support agreement provides essential on-call technical airport land use planning consultant service to support the San Diego County Airport Land Use Commission (ALUC); and

WHEREAS, these services are necessary to address anticipated efforts associated with updating adopted Airport Land Use Compatibility Plans (ALUCPs) and preparing related environmental analyses required under the California Environmental Quality Act (CEQA); and

WHEREAS, beyond unforeseen and ongoing projects, it is anticipated that the following services will be needed over the next five-year period:

- Update of San Diego International Airport (SAN) ALUCP;
- Update of McClellan-Palomar (CRQ) ALUCP;
- Update to additional ALUCPs for airports that have recently completed airport master plans, Airport Layout Plan (ALP) Updates or updates to an Air Installation Compatibility Use Zone (AICUZ) study; and

WHEREAS, on October 9, 2020, the Authority published a Request for Proposals (RFP) to provide professional airport land use planning services; and

WHEREAS, on November 6, 2020, the Authority received proposals from the following three entities, with all respondents being deemed responsive:

- Ricondo & Associates, Inc.
- Coffman Associates, Inc.
- Environmental Science Associates (ESA); and

WHEREAS, all three of the firms were invited to interview on Dec. 10, 2020, after which the firms were ranked by the Authority's Evaluation Panel as follows:

1. Ricondo & Associates, Inc.
2. Coffman Associates, Inc.
3. Environmental Science Associates (ESA); and

WHEREAS, the top firm selected by the Evaluation Panel was Ricondo & Associates, Inc. and Staff recommends that a contract be awarded to Ricondo & Associates.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves and authorizes the President/CEO to negotiate and execute an Airport Land Use Compatibility On-Call Technical Support agreement with Ricondo & Associates, Inc. for a term of three years, with the option for two one-year extensions, in a maximum total amount not-to-exceed \$2,500,000 in support of forthcoming ALUC efforts; and

BE IT FURTHER RESOLVED that in order to enter into an agreement with the top-ranked firm, Staff will negotiate the scope of work and billing rates; and

BE IT FURTHER RESOLVED that if Staff cannot reach an agreement with top-ranked firms, Staff will then enter into negotiations with the next ranked firm until a scope and billing rates are achieved to the satisfaction of the Authority and the Consultant; and

BE IT FURTHER RESOLVED that the Board authorizes the President/CEO to award an agreement to the next ranked firm and establish an agreement with that firm under the same terms and conditions described herein; 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 Board finds that this action is not a "project" as defined by the California Environmental Quality Act (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 4th day of February, 2021, 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: **FEBRUARY 4, 2021**

Subject:

February 2021 Legislative Report and 2021 Legislative Agenda

Recommendation:

Adopt Resolution No. 2021-0018, approving the February 2021 Legislative Report and 2021 Legislative Agenda.

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 February 2021 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.

The 2021 Legislative Agenda (Attachment B) includes general legislative guidelines and specific goals that the Authority's legislative team recommends that the Board approve for the upcoming year. Following Board approval, staff will work with the Authority's legislative consultants to closely monitor and implement Board direction in the policy areas included in the 2021 Legislative Agenda.

Federal Legislative Action

The Authority's legislative team does not recommend that the Board adopt any new positions on federal legislation at this time.

On January 20th, Joseph R. Biden was sworn in as the 46th President of the United States, and Kamala Harris was sworn in as the 49th Vice President of the United States.

As a part of the Biden Administration's "first one hundred days" agenda, the President took action on several issues, including issuing a mask mandate for those on federal property and in interstate travel; extended nationwide restrictions on home evictions and foreclosures; introduced a \$1.9 trillion COVID-19 relief legislative package; and rejoined the Paris climate agreement.

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 COVID-19 relief package.

State Legislative Action

The Authority's legislative team does not recommend that the Board adopt any new positions on state legislation at this time.

In January, the California State Legislature reconvened for year one of the 2021-2022 legislative session. Since the start of session, the Governor released his fiscal year 2021-2022 budget proposal and legislators have introduced over 500 legislative bills.

The Governor's main budget priorities include additional funding for vaccine distribution; reopening of public schools; support for small businesses; economic stimulus payments to individuals eligible to receive the earned income tax credit; wildfire preparedness; homelessness and climate resiliency.

The deadline to introduce new bills is February 19, 2021. Government Relations staff and the Authority's state legislative consultants are currently reviewing newly introduced bills and will highlight those that impact the Airport Authority or San Diego International Airport in the March 2021 Legislative Report.

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. 2021-0018

A RESOLUTION OF THE BOARD OF THE SAN
DIEGO COUNTY REGIONAL AIRPORT AUTHORITY,
APPROVING THE FEBRUARY 2021 LEGISLATIVE
REPORT AND THE 2021 LEGISLATIVE AGENDA

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 February 2021 Legislative Report (“Attachment A”) and the 2021 Legislative Agenda (“Attachment B”); 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 4th day of February 2021, 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

February 2021 Legislative Report

State Legislation

New Assembly Bills

There are no new Assembly Bills to report.

Assembly Bills from Previous Report

Legislation/Topic

AB 55 (Boerner Horvath) Employment: telecommuting.

Background/Summary

AB 55 is a placeholder (spot bill) This bill would declare the intent of the Legislature to enact future legislation to ensure certain rights and benefits for telecommuting employees.

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: 12/7/20 – Introduced.

Position: Watch (1/7/21)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 72 (Petrie-Norris) Environmental protection: Natural Resources Agency: coastal adaptation projects: sea level rise: regulator permitting: report.

Background/Summary

Existing law establishes the Natural Resources Agency. Existing law requires the agency, by July 1, 2017, and every 3 years thereafter, to update the state's climate adaptation strategy to identify vulnerabilities to climate change by sectors and priority actions needed to reduce the risks in those sectors. This bill would enact the Coastal Adaptation Permitting Act of 2021 and would require the agency to explore, and authorize it to implement, options within the agency's jurisdiction to establish a more coordinated and efficient regulatory review and permitting process for coastal adaptation projects, as defined. The bill would require the agency to submit, by July 1, 2023, a report to the Legislature with suggestions and recommendations for improving and expediting the regulatory review and permitting process for coastal adaptation projects.

Anticipated Impact/Discussion

If enacted, the Airport Authority's legislative team would work with the California Airports Council to identify any potential opportunities to engage with the agency on actions and recommendations that could impact California airports.

Status: 12/7/20 – Introduced.

Position: Watch (1/7/21)

New Senate Bills

There are no new Senate Bills to report.

*Shaded text represents new or updated legislative information

Senate Bills from Previous Report

Legislation/Topic

SB 1 (Atkins) Coastal resources: sea level rise.

Background/Summary

This bill would also include, as part of the procedures that 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 specified above by which the commission is required to adopt these procedures. The bill 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. To the extent that a regional agency is a local public agency, this bill would impose a state-mandated local program.

This bill would create within state government the California Sea Level Rise State and Regional Support Collaborative and 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. Existing law authorizes the Secretary for Environmental Protection to expend up to \$1,500,000 per year for the Environmental Justice Small Grant Program. This bill would instead authorize the secretary to expend up to \$2,000,000 per year for purposes of the grant program and would require up to \$500,000 of that money to be expended by the secretary for grants to organizations working to address and mitigate the effects of sea level rise in disadvantaged communities, as defined, impacted by sea level rise.

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. 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: 12/7/20 – Introduced.

Position: Watch (1/7/21)

*Shaded text represents new or updated legislative information

Legislation/Topic

SB 37 (Cortese) Contaminated sites: the Dominic Cortese “Cortese List” Act of 2021.

Background/Summary

Existing law requires the Department of Toxic Substances Control to compile a list of specified information, including, but not limited to, hazardous waste facilities where the department took, or contracted for the taking of, corrective action to remedy or prevent, for example, an imminent substantial danger to public health. Existing law requires the State Department of Health Care Services to compile a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis by local health officers.

This bill would enact the Dominic Cortese “Cortese List” Act of 2021 and would recodify the above-described provisions with certain revisions. The bill would require the Department of Toxic Substances Control to also list hazardous waste facilities where the department issued an order for corrective action after determining that there is or has been a release of hazardous waste or constituents into the environment from a facility. The bill would require the State Water Resources Control Board, instead of the State Department of Health Care Services, to compile and update a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis by local health officers. The bill would require the Secretary for Environmental Protection to post the information on the California Environmental Protection Agency’s internet website.

Anticipated Impact/Discussion

SB 37 could have an impact on San Diego International Airport (SDIA) as airports are federally mandated to store certain chemicals, including perfluoroalkyl and polyfluoroalkyl (PFAS) for firefighting purposes. The Airport Authority’s legislative team will work with the California Airports Council (CAC) to determine an industry wide position, if applicable, and will closely monitor the development of this bill language for any impact on San Diego International Airport (SDIA) and the Airport Authority.

Status: 12/7/20 – Introduced.

Position: Watch (1/7/21)

*Shaded text represents new or updated legislative information

Legislation/Topic

SB 46 (Stern) Employment: contact tracing and safety policies: COVID-19.

Background/Summary

This bill would state the intent of the Legislature to enact legislation that would require an employer to develop and implement contact tracing and safety policies for its employees, including requiring notice to the employer when an employee receives a positive COVID-19 test.

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: 12/7/20 – Introduced.

Position: Watch (1/7/21)

*Shaded text represents new or updated legislative information

Federal Legislation

New House Bills

There are no new House Bills to report.

New Senate Bills

There are no new Senate Bills to report.

*Shaded text represents new or updated legislative information

San Diego County Regional Airport Authority
2020 Legislative Agenda

Federal Policy/Legislation

COVID-19

The COVID-19 pandemic reached the United States in force in March 2020, and immediately subsumed much of the year's planned legislative work for stakeholders all across the transportation industry. On March 13th, the Trump Administration issued a Notice of Arrival Restrictions requiring American citizens, legal permanent residents, and their immediate families who are returning home to the U.S. to travel through one of 13 airports upon arrival to the U.S., submit to an enhanced entry screening and self-quarantine for 14 days once they reach their final destination. These airports were also referred to as "gateway" airports. In September, the notice was lifted. While San Diego International Airport (SDIA) was not one of the designated gateway airports, should the pandemic continue to rise in severity and another notice is issued, SDIA is well positioned to advocate for inclusion on the list.

Congress passed the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Public Law (P.L) 116-136, which provided \$10 billion in Airport Improvement Program (AIP) supplemental appropriations that were provided at a 100 percent federal share, and a freeze was placed on the passenger ticket, cargo waybill, and commercial aviation fuel taxes. Under the CARES Act, SDIA received \$91M in funding. Additionally, the CARES Act provided \$32 billion in grants to airlines and air contractors to prevent furloughs of non-executive employees, via the Payroll Support Program (PSP).

Prior to the end of the 116th Congress, lawmakers approved a \$2 trillion bi-partisan FY 2021 funding bill and another COVID-19 relief package. The relief package includes \$2 billion for airports and concessionaires, of which \$1.75 billion is reserved for commercial service airports and \$200 million for concessionaires. The Federal Aviation Administration is developing a process to distribute the relief funds and we expect the funding to be available in the coming months. The Biden Administration has made COVID-19 relief a top priority and has proposed a \$1.9 trillion package that includes funding for state and local governments, enhanced vaccine distribution, direct payments to individuals, and more.

Action: Continue to closely coordinate with the Authority's Congressional delegation, the Authority's legislative consultants, and industry associations (Airports Council International – North America, American Association of Airport Executives, and Gateway Airports Council), to secure airport assistance in future COVID-19 relief bills, and monitor developments. Engage with the incoming Biden Administration, and new members of the House and Senate, and advocate for further relief for airports, airlines, concessionaires, and associated facilities.

Infrastructure Funding

The Biden Administration is expected to make infrastructure funding a prominent part of its “first 100 days” agenda. It is anticipated that a plan to modernize infrastructure powered by clean energy will be a key pillar of the President’s economic recovery plan.

While no specific details have been released as they relate to airports and airlines, the Biden infrastructure plan (part of its “Build Back Better” program) calls for \$400B over ten years in clean energy research, and a massive expansion and renewal of Amtrak as well as other passenger rail services, both of which will have implications for air travel. We anticipate that funding for airports will be part of the Build Back Better program.

House Transportation and Infrastructure Committee Chairman Peter DeFazio (D-OR) and his Democratic committee members have begun work on an infrastructure package, which is likely to be at least as generous as H.R. 2, the “Moving Forward Act”, passed by the House during the previous (116th) Congress in July 2020. The Moving Forward Act included \$35 billion for the FAA’s AIP. We anticipate that parts of H.R. 2 will be a starting point for any broad infrastructure package that may come to fruition during the 117th Congress and a Biden Administration.

Action: Continue to closely coordinate with our Congressional delegation, the Biden Administration, the Authority’s legislative consultants, and industry associations to identify and pursue opportunities to secure funding for infrastructure projects at SDIA. SDIA has seen a great deal of success in the past with respect to infrastructure legislation and securing money and will work to ensure we are well positioned in this Congress to follow suit.

Passenger Facility Charge

The Passenger Facility Charge is a fee on airline tickets that is used to fund FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition. Congress has not increased the current \$4.50 Passenger Facility Charge (PFC) maximum level in eighteen years. A PFC increase would provide the Authority with additional resources for airport improvements including the implementation of the Airport Development Program. On October 5, 2018, legislation was signed into law reauthorizing for five-years all Federal Aviation Administration (FAA) programs, taxes, and fees. Unfortunately, the legislation did not raise the current \$4.50 cap on PFCs.

Efforts have been undertaken during the past two sessions of Congress to increase or eliminate the PFC limit, but those efforts were unsuccessful. There may be opportunity to address this in a potential upcoming surface transportation reauthorization or infrastructure package during this Congress. In addition, the Authority has previously supported standalone legislation that would uncap the PFC, which was introduced by Representatives Peter DeFazio (D-OR) and Thomas Massie (R-KY). We expect that similar legislation will be re-introduced in the 117th Congress. A potential infrastructure package, expected during the 117th Congress, is the legislative vehicle that could provide the best chance to carry a change to the PFC in the near-term.

Notably, President Biden previously voiced his support for implementing an increased PFC, but successfully implementing a PFC increase will face ongoing opposition that will need to be overcome.

Action: Continue to work with industry associations, the Biden Administration, the Authority's legislative consultants, and San Diego Congressional delegation members to increase the PFC limit and identify any additional infrastructure revenue sources that can be used for SDIA projects.

Customs and Border Protection (CBP) Staffing

Though in 2020 airports experienced massively depressed passenger volume, personnel allocation at California airports is still insufficient to meet traditional volume, particularly at its rate of growth prior to the pandemic. Although Authority staff and representatives have continued to communicate to CBP staff – both locally and at CBP headquarters – concerning the need for additional resources at the Port of San Diego (the designation for the region's aviation/maritime CBP ports of entry) to accommodate additional international travel at SDIA, this issue remains unresolved.

Action: Continue to closely coordinate with CBP officials, Congress, and other interested parties to ensure that an adequate level of CBP staffing will be provided for existing and new international service at SDIA. The legislative team will also oppose any potential shifting of CBP revenue to pay for non-CBP programs and activities.

Unmanned Aircraft Systems (Drones)

The use of unmanned aircraft systems (UAS) or drones by hobbyists and for commercial purposes continues to grow. The FAA Reauthorization bill that was signed into law on October 5, 2018, included several amendments to address the potential threat of drones to aviation activity including the concern of Congress about the safety risks caused by unauthorized operation of UAS in proximity to airports and the safety risks of potential collisions between UAS and manned aircraft.

The FAA recently issued two final rules related to UAS. The final rule on Operation of Unmanned Aircraft Systems Over People was released on December 28, 2020 and was officially published to the Federal Register on January 15, 2021. The final rule on Remote Identification of Unmanned Aircraft was also released on December 28, 2020 and was officially published to the Federal Register on January 15, 2021.

The final rule on Operation of Unmanned Aircraft Systems Over People finalized the February 13, 2019, notice of proposed rulemaking, also titled Operation of Small Unmanned Aircraft Systems over People. There are four categories for operation over people, and operation at night, with shared characteristics. Category 1 applies to generally small craft that weigh less than 0.55 pounds and having no exposed, rotating parts; Category 2 aircraft must not cause injury to a human being greater than the severity of an impact equivalent to that of 11 foot-pounds of force, or have any exposed, rotating parts; Category 3 aircraft abide by the same requirements as Category 2, but have a 25 foot-pounds requirement instead of 11 foot-pounds; Category 4 aircraft must have an airworthiness certificate issued under Part 21 of the FAA regulations, and undergo regular maintenance and inspections.

The final rule on Remote Identification of Unmanned Aircraft effectively requires a “digital license plate for drones” allowing them to be easily identified while conducting operations. FAA Administrator Steve Dickson said the following on the rules: “the new rules make way for the further integration of drones into our airspace by addressing safety and security concerns. They get us closer to the day when we will more routinely see drone operations such as the delivery of packages.” Additional requirements and operating procedures apply for flight over people, and flight over vehicles. Under the final rule, operation at night will require anti-collision lights visible for out to three statute miles that have a flash rate “sufficient to avoid a collision.”

Work also continues on UAS Traffic Management (UTM) generally, which will ultimately act as an air traffic control system for drones. The rollout of both Remote ID and UTM is absolutely critical for drone operations going forward and for SDIA and airports like it to ensure that drones do not pose a significant safety risk to operations and the safety of the airspace generally.

The FAA also began to engage in the BEYOND Program to test Beyond Visual Line of Sight (BVLoS) UAS operations. The program commenced on October 26, 2020 after the FAA's UAS Integration Pilot Program (IPP) concluded and will feature eight of the nine participants in the IPP. The IPP facilitated the participation of state, local, and tribal governments, and private sector entities (operators and manufacturers), to test and evaluate the integration everyday drone operations into our national airspace system. The City of San Diego was a participant in the IPP and saw a great deal of success. The City's proposal focused on "border protection and package delivery of food, with a secondary focus on international commerce, Smart City/autonomous vehicle interoperability, and surveillance."

Action: Continue to work closely with the Authority's legislative consultants, the San Diego Congressional delegation, the California Airports Council (CAC), industry associations and others to advocate for the passage of legislation that would reduce the threat of drone impacts on airport operations and continue to monitor the Remote ID rulemaking process.

Airport Connectivity Funding

In August 2020, the San Diego Association of Governments (SANDAG) announced its framework for the 2021 Regional Transportation Plan (RTP), totaling \$177 billion in new and refurbished transit and other surface transportation elements. Multiple linkages are planned to connect with SDIA, including an envisioned “Grand Central” hub station that would connect the trolley, Coaster, and Amtrak directly to the airport.

Additional coordination will be necessary as this project moves forward. The Authority will support and collaborate in any efforts by SANDAG to identify and advocate for funding necessary to build the projects related to airport connectivity.

Action: Continue to coordinate and collaborate with SANDAG, the U.S. Department of Transportation, the Authority’s legislative consultants, and others to identify and advocate for funding necessary to advance the 2021 Regional Transportation Plan.

Federal Grants

SDIA was issued \$91M in CARES Act relief funding, which was purposed toward fulfilling numerous spending obligations, including debt service, and compensating for the loss of revenue due to the depression in passenger and flight volume. Further COVID relief is expected from the most recent COVID-relief package passed by Congress in December. The Federal Aviation Administration is developing a process to distribute the relief funds and we expect them to be available in the coming months.

Apart from COVID-related relief, SDIA received funding from other federal sources in 2020. Much of the funding was provided via the Airport Improvement Program (AIP). In the first tranche of grants in April, SDIA received \$9.8 million to rehabilitate the airport’s apron. Later, in July, SDIA was issued \$5.5 million to construct, extend, and improve its safety area. Most recently in September, SDIA was awarded \$18 million under the AIP for the Quieter Home Program. Successfully obtaining these grants is an important element of the Authority’s Plan of Finance.

Action: Continue to identify and pursue available federal funding for SDIA programs and projects; work with the Authority’s legislative consultants and industry associations to advocate for the continued inclusion of SDIA in COVID-19 relief and stimulus, and advocate for additional funding for key grant programs, including AIP.

Security

The President signed into law H.R. 302 on October 5, 2018, reauthorizing the Transportation Security Administration (TSA) for three years. The bill authorized \$55 million annually for the TSA Law Enforcement Officer (LEO) reimbursement program; authorized \$77 million annually for TSA to staff exit lanes; established a five-year term for the TSA Administrator; required TSA to conduct a cost and feasibility study of enhanced employee inspection measures at airports; directed the TSA to establish standards for the certification of third-party explosive detection canines for passenger and property screening; limited the use of PreCheck lanes only to travelers who are a member of PreCheck or another Department of Homeland Security trusted traveler program; and required TSA to develop modified risk screening protocols for lanes other than designated PreCheck lanes for use by low-risk passengers.

Due to the onset of COVID-19 and an accompanying decline in passenger volume, the focus on air security in 2020 has been predominantly centered on preventing the spread of the virus at and through security checkpoints. TSA has implemented multiple new measures to facilitate contactless screening of travelers, such as passenger self-screening of travel documents, the addition of plexiglass reinforcement to checkpoints, and provision of personal protective equipment (PPE) to security officers.

The REAL ID Act of 2005 establishes federal standards for state-issued driver licenses and non-driver identification cards. To comply with this law, the Department of Homeland Security issued regulations requiring domestic air travelers, beginning on January 22, 2018, to either possess a state driver license that is compliant with the REAL ID Act or show an alternative form of identification acceptable to the Transportation Security Administration in order to board their flight. The implementation of the nationwide REAL ID mandate has been postponed until October 2021 to accommodate delays due to the coronavirus pandemic. All states are now in compliance, but there is still widespread noncompliance on the part of the American public. It is expected that this issue will continue to be addressed, and that compliance deadlines for fliers will therefore be extended further, as the pandemic continues.

Action: Work with airport advocates and others to review and guide proposed changes to current security policies and procedures and work with TSA and other SDIA security personnel to implement the required changes, while maintaining federal funding for programs such as the Law Enforcement Officer Reimbursement program; track changes to security protocols or policies associated with the COVID-19 pandemic.

Washington, DC Nonstop Air Service

Authority staff continues to explore legislative solutions that would provide an opportunity for air carriers to begin nonstop service to Ronald Reagan Washington National Airport (DCA). Service between San Diego (SAN) and DCA is restricted due to a requirement that flights from DCA may only go to cities within a 1,250-mile perimeter unless an air carrier has a “beyond perimeter” exemption. Service between the two airports would provide San Diego travelers, including the region’s significant military population and critical infrastructure businesses, with a more convenient and quicker option to travel to and from our nation’s capital.

Due to COVID-19, the U.S. Department of Transportation has given carriers holding “beyond perimeter” slots relief from the “use requirements,” and thus carriers are waiting to restart service. There remains a clear need for service to meet market demand, but as yet, no carrier has requested the ability to deploy unused slots in alternative markets, such as SAN-DCA.

Action: Advocate for legislative changes that would provide flexibility to allow air carriers to serve SAN-DCA nonstop, and work with the Metropolitan Washington Airports Authority on establishing a temporary waiver for an air carrier to establish a route; continue to work with the Authority’s legislative consultants to keep a pulse on the politics surrounding slots and whether it is prudent to advocate for reassigning existing slots from a carrier for a finite period of time.

International Air Service

There is a close link between nonstop air service development and foreign investment attraction. However, frequency restrictions to key markets present a burden to the economic development and global connectivity of U.S. cities to international markets.

The COVID-19 pandemic has greatly curtailed international travel, with travel restrictions outright preventing Americans from traveling to other nations, and vice versa. Subsequently, the volume of passenger traffic has decreased significantly, adversely impacting air carrier, airport, and concessionary revenues, as well as local economies reliant upon tourism. There are conversations surrounding safe travel corridors, also known as air bridges, between international points and the United States. Currently, the main air bridge being discussed is one between the United Kingdom and the Greater New York City Metropolitan area. There are still many details to be hashed out with respect to air bridges, including whether there should be a mandatory quarantine period on either end of the air bridge or if negative COVID-19 tests on the parts of passengers is sufficient. Unfortunately, these conversations have largely paused due to the recent uptick in COVID-19 cases and hospitalizations on both sides of the Atlantic Ocean.

Action: Advocate for the safe reopening of international travel amid the COVID-19 pandemic and continue to closely monitor and engage on the air bridge concept. Continue to advocate for expanded dialogue between the U.S. Department of State, the Federal Aviation Administration, and the aviation authorities of key trade partners to lift restrictions on air service frequency to important sources of foreign direct investment. Advocate for both airline and airport participation in open skies and other negotiations that impact international route development priorities.

Per- and Polyfluoroalkyl Substances (PFAS)

Per- and polyfluoroalkyl substances (PFAS) remain a controversial topic. The FY 2020 National Defense Authorization Act (NDAA) included a number of provisions on PFAS including phasing out the military's use of PFAS-based firefighting foam beginning in 2024 and banning PFAS in packaging for Meals Ready to Eat (MRE). However, some of the strongest language, including provisions that would have required cleanup of PFAS-contaminated communities and industrial water pollution, were omitted from the final bill. Lawmakers provided the Department of Defense authority to provide alternate water supplies to agriculture operations contaminated by PFAS, but the Pentagon, in a 2019 memo, required that for such an action to be undertaken, the contamination would have to be demonstrated to pose "an unacceptable health risk."

In May 2020, the EPA announced that it would be moving to implement the PFAS requirements included in the NDAA and adding the 172 PFAS to the Toxics Release Inventory List (retroactively effective to January 1, 2020). At the same time, the EPA issued a call for reporting forms for PFAS to be submitted by July 1, 2021, for calendar year 2020 data. EPA researchers are currently assessing methods for measuring exposure and toxicity, as well as clean-up techniques.

H.R.535, the PFAS Action Act of 2019, passed the House on January 10, 2020, and would require remediation of the release of PFAS into the environment. The bill does make an exemption for public agencies or private owners of public airports that receive federal funding from liability of remediation for certain PFAS releases, such as those resulting from the use of PFAS-containing firefighting foam.

The FY 2021 NDAA became law in December 2020. The final legislation contained measures generally centered around the assessment of PFAS impacts on local populations and the environment, costs and techniques associated with remediation, as well as a measure to authorize the Secretary of Defense to carry out a prize program to recognize and incentivize the development of non-PFAS firefighting foam (Sec. 328).

An eleventh-hour action by the Environmental Protection Agency (EPA) was issued on Tuesday evening, January 19, 2021, aimed at addressing PFAS. The agency released a final regulatory determination concluding that perfluoroalkyl and polyfluoroalkyl substances should be regulated in drinking water, alongside a final toxicity assessment for PFBS, a member of the PFAS group of chemicals. The EPA also proposed a rule requiring drinking water utilities to test for 29 types of PFAS during the next round of sampling, scheduled for 2023 to 2025, and released two advance notices requesting information ahead of future PFAS rulemaking, including whether they should be listed under national cleanup laws, like the Superfund. Neither the 2021 NDAA or January 2021 EPA action have imposed a ban on PFAS, or penalties for its use.

Action: Continue to advocate to require the federal government to take responsibility for PFAS-related remediation and disposal; for funding for takeback of PFAS products and airport equipment and to replace Airport Fire Fighting Foam; to direct and fund research for attribution of PFAS contamination; and to ensure airports should not be financially liable for PFAS contamination.

State Policy/Legislation

REAL ID Satellite Offices

As discussed in the Federal "Security" section above, due to the COVID-19 pandemic, the deadline to obtain a REAL ID was extended to October 1, 2021.

Because many air travelers, particularly those who travel infrequently, may not be aware of the federal requirement to obtain an enhanced REAL ID license or other compliant document by October 1, 2021, in order to travel by air, airports have a direct interest in ensuring that travelers arriving at the airport beginning October 1, 2021, have a REAL ID driver license. To assist the State of California Department of Motor Vehicles (DMV) in the issuance of REAL ID licenses, California airports have proposed to coordinate with the DMV to locate satellite DMV offices at airports to provide a convenient location for travelers to apply for REAL ID licenses.

Action: Support efforts by the California Airports Council to work with the California DMV to potentially establish satellite offices at airports to assist travelers in obtaining REAL ID driver's licenses by the October 1, 2021, compliance deadline.

Transportation Network Companies (TNC) / Taxicab Operations

During the 2019 legislative session, Governor Newsom signed into law Assembly Bill 880 (Oberholte), strengthening provisions in current law regarding background checks for drivers operating for a TNC.

In light of California voters passing Proposition 22, it is likely that the State Legislature or the Administration will consider additional changes to TNC or taxicab operations to further regulate the industry.

Actions: Work with the California Airports Council, the Authority's legislative consultants, and others to monitor TNC- and taxicab-related legislation and regulations, their anticipated impact on SDIA, and state efforts to provide fair competition between the various modes of ground transportation. Work to ensure that airports retain authority to regulate access to and operations of all ground transportation modes at their respective airports.

Personal Vehicle Sharing Programs

Legislation was introduced during the 2018 legislative session to regulate new vehicle rental business models that involve individuals listing their personal vehicles for rent on a website through a personal ride sharing company. Governor Brown signed Assembly Bill 2873 (Low) into law, prohibiting a personal vehicle sharing program from facilitating or arranging a vehicle for transportation if the vehicle is subject to a manufacturer’s safety recall. Assembly Bill 2246 (Friedman) would have added the term “personal ride sharing program” to the definition of “rental company” or “rental car company” in applicable sections of state law but died in the Assembly Judiciary Committee.

Over the past two years, several lawsuits and countersuits have been filed by the City of Los Angeles and the City of San Francisco, and Turo (a personal car sharing platform), escalating tensions between Turo, car rental companies and airports. This may be an ongoing issue involving policymakers at the state and local level with the personal vehicle sharing industry potentially seeking legislation in 2021.

Action: Work with the California Airports Council, the Authority’s legislative consultants, and others to monitor the pending litigation, personal vehicle sharing program legislation and regulations, their anticipated impact on SDIA, and state efforts to define personal vehicle sharing companies.

Autonomous Vehicles

A number of bills were introduced during the 2019 legislative session that addressed regulations and operations of autonomous or self-driving vehicles—however, no legislation regarding autonomous vehicles made it to Governor Newsom’s desk.

Senate Bill 59 (Allen) sought to direct the chair of the California Transportation Commission to establish an advisory committee—the California Council on the Future of Transportation—to provide the Governor and Legislature with recommendations for changes in state policy to ensure California’s leadership in autonomous, driverless and connected vehicle technology. However, this bill stalled in the Assembly Appropriations Committee.

As the testing and implementation of autonomous vehicles evolves, it is possible that the State Legislature or the Administration will consider additional regulations regarding autonomous vehicles.

Actions: Work closely with the California Airports Council, the Authority’s legislative consultants, and others to monitor autonomous vehicle legislation and regulations, and their anticipated benefit or impact on SDIA. Work to ensure that airports retain authority to regulate access to and operations of all ground transportation modes at their respective airports.

Drones (Unmanned Aerial Vehicles)

The potential hazard of unmanned aircraft systems (UAS) to other aircraft in flight, persons on the ground and critical infrastructures continue to be addressed through state and federal legislation. In 2019, the State Legislature considered two bills that addressed UAS: Assembly Bill 1190 (Irwin) and Senate Bill 648 (Chang). AB 1190 would have authorized a local agency to adopt regulations to enforce FAA regulations regarding the operation of unmanned aircraft systems and would have authorized local agencies to regulate the operation of unmanned aircraft and unmanned aircraft systems within their jurisdictions. Due to the COVID-19 pandemic, AB 1190 did not move forward in the legislative process and failed passage.

Senate Bill 648 would have required, except as specified, the operator of an unmanned aircraft system involved in an accident resulting in injury to an individual or damage to property to immediately land the unmanned aircraft 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. The bill would have made a person who knowingly fails to comply with these provisions guilty of an infraction punishable by a fine of not more than \$250. Due to the COVID-19 pandemic, SB 648 did not move forward in the legislative process and failed passage.

As there are still public safety and privacy concerns with the use of drones, it is possible that additional drone legislation will be considered by the State Legislature.

Action: Work closely with the California Airports Council, the Authority's legislative consultants, members of the San Diego legislative delegation, City of San Diego staff, and law enforcement to track, and, if necessary, assist in the development of legislation and regulations to protect airport operations from drone interference.

Sustainability & Energy Use Reduction

The Airport Authority continues to explore actions that can be taken to build on its efforts to become more sustainable and energy-independent. Authority staff continue to monitor and investigate funding opportunities for sustainable initiatives at SDIA. Specific areas of investment are expected to include additional zero-emission ground support equipment and other airport vehicles and electric charging infrastructure.

In addition, Authority staff will continue to identify requirements and charges that could impede our ability to utilize non-traditional and "green" energy supplies to power SDIA facilities and equipment as well as actions that could be taken to alter current public utility rules, regulations and statutes.

Actions: Identify opportunities to obtain funding for airport projects that will reduce SDIA's reliance on traditional utilities and allow for the implementation of sustainable resources; and identify any regulatory and statutory impediments to potential projects and activities that would increase energy independence at SDIA and coordinate with other interested parties to remove any identified impediments.

Cap and Trade Program

The Legislature postponed approving the 2020-21 Greenhouse Gas Reduction Fund Expenditure (GGRF) Plan as part of the budget enacted in June because of uncertainty about revenue from California's cap-and-trade auctions, the source of money for the fund.

Given recent cap-and-trade market conditions, there is significant uncertainty about how much GGRF revenue the state will collect from 2020-21 auctions. As a result, the Legislature will consider a wide range of plausible revenue scenarios in 2021 as it develops its GGRF expenditure plan. If private companies and investors decide to delay or limit allowance purchases at multiple upcoming auctions (due to poor economic conditions, for example), the state could generate only limited revenue in the fiscal year.

Given the possibility that GGRF funding will be further limited this year, the Legislature will have to make difficult decisions about how to prioritize different policy goals, such as reducing greenhouse gases, promoting new technologies, assisting climate adaptation activities, improving local air quality, and enhancing forest management and fire protection.

Staff will identify potential SDIA projects and programs that would be eligible for Cap-and-Trade funding and develop a strategy to compete for this funding.

Action: Continue to work with the Authority's legislative consultants, California Airports Council, and others to identify and pursue available funding from emission reduction programs, such as the Cap-and-Trade Program, to fund eligible Authority programs and projects, and submit strategic comments on draft funding guidelines when necessary.

Electric Vehicle Supply Equipment (EVSE) Incentive Program Support

The California Electric Vehicle Infrastructure Project (CALeVIP), funded by the California Energy Commission, provides funding for local governments and organizations to develop and implement EVSE incentive programs that help meet regional needs for Level 2 and DC fast chargers. CALeVIP evaluates proposed EVSE incentive programs and solicits input from stakeholders to guide the development and implementation of the programs.

Action: Continue to work with the Authority's legislative consultants, California Airports Council, and others to identify and pursue available funding from the California Electric Vehicle Infrastructure Project to fund eligible organizations and programs.

Aviation Fuel Tax

The State of California charges sales tax on aviation fuel sold at California airports. The state deposits revenue from that tax into its general fund and is not restricted to using that revenue for aviation-related projects and programs. In 2015, the Federal Aviation Administration (FAA) notified the state of a federal policy clarification requiring state and local governments to redirect certain general sales tax revenues derived from aviation fuel to airport capital and operating costs in accordance with federal law. State and local governments were required to implement compliance plans by December 8, 2017. In May 2019, the FAA rejected the rationale used by the California State Department of Finance (DOF) and further compelled the State to comply with policy and procedures concerning the use taxes on aviation fuel (79 Federal Register 66282).

The State of California responded to the FAA in August 2019 and declared that state expenditures on airport capital and operating costs exceed the estimated state general sales tax revenues derived from aviation fuel and that the state is, therefore, in compliance with federal law. However, discussions between the state and the FAA concerning the state's compliance with federal policy continue.

In 2020, SB 988 (McGuire) was introduced, which would have required an aviation fuel retailer to provide a quarterly information return, as specified, and would subject a retailer who fails to file that information return or who files an inaccurate information return to a penalty of \$5,000. However, due to the COVID-19 pandemic, this bill did not move forward.

Action: Continue to work with the California Airports Council, the Authority's legislative consultants, other airports, and local and state governments to formulate a strategy and develop any necessary legislation to ensure the State of California's compliance with FAA policy.

Sustainable Aviation Fuel

In line with the Authority's ongoing goal of environmental sustainability and reduction of greenhouse gas (GHG) emissions, the conversation around accessibility and increased utilization of Sustainable Aviation Fuel (SAF) has continued to grow. SAF is made from environmentally friendly feedstocks like woody biomass (forest debris), municipal waste garbage, as well as used oils, fats and greases. At present, SAFs can be safely blended with traditional jet fuel, handled with conventional jet fuel infrastructure and used for commercial travel.

Today, the State uses 3.5 billion gallons of conventional jet fuel. If properly incentivized by the State, California can reduce its GHG emissions by an estimated 50-80 percent on a lifecycle basis, totaling 10 million metric tons—simply by switching to five percent SAF by 2025. In 2020, a growing coalition in the aviation industry, including the Airport Authority, began to work with the State to find ways to incentivize the production and utilization of SAFs. In 2021, the coalition plans to continue pursuing a budget request for SAFs.

Action: Work with the Sustainable Aviation Fuel working group, the California Airports Council, and the Authority's legislative consultants to support a legislative or budget vehicle to incentivize the production, distribution and integration of SAFs.

COVID-19 Worker Safety and Impacts on Airport Operations

In light of safety impacts and operational constraints stemmed by the COVID-19 global pandemic, the State legislature introduced a number of measures to enhance essential worker protections as well as new safety, notification and operational requirements for all public and private employers operating in the State – most notably AB 685 (Reyes) which outlines a series of employee notification requirements, as well as SB 1159 (Hill) which in part, codifies Governor Newsom’s Executive Order (N-62-20) that created a rebuttable presumption that "essential employees" who contracted COVID-19 were infected on the job, and established the scope and terms of a similar presumption for infected employees not covered by N-62-20. These are new presumptions in California Workers’ Compensation System and will be active through January 1, 2023.

It is expected that the State legislature will introduce more measures aimed at increasing health and safety standards for California workers.

Moreover, the California Department of Industrial Relations Division of Occupational Safety & Health (Cal/OSHA) enacted approved emergency temporary Cal/OSHA standards on COVID-19 infection prevention on November 30, 2020. These new temporary standards apply to most workers in California not covered by Cal/OSHA’s Aerosol Transmissible Diseases standard, including SDIA. Cal/OSHA will consider further modifying these emergency regulations with input from public and private employers sometime in early 2021.

Action: Work through the California Airports Council, and with the Authority’s legislative consultants and other local government partners to engage state lawmakers and regulators on collaborative approaches that balance worker health and safety—taking into account the operational and compliance challenges inherently faced by the Authority/SDIA.

State Mandates/Governmental Operations

Authority staff continues to work with its legislative consultants and the California Airports Council to identify proposals that could impose unfunded state mandates and/or measures that would preempt the operational control of the Authority or SDIA, thereby increasing Authority expenses.

Action: Work with the Authority’s legislative consultants, the California Airports Council, and other local government partners to monitor measures that would apply unfunded state mandates and limit operational autonomy—analyzing their potential impact/cost to the Authority/SDIA.

State Grants

Staff will continue to work with the Authority's legislative consultants and others to identify and apply for any applicable and available state grant funding, including grants for the Airport Development Program and its various elements, security, environmental/sustainability initiatives, airport development projects, arts and education programs, planning and energy-related programs. Opportunities may include seeking funds from sources such as the State-sponsored Greenhouse Gas (GHG) emissions auctions and the Volkswagen Settlement Agreement's Environmental Trust Fund.

Action: Continue to identify and pursue available State funding for the Airport Development Program and other eligible Authority programs and projects and submit strategic comments on draft funding guidelines when necessary.

California Air Resources Board Regulations

California Air Resources Board (CARB) staff has met several times with the California Airports Council staff and member airports to discuss CARB's proposed implementation of new zero-emission shuttle bus and ground equipment regulations. CARB staff has been informed that these proposed regulations, if implemented, would eliminate access by California airports to federal funding provided under the Voluntary Airport Low Emission (VALE) and Airport Zero Emissions Vehicle and Infrastructure Pilot Program (ZEV) grant programs. CARB staff is now considering the possibility of implementing zero-emission requirements that would allow airports to procure zero emission vehicles via a voluntary method while achieving emission reduction goals set by CARB to comply with the State Implementation Plan.

Action: Continue to coordinate with the California Airports Council, the Authority's legislative consultants, and others to dialogue with California Air Resources Board representatives to preserve access by California airports to the Voluntary Airport Low Emission (VALE) and Airport Zero Emissions Vehicle and Infrastructure Pilot Program (ZEV) grant programs.

Soil and Ground Water Testing for PFAS

In 2019 the State Water Resources Control Board ordered all airports to begin testing for per- and polyfluoroalkyl substances (PFAS)—a chemical found in firefighting foam products approved and mandated for use by the FAA. Cost associated with testing are in excess of \$200,000.

Action: Continue to work with the California Airports Council and the Authority's legislative consultants to advocate for state funding to assist SDIA with testing associated with PFAS detection.



SAN DIEGO
INTERNATIONAL AIRPORT

LET'S **GO.**

February 2021 Legislative Report and 2021 Legislative Agenda

Presented by:

Matt Harris, Director, Government Relations

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Steven Cruz & Joseph Cruz, Cruz Strategies

February 4, 2021

Legislative Advocacy Program

Authority Policy 1.60 states that the Board shall adopt a legislative agenda

- Legislative Agenda
 - Comprised of general guidelines and specific goals
 - Serves as the foundation for Authority's Legislative Advocacy Program
 - Monthly Legislative Reports provide opportunity to give specific direction to staff

Federal Legislative Consultant

Elevate Government Affairs

- Founded in October 2019, tight-knit team specializing in transportation and aviation issues.
- Decades of experience working with/for Congressional offices and Committees, as well as airports and the Transportation Security Administration (TSA), Federal Aviation Administration (FAA), Department of Transportation (DOT), and Customs and Border Protection (CBP).
- Excellent rapport with key trade associations and aviation industry at large: American Association of Airport Executives (AAAE) and Airports Council International – North America (ACI-NA).

State Legislative Consultant

Cruz Strategies

- Cruz Strategies is a full-service government and public affairs firm with decades of experience representing public agencies before the California State Legislature, including cities, counties and airports.
- Cruz Strategies is proud to be the largest Latino/a owned lobbying firm in Sacramento, as well as one of the premier lobbying firms successfully representing their roster of diverse clients on legislative and regulatory issues before state entities.
- The firm has also built a specialization in public infrastructure and labor relations, successfully advocating for large scale public works projects.

Federal Update - Elevate Government Affairs



2020 Review



Overview

- Impeachment
- 2020 Election
- COVID-19 Relief Packages
- National Defense Authorization Act (NDAA)
- End-of-Year Omnibus

Aviation/Airport Issues

- Airport/Concessionaire Relief
- Air Carrier Relief
- Boeing 737 MAX/Certification Reform Legislation
- Airport Noise and Grant Funding
- Per- and Polyfluoroalkyl Substances (PFAS)

COVID-19 Relief for Airports and Air Carriers

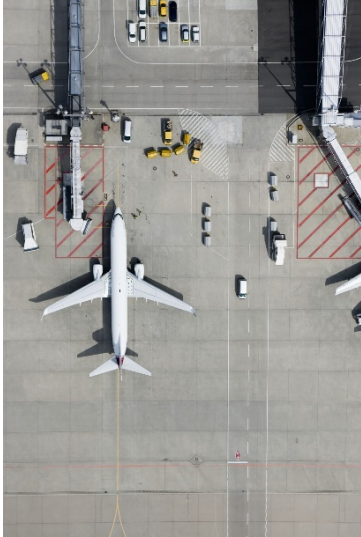
Funding Provided

CARES Act

- \$10B for airports
 - \$91M to SAN
- \$25B for payroll support for air carriers
- \$25B for loans/loan guarantees for air carriers
- \$4B for payroll support for cargo carriers
- \$4B for loans/loan guarantees for cargo carriers
- \$3B for payroll support for contractors

December 2020 COVID-19 Relief Bill

- \$2B for airports/concessionaires
 - Approximately \$19M expected to SAN
- \$1B for payroll support for contractors
- \$15B for payroll support for air carriers



Aviation Safety

Safety Takeaways

737 MAX

- Returned to flight
- New FAA rules and regulations

Aviation Safety Legislation

- End-of-Year Omnibus
 - Aircraft Certification, Safety, and Accountability Act



2021 State of Play

The Biden Administration

Immediate Focus

- COVID-19 Relief
- Economic Stimulus/Infrastructure/Climate Change
- Racial Equity
- Trump Executive Order Rollbacks
- Nominations/Staffing

Long-Term Focus

- Tax Reform
- Healthcare
- Appropriations

Key Cabinet Appointees

Secretary of Transportation	Secretary of Homeland Security	Secretary of Commerce	Secretary of State
Pete Buttigieg	Alejandro Mayorkas	Gina Raimondo	Antony Blinken



2021 State of Play

Congress

Immediate Focus

- COVID-19 Relief
- Impeachment
- Biden Nominations

Long-Term Focus

- Infrastructure
- Economic Stimulus/Tax Reform
- Appropriations

Margins

- Senate, 50-50 with Democratic control
- House, 222-211 with Democratic control
 - One race still undecided and a Republican vacancy



2021 State of Play

State of the Aviation Industry

Traffic continues to be low

- International Air Transport Association (IATA)
 - Projecting \$38.7B lost in 2021
- Request to make masks mandatory on flights (Accomplished in Biden Executive Order)

COVID-19 relief = priority

- Biden Plan
 - No additional money for airports/concessionaires requested
- COVID-19 cases surging
- Vaccine rollout directly impacts return toward "normal"
- Cargo – holding steady

2021 Engagement

Outreach Targets

Biden Administration and Delegation

- Executive Branch Agencies and Departments
 - Department of Transportation (DOT)
 - Federal Aviation Administration (FAA)
 - Department of Homeland Security (DHS)
 - Transportation Security Administration (TSA)
 - Customs and Border Protection (CBP)

SAN Delegation

- New delegation Member – Rep. Sara Jacobs (D-CA-53)

Key Committees of Jurisdiction

- Congressional leaders

2021 Engagement

Priorities

Additional Relief for Airports and Concessionaires

- Infrastructure
- Federal grants
- Financing mechanisms need to be expanded – Transportation Infrastructure Finance and Innovation Act (TIFIA) and the Passenger Facility Charge (PFC)

Restore Domestic Travel

Environmental Sustainability

- Key focus for SAN, new Administration and Congress

2021 Engagement

Priorities

International Air Service

- Expand dialogue – U.S. and international partners
- Restore international travel

Need for Staffing to Move International/Domestic Passengers Through the Airport

- Key agencies: Customs and Border Protection (CBP) and Transportation Security Administration (TSA)
- Coordination with CBP and TSA on staffing
- Ensure adequate staffing
- Focus on funding, appropriations, and biometrics

Per- and Polyfluoroalkyl Substances (PFAS)

- PFAS – required to be used in firefighting foam
- PFAS – looking for alternatives
- Work to address PFAS-related remediation and disposal

2021 Engagement

Priorities

Security

- Preserve critical security programs, like the Law Enforcement Officer (LEO) Reimbursement Program

Unmanned Aerial Vehicles (UAVs/Drones)

- Continue to address UAV issues – track implementation of new rules

Washington, D.C. Nonstop Air Service

- Explore options that would provide flexibility to allow air carriers to serve SAN-DCA nonstop

State Update - Cruz Strategies



2020 Year in Perspective

COVID-19 Response and Mitigation

- Governor's Stay-at-Home Orders
- Impact on Airport Operations, Tenants and Employees
- Cal/OSHA COVID-19 Emergency Regulations
- Small Business Grant Program

2020 Legislation

- AB 685 (Reyes)- COVID-19: Imminent Hazard to Employees: Exposure: Notification: Serious Violations
- AB 2731 (Gloria) – CEQA: City of San Diego: Transit and Transportation Facilities Projects
- AB 3216 (Kalra)- Employee Leave: Authorization: Coronavirus (COVID-19)
- SB 288 (Wiener) – CEQA: Exemptions: Transportation-Related Projects
- SB 1044 (Allen)- Firefighting Equipment and Foam: PFAS Chemicals
- SB 1159 (Hill)- Workers’ Compensation: COVID-19: Critical Workers

2021 State Political Landscape



- The Legislature reconvened on December 7th to swear-in newly elected members for the 2021-2022 Regular Session.
 - Bill limits
 - Capitol & Staff Restrictions
 - Newsom Recall Effort
 - New Administration and Federal Support
- Priority legislative and budget issues for the year include:
 - COVID-19
 - Economic Stimulus (Infrastructure)
 - Homelessness
 - Housing
 - Climate Resiliency
- Governor Newsom appointed Alex Padilla as new U.S. Senator and Dr. Shirley Weber as new Secretary of State

2021 State Political Landscape



- San Diego Senator Toni Atkins to Remain Senate ProTem and Speaker Anthony Rendon to Remain Assembly Speaker
- Senate Makeup
 - Senate Democrats- 31
 - Senate Republicans- 9
- Assembly Makeup
 - Assembly Democrats- 60
 - Assembly Republicans- 19
 - Assembly Independent- 1

2021-2022 Governor's Budget Proposal

- Governor Newsom presented his 2021-2022 Budget to the Legislature on January 10th
- \$227 billion spending plan focused on the most urgent needs of Californians, including:
 - Vaccination Distribution- \$370 million to expedite delivery
 - Safely Reopening Schools- \$2 billion
 - Support for Small Businesses- \$650 million in grants
 - Golden State Stimulus- \$2.4 billion to send \$600 payments to low-income families
 - Wildfire Preparedness- \$1 billion to reduce wildfire risk

2021-2022 Governor's Budget Proposal

- **Environmental Quality-** \$1.3 billion Cap-and-Trade expenditure plan that includes funding for safe drinking water, community air quality protection, and forest health management.
- **State Transportation Improvement Program-** \$2.4 billion which provides funding for future multimodal transportation improvements.
- **Zero-Emission Vehicles and Zero-Emission Vehicle Infrastructure-** \$1.5 billion investment building on the state's commitment of all new passenger vehicles to be zero-emission by 2035
- **Real ID-** \$186 million to the DMV to meet Real ID Demands

2021 State Legislative Priorities

- **REAL ID** – Continue to support efforts to establish satellite offices at airports to assist travelers in obtaining REAL ID.
- **Transportation Network Companies (TNC)/Taxicab Operations** – Monitor TNC and taxicab-related legislation and regulations impacting ground transportation.
- **Sustainable Aviation Fuel (SAF)**- Support state legislative and budget vehicle to incentivize the production, distribution and integration of SAFs.
- **Personal Vehicle Sharing Program** – Monitor or oppose potential legislation that would define personal rental vehicle sharing differently than traditional rental car companies.
- **Drones (Unmanned Aerial Vehicles)** – Monitor legislation and regulations to protect airport operations from drone interference.

2021 State Legislative Priorities

- **Autonomous Vehicles** – Monitor autonomous vehicle legislation and regulations to ensure that airports retain authority to regulate transportation modes at their respective airports.
- **Sustainability & Energy Use Reduction** – Identify opportunities to support sustainable resources and reduce SDIA’s reliance on traditional utilities.
- **Cap-and-Trade Program/VW Settlement Funding** – Continue to work with California Airports Council to identify and pursue available funding from emission reduction programs, such as the Cap-and-Trade Program and the VW settlement program.
- **Aviation Fuel Tax** – Continue to work with the California Airports Council to ensure the State of California’s compliance with FAA policy.

2021 State Legislative Priorities

- **State Grants** – Continue to identify and pursue available State funding, including grants for the Airport Development Plan and its various elements.
- **California Air Resources Board Regulations** – Continue to advocate with California Air Resources Board (CARB) to preserve to the Voluntary Airport Low Emission (VALE) and Airport Zero Emission Vehicles and Infrastructure Pilot Program (ZEV) grant program.
- **Soil and Ground Water Testing for Per-and Polyfluoroalkyl Substances (PFAS)** – Continue to work with the California Airports council on state funding to assist SDIA with funding for testing associated with PFAS detection.



Recommended Action

**Adopt Resolution 2021-XXXX,
approving the February 2021
Legislative Report and the
2021 Legislative Agenda**

Questions?

